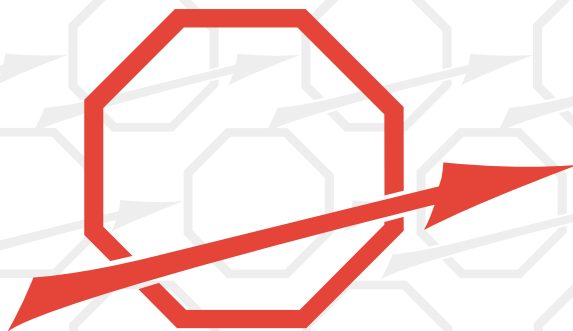


MASCOT

THE MAGAZINE OF THE MIDGET AND SPRITE CLUB



Famous owners: Sir Fred Hoyle (1915–2001). See story inside: Ed

ISSUE NO. 266

MAY 2006

www.mgcars.org.uk/midgetspriteclub

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

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Also see the Club Nights section on page 3 for new areas and contacts.

Compiled by David Hill. 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

© Midget & Sprite Club

Editorial May

There comes a time in the affairs of man, when taken at full flood etc etc (well you know the rest) ... change is everywhere. It's interesting to note how the world we know, whilst seeming to collapse in around us it is also miraculously re-builds itself at the same time. So it is with the club, the areas and of course *Mascot*. The club is re-vitalised, almost reborn with our new chairman 'Bill' taking a very active role in the affairs of the Club. A far cry from the doom and gloom of just over a year ago when we thought we didn't/wouldn't have a chairman.

The Areas have never been stronger with new ones popping up almost monthly (hello Kent and Essex) and old ones re-born. Bristol is back up to steam and Scotland has a new skipper it seems sharing reporting duties. Surrey is currently planning some new growth of its own as they establish a steering committee to smooth the transition to joint management and other area's that were once quite patchy are sending in bi-monthly reports now.

But what of *Mascot*? Well, the wheels grind slowly but I am now FINALLY getting phone calls at home, on my mobile after 8pm, telling me what is wrong with it (the magazine). That's very kind of you (you know who you are) and of course it was a request for technical articles!! So a few comments.

1. Please phone me during the day, I'd rather talk to you in office time!
2. Technical features: If you want them then write them!! Who else?
3. There has been a technical item in every issue this year!

We also have an ongoing vote regarding the cover, bi-monthly area reports, and colour. PLEASE tell your reps what YOU want.

However I do have one final piece of breaking news. Ed says he's standing down! Yes really, I will not be standing for re-election again in September/October. It will have been by then, in total, six years all but one issue since my first editorial. So time to let more able men and women take the helm and mould *Mascot* to their will for the next evolution of this fine and venerable institution. It has often occurred to me that people are reluctant to stand against an incumbent editor and editors are reluctant to stand down when they see nobody in the wings ... But Elly wants her weekends and evenings back so I talked to Bill last month and he told the committee.

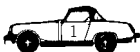
We agreed to give plenty of notice to the membership that the job is **yours** for the taking. Obviously any candidates would be fully supported by me during the first couple of months and the thing pretty much writes itself nowadays anyway. So what do you think? Want to find out what it's all about without committing to the job? Easy, just phone me and I will walk you through it. Time to give something back? "Cometh the hour, cometh the man or woman!" ... we hope!

Mike 'Ed' North, Editor at large



All articles and photographs for the magazine must be received by the first of the month preceding publication. Articles submitted for publication should be e-mailed to the editor if possible or on disc accompanied by hard copy. Members should be advised that pictures will be returned the month after inclusion in *Mascot*. Photos will only be returned if supplied with a SAE.

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



Club Nights

- 1st Monday **London Area** (Congestion Zone) – Meet at **The Mulberry Bush** Pub, Southwark (200 metres or so East of the London Eye) 7:30pm. Also generally meet at the Ace Café on 2nd Tuesday together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garylazarus@blueyonder.co.uk
- 1st Wednesday **Wiltshire** – Meet at **The Forresters, Leigh**, near Cricklade.
- 1st Wednesday **South Staffs and Birmingham** – Meet at the **The Green Man**, Middleton Village, 8.30-8.45pm
- 1st Thursday **Lincolnshire Area** – Meet at **The White Hart**, Lissington, nr. Wragby. 8pm. Contact Brian Sumner on 01507 328128 brians@redimps.com
- 1st Thursday **Notts/Derby border Area** (note change of day) at the **Sitwell Arms** near Horsley Woodhouse from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilc@bgs.ac.uk
- 1st Thursday **Yorkshire Area** – April 6th in **The Wharfedale**, Arthington Lane, Arthington, Otley, LS21 1NL. Meetings from 7.30 pm onwards, food available. Details, contact Anita on 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com
- 2nd Wednesday **Warwickshire** – Meet at **The Green Dragon**, The Green, Sambourne, Reddich, 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 Star**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Alan Lo on 01179 572617 email: alan@mobuzzing.net
- 2nd Thursday **Cambridgeshire** – Meet at **The Mad Cat** pub in Pidley Village, midway between Huntingdon and Chatteris, 8pm
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole 7.30pm
- 3rd Tuesday **Central Scotland** – Meet at **The Garfield Hotel**, Stepps, East Dunbartonshire. 7.30pm in the Lounge. Check first with Carson on 0141-245-6327 day or 013606-22334 evening.
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.45pm onwards. David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk
- 3rd Thursday **Northern Ireland** – Venue to be decided. Please contact Barry Stanage on 02890 401726 or mobile 07769 705497 or email barrystanage@aol.com
- 4th Thursday **Hampshire** – Meet at **The Poacher**, South Warnborough. Note Change of Venue. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- Occasional Meetings **New! Home Counties North West** for members in Herts, Bucks, Berks, N. London or anyone interested! Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
- Occasional Meetings **New! Kent Area**. Next meeting on Sunday April 23rd at **The Hook and Hatchet**, Church Road, Hucking, Kent at 1200hrs. Contact Alan Anstead, Tel: 01322 384050.



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Club Website

Members Only pages for May
User name: spridget Password: heaven

Events

From David Hill and Webmaster Chris Nevard

Events organised so far for 2006

May

- Sunday 7th Ludlow Festival of Transport. Warwickshire Area will be there. Details from Roy Cole, Tel: 01562 885766.
- Saturday 13th & Sunday 14th Dorset Area are taking part in the Prescott Hill Climb Open Classic Car Event. The weekend comprises a 50 mile road run on the Saturday and the Hill Climb on the Sunday. Details from Ian Swinden, Tel: 01202 623002 or email: Eswinden@aol.com. Warwickshire Area will also be there. Details from Dave Parker, Tel: 01564 784766 or John Platt, Tel: 01789 488321.
- Saturday 13th & Sunday 14th Beaulieu Autojumble. Surrey Area are planning to be there. Details from David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk or www.beaulieu.co.uk/motormuseum/events.cfm
- Saturday 13th Cambridgeshire Area's Comberton Cool School Run. Arrive at about 10am for village show and classic car day. Details from David Dixon, Tel: 01733 222810 or email: e-dave@ntlworld.com
- Friday 26th to Wednesday 31st Warwickshire's Trip to Ireland. Details from Alan Couch, Tel: 01564 773302
- Saturday 27th to Tuesday 30th Surrey Area are touring the Oxford Area. Contact Laura Peale or Chris Banton.
- Sunday 28th MGs at Kingston Lacy. Dorset are making their 5th visit to this popular event. Details from Ian Swinden, Tel: 01202 623002 or email: Eswinden@aol.com
- Sunday 28th North West Area are attending the Capesthorpe Classic Car show. Details from Les Robinson, 01772 434 2138

June

- Sunday 4th North West Area's Lancashire Run. Details from Les Robinson, 01772 434 2138
- Sunday 4th Cambridgeshire's Chip Shop Challenge Treasure Hunt. Meet at Swaffham Safeway's car park 10am. Details from David Dixon, Tel: 01733 222810 or email: e-dave@ntlworld.com
- Sunday 11th Warwickshire Area's Jolly Roger Run. Details from Roger Orgill, Tel: 01684 833379
- Tuesday 13th Surrey Area are the guests of Brooklands Museum. 7pm onwards. Details from David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk
- Thursday 15th to Sunday 18th Battlefield Tour 2006. Join Alan Anstead, John Larrington and Friends in Spridgets and Spitfires Travel by speedferries– Dover / Boulogne. Stay at Campanile – Lille, Senlin. Salient guided tour Friday. Visit to Ypres museum & Menem Gate. Roam freely on Saturday. Alan.anstead@btopenworld.com



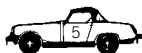
- Saturday 17th Classic Car Action Day at Castle Combe Circuit, Nr. Chippenham, Wilts. Club stand and a chance to drive on the circuit. Free admission for pre-booked club members. Details contact Terry Horler, tel: 01454 881770 evenings
- Sunday 18th Classics at the Castle. Sherborne Castle that is! Dorset Area will be attending. Details from Ian Swinden, Tel: 01202 623002 or email: Eswinden@aol.com
- Sunday 18th Yorkshire Area at Harewood Classic Car Rally, Harewood, Leeds Details: Anita on 01423 862738 or 07720 725429 email: spridget.girl@ntlworld.com
- Friday 23rd to Sunday 25th Spridget Treffen! The first pure Spridget meeting in the Westerwald, Germany. Hosted by the newly formed German Spridget Register. Info from Marcus, Tel: 0049 5251 878 1929 or email: marcus.pieper@t-online.de.
- Sunday 25th Warwickshire Area's Worcestershire and Shropshire Run. Details from Stuart Watson, Tel: 01562 883076 or Roy Cole, Tel: 01562 885766
- Sunday 25th Bromley Pageant. World's largest one day classic event. Surrey Area will be there, details from David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk or visit, www.bromleypageant.co.uk

July

- Saturday 8th & Sunday 9th Surrey Area will be attending the Ardingly County Show and Classic Car Show with the Club Stand. Details from David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk
- Tuesday 11th Cambridgeshire are going to the Ace Café. Turn up at 8pm or Details from David Dixon, Tel: 01733 222810 or email: e-dave@ntlworld.com
- Friday 14th to Sunday 16th Warwickshire Area's trip to Peak District, Yorkshire and the Tramway Museum. Details from Dave Parget, Tel: 01564 784766.
- Saturday 15th & Sunday 16th Great Western Rally, Bowood House, Nr. Chippenham, Wilts. Saturday Road Run (pre-booking essential) Sunday, full programme of events in front of Bowood House. Details contact Terry Horler, tel: 01454 881770 evenings.
- Sunday 16th Dorset Area are going to the **Motoring Extravaganza** presented by Poole Bay Classics at Braemore House, near Fordingbridge. Details from Ian Swinden, Tel: 01202 623002 or email: Eswinden@aol.com
- Sunday 16th North West Area are attending the Houghton Tower Classic Car Show. Details from Les Robinson, 01772 434 2138
- Sunday 23rd Surrey Area Barbeque. Chez Laura and Chris. Details from David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk
- Friday 28th to Sunday 30th Silverstone Classic Event. Dedicated parking under M&SC banner. Huge range of events, stands and activities. Watch this space for more details but looks like this event will become THE event to go to in 2006! Warwickshire Area members please co-ordinate with Chris Yates, Tel: 01608 665066. Surrey Area members with David Wright, Tel: 0208 642 4789

August

- Sunday 6th Dorset Area are attending the MGOC 1020 Picnic at Athlehampton. WWII theme. Details from Ian Swinden, Tel: 01202 623002 or email: Eswinden@aol.com
- Sunday 6th Yorkshire Area Track Day at Croft Circuit with MGs On Track. One 15-car group reserved for MASC. Details: Anita on 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com

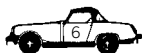


- Sunday 6th BMC Rally at Ferry Meadows near Peterborough. This is the main MASC East Anglia event for 2006. 600 classic cars, 30 autojumble stalls, guaranteed sunshine and a designated MASC area for about 30 Sprigets. Just turn up on the day or contact David Dixon, Tel: 01733 222810 or email: e-dave@ntlworld.com for discounted tickets and limited edition commemorative brass plaque.
- Sunday 13th Warwickshire Area's "John's Mystery Tour". Details from John Platt, Tel: 01789 488321.
- Sunday 13th Surrey Area are attending the annual Furzewood Autojumble and Frolic. Details from David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk
- Saturday 19th Warwickshire Area's Barbeque at Jim and Rosemary's. Details from Jim and Rosemary Willis, Tel: 01572 402804.
- Tuesday 22nd Ace Café MG and Rover Revue. Details from Ace Café on 020 8961 1000 or www.ace-café-london.com
- Thursday 24th to Sunday 27th Ian from the Dorset Area is going to the **9th International MG Meeting in Berlin**. Can anyone join him? Maybe passenger spaces available (the Midget will be on a trailer). Call Ian on 01202 623002 or email: Eswinden@aol.com
- Saturday 27th to Monday 29th Hampshire Pageant of Motoring at Broadlands, Romsey. Dorset Area will be there. Details from Ian Swinden, Tel: 01202 623002 or email: Eswinden@aol.com
- Saturday 27th Cambridgeshire Area are going to Little Gransden Flying Day, classic cars and aircraft. Don't miss this one! Meet at Caxton Gibbet Services at 09:30am. Contact David Dixon asap for limited free tickets and details, Tel: 01733 222810 or email: e-dave@ntlworld.com. Must be booked in advance.
- September**
- Friday 1st & Saturday 2nd Goodwood Revival Meeting, Sussex. Warwickshire Area Members please liase with Chris Yates, Tel: 01608 665066. Surrey Area members please contact David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk
- Sunday 3rd Coventry Festival Run. Warwickshire Area are attending. Details from John Platt, Tel: 01789 488321.
- Sunday 17th Annual Vintage and Classic day at Turweston Airfield, Northants. An informal gathering of people fascinated by things mechanical! Details. If enough interest we could have our own stand. www.vintageaircraftclub.org.uk
- October**
- Friday 27th to Sunday 29th Classic Motor Show at the NEC. Warwickshire Area will be there. Details from John Platt, Tel: 01789 488321.
- December**
- Wednesday 13th Warwickshire Area's Christmas Dinner at The Green Dragon. details from Chris and Sheila Yates, Tel: 01608 665066.
- Tuesday 19th Surrey Area's Christmas Dinner. Details from David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk

Area Reps please let David Hill (email: david@hillnet.clara.net) have confirmed dates for new events asap.

Remember there are Club Night Natters throughout the year and that area events are also open to members from other areas!

Please also note that the above lists only M&SC events or events where we have a presence or an interest. General classic events are listed in the classic press.



Ramblings from the Chair

Hi everyone, I hope all are well. This is quite a momentous month for me to report, some good news but also a little sadness. I expect that Mike has told you all by now that he is not standing for the post of Magazine Editor at the next election.

For me this is bad news but for Mike it is a time for a little relaxation at last, The Lord knows he deserves some by now. So we will need to find a volunteer for the post as soon as possible. Mike will stand by in the wings to render some assistance during the running in period but will NOT be editing the mag. Now we need someone with vigour and keenness and an eye for a good story. Who wants to come aboard? Contact any committee member if you wish to put your name forward and we can get you started in time to stand at the election.

Good news however, there still is! The committee met in March to work out some "Needs to do's".

We are hoping to invest in some new better "Show Equipment" so that the club can present itself in an even better way than at present, when in the public eye. The old

show equipment and its trailer are to be sold off or scrapped as soon as is decent and we have catalogues with new style display kit that will be decided upon in consultation with the groups that use it at present (predominantly Warwickshire at present, but open for others when in use).

Moving on from this we hope to establish a "Regalia Sales page with photos" on the Club's classy website. Mike Grout is responsible for this and we are hoping for photographs of the items for sale being artistically modelled and on display.

Anita Lachowicz is now responsible for my pet bunny, communications. Ask Anita to sort it out if there is an issue to be dealt with. I am certain she will do that in no time for you.

The best news is left to last, naturally. We now have Public Liability insurance as a club again. Thanks to Anita and FootmanJames.

Loads of waffle there, but basically we are looking good for a great summer. See you around, I'll be there!

Bill



Mutual Assistance Directory

The summer is creeping ever nearer and there are now lots of places to go, meet ups in which to take part and generally no excuse not to get out and about in the Spridget.

Andrea and I are moving house (downsizing) so that we will have more time to get out in the Midget. At the moment, if it is a nice sunny day, we feel guilty if we go out and don't mow the lawns, dig the garden, paint the fences, etc. We are really looking forward to our new life so, probably for next year, expect to see us more often.

Don't forget, if you don't carry your copy of the Mutual Assistance Directory and you would like a copy you can download it from the members only section of our website. However, if you do not have access to the web or don't know someone who does, I will print off a copy and send it to you. Please remember that it is constantly updated so to be up to date, download it at least every month.

David Hill



Webmonster

Auto Site of the Month

Next in the 2006 series of featured sites that help members link to the world of motorcars, motorsport and motor enjoyment! This month is... <http://www.fisc-europe.org/index.php>



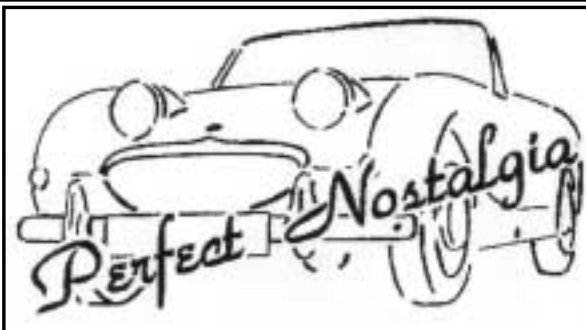
Ed 'quotes the site':

"FISC EuroTour is the leading European AH Sprite and MG Midget series. It is a non-profit making foundation dedicated to creating a competitive and fair environment for competitors to race at an affordable price. To find out more, please check which race options suit you best". Sounds like fun. Enjoy ☺ (Thanks to MASC's own Webmonster, Chris Nevard, for this gem.)

D J Grove Restoration

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01256 768678

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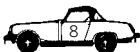


For friendly expert advice from an ex F1 engineer and Sprite and Midget specialist, with a longstanding reputation in concours, race preparation (i.e. Goodwood Revival), complete restorations, servicing, chassis rebuilding, and obscure parts traced.

Frogeye, special body, Speedwell and Sebring Guru

STOP PRESS!

In the workshop,
2 Frogeye chassis
rebuids, original
Speedwell rebuild,
modified race Sebring
construction
Car supplied for Ch4
TV filming



Yorkshire Report



Daffodil run line up

April Natter

Twenty-three of us succeeded in getting to the April meeting at The Wharfedale Inn in Arthington. The road was closed due to a serious accident and was only accessible from the West after persuading the police to let you through. We were there first in the Atlantis Midget. At this stage only Terry Horler knew I had bought it. Robin and Jill arrived soon after. This pub is one of their favourites. We were soon hearing all about their recent trip to Kenya. Chris brought along a Frogeye grille for Mark's project and a spares list for others. His Frogeye has just passed its MOT with only a small issue with the brakes. His Frogeye project is nearly ready for its MOT.

Apparently, he and Lin have chosen a very different shade of blue for this car. Simon, Nick and Josie arrived and we were soon busy talking about the forthcoming weekend's Ilkley Jubilee Rally and Run. Arthur and Roy came in Arthur's Frogeye with its hardtop on. Roger and Caroline managed to get through to us and got to know a few more of us better. Ian is becoming a regular at our meetings despite his other commitments but Claire can't always make it, as on this occasion. Ken H came in his son's Midget with his daughter's boyfriend Wayne. They have now booked for the Sunday of The Roses Run. Wayne will be bringing his MGTF. Ken showed me what he and Mark have done with the dashboard I gave them. The main part is now Harvest Gold body colour but the gauge section is black. It looks really smart.

Ken also brought along some spare Halogen bulbs. I heard Shawn arrive in his Midget. He has been very busy progressing things for the move to Australia. If anyone wants a house in Ripponden I can recommend one that is in tip top condition. When Mick and Tim L arrived I was compelled to entice them outside to look at the 'mystery' Midget. Mick got into the Atlantis rally seat easily enough. Getting out was a different matter! While we were looking over the cars Stan arrived in his BGTV8. Stan is a prominent member of the HRCR and in the past has rallied a Sprite with his wife Jean. He has a couple of Midgets himself and knows the previous owner of the Atlantis. Matt and Lizzie had to come in the Merc as the wipers had stopped working on the Midget. He has been busy fitting a Frontline kit and has given Shawn's welder a new home. Matt has a lot of interest in the Tunnels Run that unfortunately is the same day as The Ilkley Jubilee that Stan will be Competitor Liaison for. Martin and Gail eventually arrived in their A40. A recent eBay purchase so they can come on the Roses Run, as their Frogeye won't be ready for a while. They were soon in deep conversation with Chris on Frogeye restorations.

Other

Matt had a good turnout for his Tunnels Run and the Ilkley Jubilee was successful for Nick and Josie and Mark and me.

A few of us joined the MG Car Club for their Daffodil Run on Easter Sunday starting in York and taking us along some great roads and including 'THE FORD'. We saw Roger's very tidy MKIV Sprite for the first time. He and Caroline enjoyed their first real run out in the car since Roger bought it last November. Ken



N and Pat came in their white Midget. He has been tidying up one or two things on his Lenham Sprite. Thomas was navigating for his dad Rob in their Midget. Ian and Claire were in their Midget too. Ian is taking their Midget to the Harewood Hillclimb soon. Robin and Jill brought a well wrapped up Joshua along in their Midget. Mark's son Mitchell navigated for Mark's Dad in the TA (an original Midget) and our friends Mike and Maggie were in Mike's ZR. Geoff and Pauline's Midget had ignition problems so they came in their ZR too. Both ZRs are appropriately Daffodil Yellow. At the end of the run we met Mark W and Pat for the first time. I have been emailing details to Mark W for some time so it was good to meet them in

their Sprite. Other Midgets were there including Geoff's son Tom in his.

We still have a few places left on our MASC session at the MGs on Track day at Croft on Sunday 6th August. Contact me for more details if you are interested.

Next Meetings (7.30pm onwards)

Thursday 4th May – The Buck Inn, Thornton Watlass, Ripon HG4 4AH
Thursday 1st June – Pub in York area, to be confirmed.

Please contact Anita for details on 01423 862738 mobile 07720 725429 or email spridget.girl@ntlworld.com

Anita

Home Counties North West

April 9th Road Run

There were diminished numbers for our April event. Only two cars made it to the starting grid (aka pub car park). Sadly, the elusive Pearl and Mick were not in evidence. I was shown pictures of this shy lady last week and spoke to someone who had actually ridden in her a couple of days before. You will be informed when she finally appears.

Our planned picnic at Woburn seemed inappropriate, given the bitter cold and promise of rain, so we decided to meet at the White Horse at Eaton Bray, near Whipsnade, this being about equidistant for Ian to travel from High Wycombe and Pat and I from Hatfield. Despite dire warnings of heavy rain and cold, we were blessed with fine, and often warm, sunny weather. The rain came, as Ian predicted during lunch, at 4pm when we were all back home and tucked up nice and snug.

You have all surely experienced the frustrating occurrence of a long line of traffic traveling at 40 on an unrestricted road, and speculated on the parentage of the xxxx driver at the head of the queue. I had the pleasure of the being that so-and-so today. Judging from the behaviour of some of our tailgaters, I don't think that many drivers now understand the meaning of a 'Running In' notice on the back



of a car. If you, dear reader, happened to be behind me in your tin top, please accept my humble apologies!

Our next outing is to the Shuttleworth Collection on April 30th (ok – you missed it!). Then, on May 14th, some of us are joining the Cambridge group at Comberton School. June 17th/18th features an overnight trip to the Cotswolds, taking in Castle Combe.

We get about and do things, but 5 has been our maximum number of cars. If anyone else in the area covering Herts, Beds, Bucks, N. London and any other Odds and Sods would like to join us, you would be very welcome.

Chris Jackson



Warwickshire's April Report

This month's gathering was well attended with over two dozen members filling our meeting room at the Green Dragon. I like to think it was due to the exciting prospect of the forthcoming season's events which are being planned, as it was certainly not the Restoration Show, the most recent event, which took place two weeks ago and was nowhere near as popular or useful as it has been. It may be due to the increasing popularity of eBay or, perhaps, there are fewer Classics around requiring restoration!!

Our Calendar of events commences with the White Horse Run. As it is a two day event, it has taken much more organisation than our previous Cotswold Runs, with Sheila being as meticulous as ever, with detailed route plans, food stops etc. I was almost strung up by the ladies for suggesting that as she had done the run on her own in one day, it was a doddle!! However, we now total 13 cars, which will increase on Sunday, making a total of 33 people (thanks to Bristol/Wiltshire Group) and

the venues have all now been confirmed, so let's hope the sun shines on us.

We are fortunate in Warwickshire that many individuals take on an activity with everyone organising their events differently and in great detail with nothing left to chance except the weather – our successful calendar, listed at the front of this magazine, is the proof.

Bill and Geoff had arrived during the meeting and, whilst standing on his recently repaired leg, gave us an overview of the last Committee Meeting, which had just taken place. I am sure he will be "Rambling" about that in his write-up. However, we were all shocked by the news that Mike will not be continuing as Editor after October and, on behalf of the Warwickshire Section, we thank him for all the work he has done in assembling one of the best Club magazines around. If there is anything that can be done to dissuade him, I am sure we would do it – he will be sorely missed.

Chris and Sheila



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Lincolnshire Report

Well I hear you all saying, where has the Lincs area been. Not disbanded we have just been a bit quiet over the dormant winter months. The winter weather is behind us now and so spring is here. Just as the flowers are beginning to bloom we are all turning our thoughts to getting all our motors on the road.

Brian and Sue from Lincoln still have their car laid up seemingly much the same as last year. But in reality there has been much welding (much learning to Mig weld too). Ours also needs a bit of welding but this Brian definitely would not attempt such skilled work. Off to the garage now that the salt has gone. The whining of the back axle needs sorting, an MOT, a bit of tax then off we will be. Peter and Mary have only to get theirs out of the garage, a polish, some fuel and off they will be too. We have two new members Tim and Jill who come to each meeting from Bourne, quite a trek really. And if you have forgotten or fancy coming along to our area meet may I gently remind you all that we meet the 1st Thursday of the month

at the White Hart at Lissington not far from Wragby.

Also on a more positive note, we have arranged a weekend in Matlock for Saturday 10th June. If any of you are interested in meeting up with us, you would be very welcome. Peter is sorting out a run for us to do as he used to live in the area. We should roughly know where we will be going at our next meet. All cars are meeting up at Lincoln first, as Brian and Sue have kindly volunteered to do breakfast for us. Then off we will go. We are aiming to get to Matlock around the 10.30am mark. Please do email us if you want to join us: brians@redimps.com. Not brains as previously published in *Mascot*.

I know it is only a short piece but the editor is chasing notes, we will produce more next time. Just because we don't get notes in on time doesn't mean we aren't meeting as usual every month. See you soon

Sue Sumner

NW Area Report – May 2006

First thing to mention is the change of venue for the May meeting. As explained in April *Mascot*, we will be meeting on the 3rd Wednesday of the month and not the 2nd, so it will be 17th May. The venue is the Vale Royal at Standish near Wigan (home of the pie eaters!). To get there, leave the M6 at junction 26, this is the M58 turn off. Don't go onto the M58 but take the road sign posted Up-Holland. At the top of a short hill turn left at the lights. Turn right at the next lights. The Vale Royal is on your right after a couple of miles or so.

For June we are also changing venue, this time meeting at the Plough Inn at Euxton near Chorley, same place we met at last June. This will be on 2nd Wednesday as normal. Leave the M6 at junction 28 (Leyland turn off). At the end of the slip road turn right. Then right

at the next lights, this is the A49 towards Wigan. Keep on this road, going under the railway bridge. At the lights (Bay Horse pub is opposite) turn right. Keep on this road for 3 or 4 miles and the Plough Inn is on the left.

April's club night consisted of the usual bunch plus new member Les who has a 1970 Midget, which has hopefully passed its MOT.

Capesthorpe Classic car show on 28th May, if you are interested then let me know a.s.a.p. so I can organise tickets. 'Lancashire Run' on 4th June, again let me know if you are interested. The format of the event will depend on numbers.

That's it for now, see you at the Vale Royal on 17th May.

Les 01772 432138



Cambridgeshire Report



As I write this it is Good Friday (how could a Friday not be good) looking out of my computer room window on to the mini forest I call a garden (I got a little carried away with the tree planting a few years back) and it's bathed in bright sunshine, brilliant! We truly are at the start of another Spridget season with everything to look forward to. It is well known that the sun always shines on Cambs MASC events (as evidenced by the fact that I have attended every single one since our first meeting on December 6th 2000 and never once needed the hood).



We kick off the events season this month with the Comberton cool school run (so called because the pupils voted our cars to be the coolest thing ever seen on the school field, in spite of a good many other classic cars being on show). This should be a great event especially as Chris from the newly formed Home Counties NW mob is bringing us a convoy of reinforcements to swell our numbers (looks like we will steal the show again this year). Come and join us, gates open at 9am but we will be there all day. Before moving on I want to give all those good guys who have put their heads above the parapet and accepted the challenge of setting up new areas and mobilising more Spridgets and MASC members, a verbal hearty pat on the back, well done guys. We

just need a few more guys with initiative and vision and a bit of get up and go, in some of the forgotten corners of the UK to join in.

Getting back to the plot, I love the start of the events season, it means I can put away the winter waffle and last year's photos and have some real action to photograph and report on. The pendulum swings from what relevant stuff can I find to write about, to how can I fit all this into one report. As I write this I have just made an executive decision to add the Kimbolton classic sporting bears event at Kimbolton Castle (Sunday 16th July) to our events list, since a number of people have already requested tickets. I have left it a bit late, but assuming the organisers have room for us expect a dedicated MASC area, I will add this one to the events page once I get confirmation from the organisers.

The Mad Cat night fell on good Thursday, not really a good choice being the day before the Easter break, hence a couple of phone calls from regulars who couldn't make it, but at least the weather wasn't too bad. I did hear rumblings among the troops though about impending rain, hurricane and pestilence and so reluctantly left the Sprite at home (with a promise that come hell, high water or snow, next month we are going in the Sprite). We turned up early for a Mad Cat meal (as did Nigel and Diane) before adjourning to the bar for the official meeting, the pub was packed (due to the holiday), it's becoming quite popular these days, but we managed to squeeze everyone in. Nigel had managed to get a couple of advance copies of a new book on buying French property, a lot of interesting stuff in there (thanks a lot Nigel). The French property books were especially appropriate as at last the ground has been broken on the long awaited Frogeye cottage, in fact the foundations and floor are now in place and we expect to be up to first floor level by the end of April.



We hope to be fully furnished and up and running for next year.



Hubie did us proud and turned up in the Spridget (the only one) hence the library picture (sorry forgot the camera). The conversation was mainly about Hubie's new grandson (congratulations), the photos of my foundations, Silverstone, Bed and breakfast establishments, Kimbolton, working hours and generally putting the world to rights. We did have a brief chat about Hubie's treasure hunt, The Chip Shop Challenge, which is coming on a treat (should be a great fun day out in Norfolk), we all listened intently for possible clues but he wasn't giving much away. On a serious note a lot of effort and planning goes into these original treasure hunts, not to mention the custom rally plates and trophy so please make a point of joining us to ensure the turn out justifies the effort of our willing volunteers. These excellent fun events have been a little sparsely populated in the past and that is a real shame, I don't know if it's that people are a little put off by the slight air of competitiveness or maybe a little worried about the navigation or the

cryptic clues, or maybe just never done this sort of thing before but in reality it's just a bit of fun. An excuse for a fun run and this time combined with our ever-popular Norfolk run and topped off by another chance to visit Dave's, the best fish and chip shop in the known universe. The truth is we haven't lost anyone to date and since the start and finish points are fixed and the clues to find the way between designed to be solved the main competitive part is in collecting the most items from the treasure list. Please make a real effort to join in with this one and make it our best treasure hunt so far.

At the end of the Mad Cat evening Nigel produced an evil fumble bag containing all sorts of finely dismantled parts and parts of parts even so I think between us we managed to identify six out of the eight items, not bad when you consider we had Triumph and Riley parts mixed in with the frogeye ones.

See you at the Mad Cat.

Dave Dixon

Surrey Area Report

Not a lot to report on from March/April, so here's a combined missive to get us up to date.

After the call from Chairman Bill to provide a RWA Midget for a 1970s photoshoot with *Classic & Sports Car*, John Page was kind enough to oblige, just as well as he's the only RWA owner we see regularly in Surrey! On a crisp morning in March he was lined up on Christmas Common with 2 other 79s convertibles to drive 3 abreast following the camera crew – stirring stuff It was a long day – not finished till 5.00pm, so we'll look forward to seeing the results, in, we think the June edition.

The Blue Ball, our base for over 12 years now, has been experiencing problems with a neighbouring restaurant that has recently opened, but has no car parking facilities. So, if you see two guys sitting on the pub's car park wall, watching you, they're just watching where you're heading for your supper! If you do choose to use the Restaurant next door, be warned – you may find yourself clamped!

With an eye to the future, we're shortly establishing a working group (Committee to some) to contribute some new ideas to the Surrey Area's fun planning. This is also partly due to Chris and I anticipating our move towards the South Downs in a year or so, when hopefully others can take over the reigns of a very vibrant and positive group of people.

I'm very pleased to say that we'll be mounting a full 2 day display at the Ardingly Show on 8th / 9th July, with different cars on each day, so many thanks to those who've signed up – the forms have gone off as this is being typed!

The 6 organizers of our May bank Holiday trip have all been working hard to create a unique experience for us all, and we'll be able to report on our trip in a later edition.

That's enough for now, so for any local news, don't forget you can catch me on – dandcwright@ukonline.co.uk

David



Surrey Ladies Weekend December 2005



Once again the Surrey Ladies ventured forth for their pre Christmas weekend in foreign parts. To continue the theme of working through the alphabet this year it was Cologne!

Five of us managed a pre dawn start to catch the early morning flight from Heathrow. A taxi from the airport to our hotel and then we were ready to hit the town and find the first of the Christmas markets for which Cologne is renowned. Apart from all the colourful stalls selling Christmas decorations (and “smoking men” for Pam’s collection) we also managed to find one selling Gluwein – essential to keep warm while shopping. The hot Gluwein is served in different coloured china boots, so naturally the challenge was on to see how many different coloured boots we could try and with five markets to visit it looked quite promising!

Cologne is a lovely old city with lots to see and do. Over the course of the weekend we

visited the Cathedral, a beautiful building, (followed by a market and Gluwein) House 4711, the home of Eau de Cologne, although the fountain of Eau de Cologne was more than a little overpowering and definitely best avoided (followed by a Christmas market and Gluwein). We had a pleasant walk along the Rhine which just happened to take us to the chocolate museum where of course we had to sample the chocolate fountain! (Not followed by Gluwein!)

Cologne also has its own special beers, so by way of a change after visiting another market we ventured into a brew house where we tried one of the local lagers – very refreshing, but not so popular with our group as the Gluwein!

Although the weather was quite cold it stayed dry which was as well as we must have walked several miles around the city! But after an excellent breakfast in the hotel followed by sausages, large chunks of bread and mustard in the markets for lunch we definitely needed the exercise!

Overall we once again had a very pleasant weekend despite a lack of sleep for some due to their room being right above a very noisy bar! We all brought back varying amounts of shopping from “Smoking Men” to Christmas tree decorations, not to mention one or two colourful Gluwein mugs!

Dreadful thought, but as the months are passing, we are open to any suggestions for our next trip!

Helen, Chris, Linda, Pam and Ali

Scotland Report

I haven’t the foggiest what went on at our last natter as the vaunted engineering excellence of our oriental earth dwellers failed me en route when the alternator on my Subaru conked out. Jings but I love the AA.

The next day occidental workmanship proved just as dodgy when the CV joint on a borrowed Astra collapsed and once more I enjoyed the cosy if grubby confines of an AA lorry cab for the trip home ... got my money’s worth out of the buggers this year anyway!

So without so much as an oil change I was forced to peel the tarp off my RWA and press it into service to get to work 15 miles away in Stirling for the rest of the week. All I could do was top it up with fresh petrol and take it for a trial first run of the year ... and as it was a dry night I went top down. Half an hour later I walked back into my living room beaming like the Bass Rock lighthouse. It is amazing how you forget what a glorious experience it is driving these wee cars – madder than a bottle of chips and more fun than a night at Hugh



Heffner's mansion. OK it was backfiring like a Prince Phillip grouse shoot and all the things I meant to fix over the winter re-asserted themselves to trouble my conscience. But skirling into work past surly youths who waved before they remembered their cynical place in the world and zipping through impossibly narrow spaces in the traffic pushed such trivia to the margins.

Shame then on Euan and Anne who at the last minute pulled the plug on the intrepid Betty and Aileen's trip to South Spain, because of – wait for it – the difficulty in getting parked!! South of Spain is God's own country for a Midge owner....90% top down motoring and loads of coast road. They must have been subject to alien abduction and had their brains reamed not to want to own a Midge down there.

When I had modern transport back, I stripped down the carbs to get rid of a season of gunk so it could debut at the next natter. Could I get them to tune when I put them back on? Sufficeth to say there was more hope of Carson doing a sponsored silence....After much cursing and fiddling with points, condenser, dwell angles etc I discovered that my distributor had more wear than Charlie Chaplin's pants and could be turned an inch either way without affecting the timing one jot! Fortunately I had a replacement and a wee shot of the strobe timing thingymajig later and the motor was humming away stronger than said Mr Chaplin's socks. Now I just need to sort that clonky propshaft and all will be set for the run to magnificent Mull ... beats Chipping Sodbury anyway.

Bob Miller

Spring and Sparkless in London

It's been raining in London. Has it been raining all month, or is it just me? An air of despondency hanging over my head like an April thunder cloud has been due to one thing that's been missing in my life for most of the month. It's not a big thing, it wouldn't attract much attention if you saw it and it's something that you barely think about until you don't have it any more.

It's a SPARK!

Our little cars just love them. They just refuse to go anywhere without them. Like little friends popping away in the bowels of your engine compartment, with their mates Mr Fuel and Mr Air, they make lots of bangs which make your car go fast, therefore making you smile.

Mine hasn't and isn't.

Rough running led me to the decision to fit an electronic ignition to the Frogeye. A big fat, fast spark was what I required, so I paid my \$75.00 to the Pertronix Company and fitted the "ever so simple, impossible to get wrong, even an idiot could install it" bit of kit.

Ever so simple that is, as long as the previous owner when changing the car from positive earth to negative earth, remembered to change the polarity of the coil. Yes, your car

will still work with the coil wired up the wrong way, but twelve volts of pure testosterone filled electricity blasting through its little circuits it is a sure and simple method of toasting a \$75.00 electronic ignition module!

Who knows what else it's done as now I can't coax even the tiniest bit of spark out of its hiding place within my ignition system.

So this coming Easter Bank Holiday, with its guaranteed sunny weather, will find me fitting new internals to my car's distributor and rewiring the coil the correct way instead of driving about in the sunshine. Not a big job for you old hands, but with my lack of mechanical know-how, I may need the whole four days.

On a brighter note, our monthly gathering at the Mulberry Bush was attended by most of the usual suspects but alas, only two Spridgets. It was also disconcertingly devoid of any of Mayor Ken's little purveyors of parking tickets, though that didn't stop me turning around every twenty seconds to see if they were creeping up behind my Renault with evil intent. By the end of the evening my neck muscles really couldn't take any more, so I've come to the conclusion that we really must find a more suitable venue to meet on our Monday evening gatherings.



Bob T (the owner of one of the two Spridgets in attendance) has almost reached the celebrity status of Madonna, by having his home-made Fuel Injected Midget featured in a three page colour article in April's "Practical Performance Cars" magazine. I'm sure the article will be reproduced in *Mascot* in the near future. *(Yes please: Ed)*

As a group, we are intending to visit Lee Reed's soon to be born Essex Area at the Battlebridge show on May 14th as well as a

Power Shoot-out at a rolling road in Croydon now rescheduled for May 13th. Images of bits of blown up engines to follow next month then.

That sums up April in the city from the London Area but remember, treasure your little spark, love it, look after it as you can't drive anywhere without its help.

Gary Lazarus

South Staffs and Brummagem

Two does go into one, see!

Last month we welcomed Keith with his nice 1500 Midget for a visit which I hope by now has become a membership via the MASC website. He had a few questions about his recently acquired car, but little to worry about we think. Nice car! Nice bloke.

And I inaugurated our branch table display! This is a teak block with an A4 clear sheet showing big pictures of the cars with the club title. I made it because we sometimes just look like a bunch of geezers at the pub, with nothing to say who we are to possible new members!

Time to be VISIBLE I think.

Mike had a bumper bundle for us in last month's mag so WE didn't make the "cut" for magazine space, but our Geoff did with his low fluid level warning device for which he wrote us a good "How To Do It". Looks like a good bit of kit that I may well be investing in, especially as my (dual) master cylinder has to

provide clutch pressure as well as brake effort.

This month (April!) we had a small but delightfully stylish meeting as Steve and Matt re-appeared to join the "old faithfuls".

This week Geoff and I went to visit Warwickshire, (mostly for me to cadge a look at Stuart's car in the copy of Enjoying MG that he loaned to me!) When we arrived we had a flash of deja-vu, the barman totally ignored us for ten minutes whilst making idle chatter with people that he sometimes served. Could have been "OUR" pub, and wasn't any better at refill time. Nice drive home though, no rain as forecast.

Not entirely a branch issue, I would like to thank Ian Rider for organising a fascinating visit to BMH for twenty club members. We were invited to see Midget Square Wheel Arch bodies being built. BMH made us feel very welcome and so did Ian. Thanks mate, nice to meet so many people again too.

Bill Mohan

Dutch Report

I'm writing this report on the Monday of the Bank holiday just one day after my return from yet another visit to the UK. I was at Frontline in Batheaston again checking how my car is doing. I can tell you this: it's alive!!! The engine was in and I test drove it, it's incredibly fast and it responded extremely well. It felt like being in a small topless Starship Enterprise and doing warp-speed, watch out Easter bunnys... Lucky there isn't a

law (yet) against putting in K-series engines in spridgets and if there ever will be such a law it's a great reason to become a outlaw, Yeehaa!!

There were some bits and pieces that had to be changed on the car so sadly I had to leave again without my partner in crime. This means I cannot attend to the Dutch MGCC club day at the race track of Zandvoort on the



23th of April where I had my maiden run planned with my spiced-up Midget. I'll be there next year hopefully. In the meantime there is a lot of planning going on here in Holland:

- The 4th ALL SPRITES RUN (Midgets also included) on the 21st of May in Holland.
- The 10th OCTAGONTOUR on the 27/28th of May (a 2-day run through Holland and Belgium)
- The first SPRIDGETTREFFEN in Germany on the 24/25th of June (already 51

German/English/Dutch Spridgets have registered for this event!!!)

- The 3rd Spridget run on the 26/27th of August in Holland organised again by Richard, Sipke and Tom (see picture of his very smart black Sebring-bonnet Midget)

What a great opportunity for the Dutch/Belgium MASC members to meet and get together and of course everybody from abroad is welcome too. For any info mail me at ariedebest@planet.nl or call my mobile 0031-(0)622467633. Cheers!

Arie

Club Visit to British Motor Heritage, Witney

On 4th April the visit to the BMH factory at Witney went ahead. 18 club members arrived on time at the factory, eager to see the production of Midget/Sprite body shells which was scheduled to take place.

Members came from various Branches between London and Birmingham, 7 bringing their Spridgets too.



We were treated first to an introduction by Martin Davies the sales director and his assistant, who then introduced recently appointed Chief Executive, John Yea, who devoted an hour answering the many questions put by the members in a friendly and frank way.

We learned how difficult (impossible) it is to obtain any further presses for the missing components for those models not catered for at present by the existing range, e.g. Mark 1 Midget. He also explained that many of the parts used have to be obtained from other contractors who will often only supply in minimum quantities, and as a consequence it is necessary to carry a very large stock of parts to ensure that builds can take place when demand requires.

The present build was of 17 (that's seventeen!) bodies of varying types, reflecting

the level of outstanding orders and a stock requirement largely determined by forward orders from stockists.

John went on to explain how the quality of components reflected the standards of technology available in the 1950's, and that then as now a considerable amount of 'Finishing' was required to provide a reasonable build quality. It should be understood that this is often the reason for 'factory' parts being found to NOT fit as expected.

He also explained that the cost of producing up to date press components was well in excess of the economic, due to the low demand for parts (as witness, the low Midget build quantity).



Further difficulties have arisen as a result of the closure of 'Rover' as this has sent a number of component manufacturers into liquidation and it is harder to find companies that can carry out the presswork required.

After this eye opening explanation of the problems, we were conducted around the Factory, starting with the archives, where we saw huge amounts of original factory records, including many more models than BMH produce. It looked as if every model made



from Austin onwards was represented in detail.

We then moved into the production area where we saw assembly taking place with what must be 'antique' machinery and with a highly skilled workforce, which it was explained would be very hard to replace, as current manufacturing is so different.

It was very interesting seeing the many components being assembled into sub assemblies and finally into whole bodies which then passed to the previously mentioned 'finishing bays' where 4 'Imagineers?' managed to 'make' all the low tolerance panels look as if they were meant to fit together with some very interesting techniques!

It is also interesting to note that of the 33 employees at BMH we had 3 devoted to showing us around and 4 were in the finishing bay plus about 4 in the offices so only a maximum of 22 were involved in assembly, shows how important the finishing

is. Take note those of you planning to re-build using new panels!!

Having been taken into the huge parts warehouse where we marvelled at the many bins of components which we attempted to identify, our visit came to an end and it was time to thank John Yea for devoting his time to us.

A splendid day for all of us (except Roy Cole, who had the misfortune of a failed clutch on his way to the event), and as a result I am sending £90 to the treasurer to help along the club funds.

Please support BMH to ensure continuity of parts for our precious 'Babies'. If there is sufficient demand, I'll try to arrange another visit when a future build of Midgets takes place. Roy of course will be 'in the van'

Thanks to all of those who came and I hope you enjoyed the experience as I did. I know most did as you told me afterwards and by e.mail.

Ian Rider, (Wiltshire Area)

Silverstone Classic 2006 – July 28/29/30 Track Day Monday July 31st LAST CALL???

At the time of writing (April 11th) I have only a few bookings for this event. We have 30 places reserved for each of the 3 days and if we require more I have to ask for them very soon, as Silverstone are finalizing their plans for the layout of the site. There may be little opportunity to increase numbers at a later date. So, if you are planning to join us, please make a move now. If you have already done so, thank you!

The track day on Monday 31st is to cost £260 per car! This is a big disappointment and already people who had been up for it have backed off. I don't see the justification for this high charge, but Silverstone say it is normal. I apologise for raising false hopes.

Friday 28th is likely to be less well attended than the weekend, for obvious reasons, so if anyone is able and willing to attend then it would be helpful.

What are we going to see? "The racing action packs all 3 days with a highly entertaining programme that provisionally includes 22 races, 15 race categories, over 500 car and motorcycle entries, over 600 competitions, and 20 hours of competitive track action. Further details will be available on the official Classic web-site – www.silverstone.co.uk"

Good value at £15 per day for 2 in a car.

Camping facilities are available next door to Silverstone. Call 01327 850000

All my contact details are in the April *Mascot*.

Chris Jackson

Ed says: Well done Chris, it looks like you have done all you can ☺



Dorset Area

Midget & Sprite Club



MGs at Kingston Lacy

Sunday 28th May 2006



Kingston Lacy House,
Nr Wimborne, Dorset

(10.00am – 4.00pm)

All proceeds from this Event will go to
Cancer Research UK in memory of the late
Richard Burns, World Rally Champion, 2001
Thank you for your support

CANCER RESEARCH UK



Non-MG Classic Cars Welcome!



Live Music!



Cream Teas



Road to Atlantis



*Ed says:
Nice cross
flow setup!
(carbs on
wrong side!)*

It all started when Mark saw an ad in 'Old Stager', the Historic Rally Car Register magazine. For Sale: MG Midget Atlantis – fully prepared road rally car. Knowing how scarce the Atlantis is, through postings on the Bulletin Board, this was a car I had to see before it disappeared. The Atlantis is a period conversion with a Ford 1600 X-Flow engine and Cortina gearbox. Mick, from our Area, has been trying to find detailed information on the Atlantis for some time. His interest stems from the fact that his Midget had been fitted with a Ford engine but wasn't an Atlantis.

So I rang up explaining that I wanted to write an article for my club magazine. The owner, Mike, was most obliging and we agreed Mark and I would pop down when we were at the International Historic Motorsport Show at Stoneleigh. Mike has owned this Atlantis for 11 years and has taken part in a few rallies in that time. He says he only knows of one other original Atlantis. Does anyone else know of one?

On arrival we were immediately supplied with cups of tea, the car was uncovered and pushed out of the garage and bonnet opened to examine how they managed to fit everything in. This Atlantis is a Series II and was originally fitted with twin 40 DCOE Webers. Mike had changed this to a single 45 due to rally regulations. Soon it was time to go for a spin, almost literally, but even as a passenger I could feel how well the Atlantis performed and handled in comparison to my standard Midget and Sprite.

Mike and Kate put off their dinner to show us an article on the Atlantis Midget from Motoring Plus (reproduced in MG Midget Gold Portfolio page 110) and some information on the specification of this particular car from Car Preparations Ltd who carried out the Atlantis conversions. It was at this point that I announced my interest in the car had changed. I asked Mike if he would consider selling the Atlantis to me, knowing he had two interested parties due to look at the car the next day. Luckily he asked me to make an offer, and after some interesting reverse haggling (my initial offer being considered too high!) we shook hands on a deal. The Atlantis is now in Yorkshire ready for a bit of fettling.

Anita Lachowicz

Seen Abroad

This perfect frog-eye was spotted one street away from my work in Katwijk aan Zee in Holland. It's in full rally armour ready to do battle with its front discs, 2 extra lights on front, extra reverse light, big bore exhaust, 5 extra gauges added to the dash, tripmaster, fire extinguisher bolted in the cockpit and who knows what more is hiding under the bonnet. Sadly I did not meet the owner but maybe some of our fellow Dutch MASC members know the owner or can tell us something more about all the specials on this car

Arie debest *Ed says: At last, someone with a camera ☺*





Part 3: Setting the Wheels in Motion

by Jonathan Whitehouse-Dial
England

The phone call I received from Tom Coulthard, was a direct result of my appeal for information, about EAO, in the Austin Healey Club U.K. magazine, *Rev-Coaster* (Feb. '91), and

marked a turning point in my search for information. Tom also owned a Sebring Sprite. His car however, was a standard bodied 'hugeys,' but featured the all important wire wheel and Girling disc brake conversion, the work having been carried out by the Donald Healey Motor Co. Ltd., for its first owner, in preparation for the 1961 Monte Carlo Rally. During the course of research into his car's history, Tom had spoken at length with John Sprinzel about Sebring Sprites, in particular, the Williams and Pritchard bodied alloy coupes. At last, it appeared I had found someone who knew

something about EAO's background, and not only that, but someone who was pursuing a similar goal as myself. We arranged to meet and discuss things further.

That same week, I received another letter, this time from Martin Ingall, a self-confessed Sebring Sprite fanatic, who again had responded to one of my articles. Included in the items he sent, were a photograph of EAO competing in the 1000 km. event at the Montlhéry circuit, near Paris and a photocopied page from a *Coy's* auction catalogue. This latter item outlined the sale of the W&P alloy coupe Sebring, formerly registered S 221, although at the time of sale, was re-registered 184 PGJ.

A brief history of the car was given, along with a couple of period photographs. My meeting with Tom Coulthard turned out to be a marathon affair, lasting all of twelve hours. Tom had brought along some fabulous period photographs, taken from the archives of London Art Technical (L.A.T.), added to which were photos of his car — incidentally registered WER 354 — taken



Top: The Williams & Pritchard alloy coupe — S221 during 1961. *Left:* Tom Coulthard's Sebring — WER 354, on route to the 1961 Monte Carlo Rally.





over a ten year period from 1960 onwards.

During conversation it transpired that Sprinzel had recently finished writing a book about his life in motorsport, and — whilst still in draft form — had asked Tom to add a section about Sebings based on current research, as well as checking the 'Sprinzel Story' for accuracy. I was obviously eager to find out all I could about Sprinzel, his cars and EAO, so offered to help in any way I could. Until discovering EAO, I had only ever taken an interest in 'standard' Sprites and Midgets, having owned, at one time or another, many examples dating from 1958 to 1966. I had acknowledged motorsport as an important part of the pro-

motion and development process of a production car, but like most people, had been fairly dismissive of the subject. Now that I had come into direct contact with this facet of motoring, my natural inquisitive and detective streak now led me into a completely different and, as yet, largely forgotten area of Sprite history.

Cursed with being a perfectionist and a parrot, I wanted EAO's restoration to be completely accurate, and I soon became obsessed with trying to recapture that period of the early sixties, during which the car raced. To achieve my objective, I wanted to acquire as much visual and verbal information as possible. One way of doing

Top: Sprinzel's 1960 Lotus Elise, 224 UE, was later rebodied in 1982 by Peel Coachworks Ltd. *Below left:* The W&P alloy rear from EAO, stripped of paint and filler. *Right:* EAO's front suspension prior to dismantling.



this was to try and track down, some of the many people involved with Sebings Sprites during their heyday.

Before dismantling any part of EAO, I took countless photographs and video taped every inch of the car, inside and out. I felt it important to produce a permanent record of how the car had survived — as this would undoubtedly prove invaluable when it came to reassembly — even though some of the parts fitted were obviously not consistent with the car's age, or 'original' specification. Stripping the car proved to be a nightmare, as nearly every nut and bolt had seized. Great care was taken in removing the front and rear suspension as both these areas contained some irreplaceable components. Similarly, the alloy doors and rear panelling were handled with the utmost respect and, with the aid of a few deep breaths, eventually parted company with the monocoque. Any items unique to EAO were put aside to await reconditioning or re-manufacture at a later date. I then stripped, over a three week period, the paint and filler from the alloy rear and doors to ascertain their overall condition. Likewise the bodyshell was sent away for shot-blasting in order to gauge the amount of work required.

Removal of the rear alloy panelling revealed how the conversion was undertaken. This involved cutting away the original steel outer panels leaving a one inch remnant turning down the 'B-posts' around the wheel arches and across the boot floor edge. The rear cockpit reinforcement supporting the leading edge of the rear centre panel was cut, and relocated further back, thus creating a 'cut-away' (once the new alloy panel was fitted), behind the seats, aka MK. 2





Sprite. The alloy rear (eight separate pieces welded together to form one whole), was made slightly oversize to compensate for the remains of the original steel panels, and then simply pop-riveted in place along the rear of the cockpit and down the 'B-posts.' The bottoms of the rear wings and centre panel were made slightly longer and merely cramped over the existing steel flanges. Unlike the standard 'bugeye' the new alloy rear did not feature wing-top heading.

A couple of months after meeting Tom, I had the good fortune to meet Sprizuel, when he took part in the 1991 Pirelli Marathon. Tom and I were invited by John to go along to the scrutineering day and follow proceedings. On the day, Sprizuel arrived late, in a pseudo Sebring Sprite, after being stopped by the police for speeding. The car was of course, 'registered' PMO 200 (even though the number was still legally attached to his sister's Volvo). John had somehow managed to charm his way out of receiving a ticket, despite 'PMO' having no

tax, no insurance and being incorrectly registered! It was a very entertaining, eye-opening, experience hanging around while PMO made slow progress through scrutineering. Sprizuel positively overflowed with charm and enthusiasm, but coupled with a lack of prudence, it wasn't difficult to see why John was once regarded as the rally circuit 'prankster.' We rounded off the day — once all the formalities had ended — with a visit to the nearest pub for a pint, and a chat with John about the 'good old days.'

The months passed by, and after countless hours spent on the phone to Tom Coulthard — discussing the amount of information being exchanged through the post — we began to piece together the 'Sebring Sprite Story.' Initially, it was quite difficult to sort out all the information gathered from contemporary magazines, race reports, articles, road tests, photographs, etc., but it wasn't long before things started to fall into place. We concentrated our research on a

period covering 1959 through to the late sixties. Any photographs found were carefully cross referenced (number plate swapping and re-registration caused a few head scratching moments), in an attempt to identify individual cars. Eventually, by reading, observing, talking to those involved at the time and a few lucky breaks, we were able to distinguish the five Williams and Pritchard cars — campaigned during the 1961 season — from a small number of similar alloy coupes, produced by another company — Peel Coachworks of Kingston-upon-Thames.

These other coupes began to appear, in the main, at the start of the '62 season, and were in effect 'replicas' of the W&P design. When it came to producing alloy bodywork, Peel Coachworks were a significantly cheaper alternative to Williams and Pritchard Ltd., and it became clear quite early on in our research, that the W&P coupes were to be regarded very much as the 'champagne' models and represented the absolute pinnacle of any conversion based on the 'bugeye' Sprite.

Charlie Williams and Len Pritchard started their working lives making Spitfires — the flying version — and following the war, were apprenticed to Rolls-Royce making hand-crafted body panels. They eventually started their own company carrying out accident repair work, until one day they built a trials car body for a friend. He in turn brought along another friend, who was also building a car. This person turned out to be none other than Colin Chapman and the rest, as they say, is automotive history. Both Charlie — who unfortunately died some years ago at the age of 55 — and Len were masters of their art, being responsible for producing the bodywork for many Lotus models, including the prototypes for the Elite and Elan. Many other one-offs and special bodies were built by Williams and Pritchard Ltd., the quality of which was said

Top: EAO at Southend airport en route to the 1,000 km. event at the 'Rise, May '61. Andrew's racing Austin A40 disabled as low car and carried upon FJ. engine in place of the rear seat. **Bottom left:** The black '60 R.A.C. Rally PMO, as road tested by Autopoint magazine. **Bottom right:** "PMO" and the ex-Audrian Boyd Speedwell G.T. on the 1991 Pirelli Marathon.



at the time, to be better than that of 'works' built Ferraris.

Some eight months after I had originally spoken with Andrew Hedges on the telephone, Tom and I finally arranged to see him during one of his visits to this country. It was good to meet Andrew, who was eager to learn of EAO's fate! There were many questions I too wanted to ask, the first of which being — Why did you choose a Sebring Sprite? It emerged, that Andrew had decided to buy a Sebring upon reading the *Autosport* road test of Sprinzel's 1960 R.A.C. Rally car. Sprinzel's car — although not yet an alloy coupe — was built to Sebring spec' and not surprisingly registered PMO 200. It had been fitted with the 'original' W&P Sebring bonnet (the only genuine example produced in alloy), combined with alloy rear panelling. A Healey glass fibre hardtop was used in conjunction with the standard Sprite windscreen, this and the rest of the bodywork being finished in black.

Attracted by this particular Sebring's good looks, and its impressive road test results, Andrew thought that it would make an excellent car with which to go racing. A visit was made to John Sprinzel Ltd., at Lancaster Mews, and 410 EAO — already a standard bodied Sebring — was purchased from stock and sent along to Williams and Pritchard Ltd., for conversion into the latest 1961 design, now featuring the alloy coupe bodywork. Andrew could remember frequently visiting Charlie and Len, in order to check that work progressed at a rapid rate. The colour scheme chosen for EAO echoed that of other cars competing under the 'Scuderia Light Blue' banner. This was a team consisting of Cambridge University postgraduates, whose cars included an A.C. Ace and Lotus Elite.

The first outing for Andrew and EAO in alloy coupe form, came at the end of May 1961. The event chosen was the International 1000 km. race at the fabulous Nurburgring.

More next time... ①



Above: Ray Venner preparing the black PMO 200, at Sprinzel's workshops in Lancaster Mews, for the 1960 RAC Rally. Below: Another shot taken at the Mews, PMO 200 in the foreground, with one of only ever BMC works Sebring Sprites built sitting behind. This is WJB 707, later to become a W&P alloy coupe in the hands of Ian Walker.





Morgan Secrets Exposed!

A treat was in store for me on 24th March when as part of a Jensen Owners Club group, I visited the Morgan factory in Malvern Link. If you ever get the chance, do it, it was truly amazing!

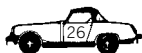
Checking in with reception first, there were the inevitable souvenir goodies from mouse-mats to T-shirts, but it was the production line we were after! Our visit worked its way backwards through the creation of Morgans, beginning with a line up of Aeros and Anniversary Edition models awaiting despatch. Here the trendy fastback sat cheek by jowl with their 142 piece only issue – the Anniversary model. I overheard Peter Morgan telling a VIP group that apart from the mechanicals, it was a true replica of a 1950's car – oh yes, right down to the high level rear brake light, the sculptured seats with headrests, and so it went on!



However, the Aero fastback was amazing, using very advanced lighting, and hinged Plexiglas rear windows, yet the standard Lucas rear number plate light adorning all Spridgets! Next on the tour was an Aero roadster being assembled, and hopefully in the picture you can see the ash wood rear bulkhead nestling between aluminium panels. Apparently wood has excellent energy absorbing properties in crash tests!

It was wonderful to see the production line of 10 partially assembled cars, with one technician responsible for each one as it passed through the shop.

Back into the body shop, where the ash wood frames were being built, again, each frame was the responsibility of one man, who stamped his ID number on it, so any defects were back to him. The milling of the wood is also done on site, and all the pre-formed parts are then applied by each technician. The quality of the jointed frames was quite exceptional. Indeed, as aluminium trim panels were applied to the frame, they were hammered to fit the wood. The close-up picture shows an A-post with door attached, and the numerous joints were a pleasure to see, in addition to the wonderful aroma to take in!





Take note of the Aero's tub – fully aluminium assembled, forming a strong tub similar to a Spridgets, albeit with wooden A-posts and screen posts. However, the 4/4 model relies on two side chassis members, and the transmission tunnel is simply a strip of rolled aluminium.

Finally, in the trim shop, all manner of colours were being employed, and an aluminium sheet panel for positioning the side screen, complete with rubber spacing glued to it, brought in from a sub-contractor, was being disassembled as it wasn't right – disruption of the final part of the assembly line, rather than send them back!

All in all, a great experience, all wrapped up in a site with a number of buildings of varying ages, and Morgans all over the place!

David Wright, Surrey Area

Ed says: MMmmm a Morgan factory tour organised by the Jensen Owners club. Not too much MASC content, but hey, we're all petrol heads and this is great stuff. Thanks David.

Cover Story

First in an Occasional Series of Famous Owners

The great cosmologist, Sir Fred Hoyle (1915–2001)

was the first British astronomer to popularise his discoveries using mass market techniques. One of the leading astronomers of his day, he played a major part in transforming theoretical astronomy in the years after World War II. Hoyle was a man of relentless energy, who early on developed a taste for fast cars. Here he is at the wheel of his Sprite Mk1 ('Frogeye' or 'Bugeye') which is now a prized collector's item. Unfortunately Hoyle's archive of papers, in the Old Library of St John's College Cambridge, do not record the registration number or the subsequent history of this classic car. Hoyle's cars included a blue 12 hp Rover (1939–42), a 1928 Singer two-seater (purchased for £5 in 1942), a two-stroke DKW (1946–50, driven 60,000 miles), a Humber Hawk (mid-1950s, much used for continental driving and caravanning), the Sprite (1960s) and a Lotus Ford Cortina. Fred drove coast to coast in the United States on two occasions, 1952 and 1953, in an old Chevrolet purchased for a song. Picture credit: St John's College Cambridge Author: Simon Mitton, St Edmund's College Cambridge. Simon is the author of *Fred Hoyle a life in science* (Aurum Press London 2005).



Ed says: That was interesting, anybody know any other famous (non motorsport) owners?



Me and my Spridget!

1961 Austin Healey Sprite Mk2

I've owned my Sprite for about two and a half years now, and have been slowly sorting out a few things whilst using it as much as I can.

It was built on 19th July 1961 and despatched to The Premier [sic] Motor Co. Ltd, in Birmingham on 5th August. The chassis number is HAN6 4510 and it's a genuine right hand drive car (I believe that the vast majority of the early cars were LHD for export to the USA) – does anyone know of any older Mk2s in the UK? After this, there is a large gap... it was re-registered in 1986 with an age-related registration by a guy in Oldham, so sadly the original number is unknown. When he died, a friend of mine bought the car at auction from his estate in 2002, but with no history / paperwork other than the V5, current MOT, and tax disc. A factory workshop manual was found in the boot, and several old tax discs dating from the mid 1990s were in a door pocket.

The paintwork is definitely old, and there has been extensive bodywork done prior to the respray – new rear panel, repair sections let into the front wings etc. It also has front disc brakes fitted instead of the original drums. When bought, a set of Mamba 13" x 5.5" alloy wheels were fitted, but unfortunately the tyres scrubbed very badly on the square rear arches, even though they were just 155 wide. I have since replaced them with the correct steel wheels and 145/80R13 tyres – now I can throw it into the corners much more, without hearing that dreaded rubbing noise from the rear! However, I do much prefer the look of the Mamba wheels... some of you may have seen them, as they are currently being modelled by Gary L's Frogeye!

The colour scheme is original, and it has the 'L' shaped boot handle and had body colour fuel cap (the later was sadly stolen since I bought the car – does anyone have one going spare?), which were unique to the first few months of Mk2 Sprites. I have swapped the rear bumper for Frogeye bumperettes, as



fitted to the base model version because I think it really improves the looks, echoing the shape of the rear quarters. Although it isn't correct for my car (it had virtually all the options from new including both bumpers), it is correct for a Sprite of this age. I have also fitted a rear seat cushion which I found on eBay a couple of years ago – no use at all for sitting on but it makes a very pretty shelf! It was on the club stand at last year's Ally Pally Show (where I overheard it being mistaken for an Innocenti!), and has made appearances at both Surrey and London area meetings, but it's used mainly for my weekend toy when I'm out of London.

At the moment, it has been off the road since September after the original engine died, and my brother and I are slowly rebuilding a spare engine – amongst other things it is being bored out to 998cc and a few other tweaks. Nothing major though and all should be invisible. The aim is to keep it looking as standard as possible. It will still need to be thrashed, but that is partly what makes it such great fun to drive – very different from my everyday car. Over the years it has been modified but I'm trying to return it to standard(ish) spec as they are becoming rarer in this form and I really like the design purity of these early sidescreen Spridgets.

Paul Harker



Seen in Passing 'Mitchy Motors'

While taking the dog for his walk in the woods, I passed the premises of this local car workshop and noticed this outside (there was also a Frogeye bonnet in the heap at the time).

Naturally I was interested enough to ask about it and discovered that the rest of the Frogeye was nearby. Gordon (The car owner and partner in the business 'Mitchy Motors') told me that he had recently acquired the car and was in the process of restoring it. The previous owner had been in the process of restoring it but divorce had come between him and the car and he had to sell it (I don't think it was responsible!). He also told me he thought that it was built between 1958 and 1960. Work had already started on the rolling shell which was under a tarpaulin.



I asked if I could call back with my camera and write a report for *Mascot*. He agreed but



it was a week before I was in the vicinity again and by then work on the shell had been substantially completed and it had been sprayed two nights before. Gordon

told me that he had replaced the floor pans, rear suspension cross member, boot floor, rear panel, top panel over boot floor (Don't know the name for this), offside rear wing, beading, inner and outer sills, jacking channels, and was now satisfied that it was registered 1960, (Registration no. URV 325). Anyone know this car?

He told me that he had only been working on it for a few hours at a time as it had to be fitted into his spare time. The workshop was full of cars in progress, including a Triumph Renown, an early 1 owner Mini Cooper, a Mercedes SL coupe, a very early Rover (Maybe 1920's), as well as modern cars in for work.

The bonnet was also in hand on the bench and looked in good condition with only minor repairs needed. The wheels were to be shotblasted but he was a little unsure of the correct colour for these. (Body colour or Silver?)

He also told me that he had the original chromed boot rack and the hard top (Which had originally caught my attention, is it a Lenham?) and had bought it in Swindon.

Gordon went on to tell me that he was the third owner and knew of the first owner, as he also lived locally and was a friend of the family of the second owner so he knew the history from new.

Gordon's own preference is for American cars and he owns a Chevrolet Z 28. He told me that the Frogeye was intended as a surprise gift for his father in law who had always wanted one of these.

I intend to call again soon to get more pictures and perhaps hope to get the finished effect, and hopefully to get a new member for the Club!

Ian Rider, Wiltshire area rep

Quote of the week

***"Here lies the body of Jedly Jites,
Who never offered to dim his lights.
The on-rushing car came on with a roar,
And dimmed his lights for evermore."***

(George Rostrever Hamilton 1888–1967)

(Daily Mail column 28-03-2006)

Ed says:

Thanks to Alan Anstead for this motoring (ish) couplet / quote So do YOU have anything that you think would amuse our reader? Send it in then! ☺





Spin On Oil Filter for A Series Engines

Are you fed up with old engine oil running down your sleeve every time that you lay under the car to do a regular oil change (or are you feeling charitable toward your mechanic). If so then you probably still have an original canister type oil filter whereby you have to play around with separate rubber oil seals and paper replacement filters. Fitting a spin on type oil filter is a simple job whereby all that is required is the substitution of the old filter head for the spin on type used on later Minis and Metros. The spin on filter heads are available

(new) from Minisport of Padiham Lancs (www.minisport.com) currently for £8.95p and at that price it is hardly worth trawling the breaker's yards for a dirty old one off a Mini or Metro.

If replacing a canister type on a Mk1 Sprite or Mk2 Sprite (Mk1 Midget) you may find that the original canister filter head is held on with two long studs or bolts which will have to be replaced by two shorter 3/8" UNC bolts or cap head screws.

If replacing a canister type on a later Sprite or Midget it is worthwhile using a spacer from an earlier car to bring the spin on filter away from the engine block and at an angle which makes it easier to access through the hole in the floor between the inner and outer chassis members.

For a spin on filter try a Unipart GFE21 which is reputed to have a magnet within to trap any metal particles floating in the oil.

Lastly when fitting a spin on type filter element to the filter head apply a small drop of washing up liquid to the rubber seal to ease the grip between the components on assembly as you tighten.

Alan Anstead

Surrey and Kent Sections (alan.anstead@btopenworld.com) Tel: 01322 384050

Ed says: Thanks for the technical feature Alan, very useful.

MASC Stars in Print

Bob Tooke's (London MASC) electronic fuel injection 5-speed MG Midget is featured in *Practical Performance Car* magazine.

Bill McDonough (Surrey MASC) is in *Classic & Sports Car* magazine in an article about Hardy Engineering (gearbox specialists). Several members, myself included, have benefited from Hardy Engineering's work. Hardy Engineering are trying to get an entry, with an Austin Healey 100, for this year's Le Mans Classic.

Ed says: Thanks to Alan Anstead for pointing out our literary successes.

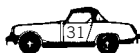
Midget 1500

My rubber to chrome article is in April's issue, many thanks for publishing it. I hope the first paragraph does not confuse members, it was meant to read no response from members! Some might read it that I had no response from our revered editor! My car now has Mk 3 instruments, I think these look far nicer than the Triumph ones, see pic. The photo was taken on a sunny but cold February day, hence the condensation on the glass faces. The speedo uses Triumph internals but with a recalibrated outer scale.



Bill Longstaff

Ed says: Thanks Bill, nice follow up piece. 1275 inside and out now ☺



What's in your Garage?

You have probably been inundated with photos of garages. But what the hell, I'll give it a go anyway.

My name is Neil Thomas (member 3617) and I live in Pembrokeshire, Wales. The first car I bought (against my dad's wishes) was a 1970 Mk111 Midget which I paid £500 for in 1980 (9th owner by then!) and which I have used regularly ever since, albeit I have restored it. This MG still takes pride of place in my garage and can be seen in the left of the garage. The car in the middle is a 1964 Mk11 Midget (one previous owner but bought as a basket case!) which I have been restoring over the last three years. I am at the satisfying stage now of putting the clean bits back on. The car on the right is a 1958 Frogeye which I bought in June 2005 and is soon to be finished. I also have a 1969 MGC GT which I have owned for ten years. Unfortunately I do not have room to store it at home and so a friend has it at his place. It's MOT'd and insured and in very good condition and I hope to get it back home soon once I've finished building its new home. Thank heavens I have a very understanding wife who also loves MG's. It would be divorce otherwise! I carry out all the work myself except for the spraying although I have a friend who allows me to prepare all the bodywork in his workshop before the paint is applied. No chequebook restorations in our house!



Neil

Neil

Ed says: Excellent, thanks for the note and photo. NICE garage!! Anybody else got a garage? ☺

Market Place – March

Adverts to Bill Mohan 11 Moss Way, Streetly, Sutton Coldfield
B74 2BT 0121 353 7211 or bill.mohan@btinternet.com

FOR SALE

Mark1 Midget spares:

Good Gold Seal gearbox 10CC 1098 engine which may need work. Steering rack, front hubs and rear axle for steel wheels. £50 for this lot please.

Stu Cannon: 01202 760868 Poole / Bournemouth area, phone around 1900 time please.

MK III SPRITE Complete car but has suffered flood damage so needs restoring. 1098 engine, steel wheels, main structure reasonable but needs new front wings. Desirable No. plate MPK 111, D Log book. May have some competition history as it has telescopic front shocks. £750 ono.

Chris Harding 01342 718860 or 07957391003 Nr Gatwick Sussex.

Midget 1275/1500 NEW PARTS:

NRP1199 7 gal fuel tank, BRA 960Z sender unit (7gal) ARA 1502 sender unit rubber seal ARA 1501 sender unit locking ring, AHA 7383 Copper Fuel line. Cost over £140, sell £95 the lot, will split. GAC 5032 1275/1098 copper brake pipe kit – £22. ARA 318 1275 cross flow radiator – £55. AHA 8532S security lock kit – £20.

**George 01457 864536 (H)
01793 341926 (M) Derbyshire**

WANTED

Early ventilated steel wheels to suit drum-brake Mk2 Sprite/Mk1 Midget
Mike on 01782 515695



MIDGET & SPRITE CLUB REGALIA

Be recognised as a Midget & Sprite Club Member with any of our exclusive designer range of regalia items.

Sweatshirts- (In Blue, Red, Bottle Green & Black With embroidered Club Logo) - Please state size and colour required. Each @ £17.00 + £1.75 p&p

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