

March 2010

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Mascot



The Magazine
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

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March Editorial

It's been a strange month for me as I haven't had "Gaps" out of the garage at all. There's nothing wrong, it's just that family and work commitments have meant that I haven't had an opportunity to drive the car since I sat down to write last month's editorial. I can hardly use the excuse that I didn't want to get it dirty! Working it out, this is the longest period of time that I've gone without driving the Frogeye since I first got it in August 2001.

Although in the last month not a single day has passed that I haven't either written, emailed or had a telephone conversation about Spridgets. Nevertheless I still feel strangely guilty about "Gaps" sitting there in the garage waiting for me to get in and drive it. I can't explain the reason for my guilt. But perhaps it's just purely the realisation of lost opportunities. Times when it was just that little bit too cold, too wet or too dark to wander down to the garage to visit "Gaps". Having said that, such is my confidence in its mechanical bits that I have absolutely no doubt that the next time I turn the key in the ignition and pull the starter (an action that I will never tire of) the engine will spark into life again. Once it's warmed up a bit, I will hear the lovely sound of the engine settling down to a reassuring throb. Not the smooth seamless purr of a V12 or the banging of a V8, just the familiar sound of a slightly cammy 1330cc A Series ready to take me noisily as far as the limit of the Frogeye's 6 gallon fuel tank will allow. Writing this now is making me experience the automotive equivalent of salivation.

Many of you who have had your cars off the road for any length of time will no doubt either be nodding your heads in an understanding way or cursing me for having the means but not the inclination to take the car out of the garage. So I'm determined that as of this weekend, normal service will resume.

By the time that you read this I will have driven "Gaps" up to the MG Spares day at Stoneleigh. We will be gearing up for the London Area's monthly meet and the Classic Car meeting at the Ace Café every second Tuesday of the month, followed by Race Retro (again at Stoneleigh) from Friday 12th to Sunday 14th March. The Sunday after that will see us back up to the Midlands for the now traditional Birmingham Bridges & Tunnels run (plus a visit to the Tyseley Loco Museum). Then finally, our first competitive event of the year as we tackle the Harrow Car Club's Autosolo at Bovingdon. I estimate that I will drive in excess of 750 miles over a three weeks period. Now that sounds more like it.

Wherever you and your Spridget are based, why not visit your area meeting or check out the events section of *MASCOT* (or the *MASC* website events page) and save yourself from feeling guilty about leaving a good friend stuck in the garage when you should really be out playing together.

Have a great month.

Gary & "Gaps"

Next month's deadline for articles and reports for *MASCOT* is Sunday 14th March.



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.

Front cover picture: Neil Thomas's K series Midget

Club Nights

- 1st Tuesday **Essex Area – Now meet at The Bell**, Beckenham Road, Tolleshunt Major, CM9 8LL. For further details contact Jane Gates Tel: 01255830 509 or email: jjanegates257@googlemail.com
- 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 garylazarus@blueyonder.co.uk
- 1st Wednesday **South Staffs & Birmingham – Meet at the The Green Man**, Middleton Village, 8.30-8.45pm
Contact Bill Mohan on 0121 353 7211 or bill.mohan@sky.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@hotmail.com or grahame_gibbins@unipart.co.uk
- 1st Thursday **Notts/Derby border Area** 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
- 2nd Wednesday **Warwickshire – 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 & Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770
- 2nd Thursday **Cambridgeshire – Now called East Anglian Area**. Meet at **The Mad Cat** pub in Pidley Village, midway between Huntingdon & Chatteris, 8pm
- 2nd Saturday **Yorkshire Area –** for maximum coverage, the meeting moves around Yorkshire each month – venues are listed at <http://yorkshiremasc.blogspot.com/> for the next 3 months, or contact Sarah & Tim at yorkshiremasc@googlemail.com or on 07968 261990 for more details»
- 3rd Monday **Dorset – Meet at St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland – Meet at The Garfield Hotel**, Stepps, East Dunbartonshire. 7.30pm in the Lounge.
Contact Carson on 013606-22334.
- 3rd Tuesday **Surrey – Meet at The Blue Ball**, Walton-on-the-Hill, 7.00pm onwards. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- 4th Thursday **Sussex – Meet at The Red Lion**, Handcross, RH17 6BP from 19:00. Contact David Southcott at dsouthcott@ukonline.co.uk
- 4th Thursday **Hampshire – New Venue!** Now meeting 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 Moat**, Wrotham Heath at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- Last Monday **Wiltshire – Meet at The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.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 Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
- Last Thursday **Somerset – Meet at The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- Last Thursday **South West Wales – Meet at the Fox & Hounds**, Bancyfelin, Carmarthen, SA33 5ND. Contact David Hill, Tel: 01239 811307 or email david@hill.be
- Northern Ireland** Point of contact is Robert Holmes, tel: 02892 689274 or email: robertholmes25@hotmail.com.
If enough interest, will arrange a meeting.

Club Website

Members Only pages for March,
User name: Micro Password: Blister

Events

From David Hill & Webmaster Toby Ancombe

Events organised so far

April

- Monday 5th Hampshire are planning to attend the Spring Vehicle Meet at Picket Piece, Andover. Cars and Autojumble. Contact John Tel : 01420 87947 or Email john@johnfoard.wanadoo.co.uk
- Sunday 4th Chatham Festival of Steam and Transport at Chatham, Kent. www.thedockyard.co.uk Kent and Surrey will be there with a Club Stand. Details from Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050
- Sunday 25th DRIVE IT DAY. Get out in your classic car today and see and meet others doing the same.
- Sunday 25th Yesteryear run Cottenham Cambridgeshire, a cavalcade of classics through streets lined with cheering fans, with food stops in traditional English villages – contact Graham Kirkup or Dave Dixon for details (EAMASC)

May

- Saturday 1st & Sunday 2nd Dorset Area will be at the 31st Bristol Classic Car Show at the Royal Bath and West Showground, Shepton Mallet. Details from Ian Beaver on 01722 326840 or Bryan Fox on 01202 683842
- Monday 3rd Hampshire are attending The Popham Airfield Aero/Auto jumble Drive in, at Popham Airfield. Contact John Tel : 01420 87947 or Email john@johnfoard.wanadoo.co.uk
- Sunday 9th Hampshire are going to the Basingstoke Festival of Transport, War Memorial park, Basingstoke. Contact : John Tel : 01420 87947 or Email john@johnfoard.wanadoo.co.uk
- Friday 21st to Monday 24th Surrey and Kent are off on their May Run to Laon, France for the Laon Historique. Details from hilary.ann341@btinternet.co
- Sunday 23rd South West Wales trip to the Red Kite Centre. Meet at Synod Inn on the A487 at 10am. Details from David Hill, 01239 811307

June

- Sunday 13th Dorset Area are going to Classics at Kingston Lacy. Details from Ian Beaver on 01722 326840 or Bryan Fox on 01202 683842
- Sunday 27th Kent area are meeting at the Cliftonville Classic Car Show. There will be a club stand. Details from Alan Anstead, alan.anstead@btopenworld.com Tel: 01322-384050

July

- Sunday 4th Independence Day Run. West Wales are going to the Welsh National Botanical Gardens. Meet in Morrisons Car Park, Carmarthen at 10am. Details from David Hill, 01239 811307
- Monday 5th to Friday 16th South East Area are going to the Le Mans Classic 2010. Yes really! These events take advanced planning to secure accommodation. There is a provisional list and I will be seeking non refundable deposits from around May 2009.
- Sunday 18th Kimbolton charity classic at Kimbolton Castle, great country show with hundreds of classics plus horses, dogs, displays, food, stalls and something for everyone – contact Dave Dixon for tickets (EAMASC)
- Friday 23rd to Sunday 25th Silverstone Classic BRILLIANT! Come for one two or three days. Overdose on the best of British historic racing machinery anywhere, watch the racing, meet Stirling Moss view the car clubs and stalls and drink in the atmosphere of the birthplace of F1 - contact Hubie or Dave Dixon for details (EAMASC)

August

- Sunday 1st BMC Rally at Ferry Meadows Peterborough, hundreds of classic cars, guaranteed sunshine and an autojumble, all in a country park – contact Dave Dixon for details (EAMASC).
- Sunday 8th Wisbech road run, start from Peterborough or Wisbech, great event in association with the Wisbech Historic vehicle club – Contact Fred Leach or Dave Dixon (EAMASC).
- Sunday 15th Cranleigh Car Show. South East Area are going with the Club Stand. Details from Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050
- Date TBA South West Wales Area are going racing – horse racing at Wales' newest race course, Ffos Las. Details to be announced later.

September

- Sunday 5th Pembrokeshire Run. Classic vehicle Run through the magnificent SW Wales countryside. Lets get loads of Spridgets taking part. More details later.
- Sunday 19th Church Knowle 2010 Classic Car Show. Near Corfe Castle, Dorset. Dorset Area will be there. Details from Ian Beaver on 01722 326840 or Bryan Fox on 01202 683842
- Sunday 19th Turweston Wings and Wheels. Lots of Spridgets are planning to be there. Details www.turwestonflight.com or phone on 01280 705400.
- Sunday 19th South West Wales' Gower Run. Meet in Morrison's Car Park, Carmarthen at 10am. Details from David Hill, 01239 811307
- Sunday 26th The September Kent meet will be at the Bearsted Classic Car Show. Details from Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050

November

- Thursday 11th to Sunday 14th South East Area are planning a Remembrance Tour to Ypres and Bethune. More details later but in meantime contact Alan Anstead alan.anstead@btopenworld.com Tel: 01322-384050

December

- Tuesday 14th South East Area's Christmas Meal and December meet. Details from Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322 384050

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.

Mutual Assistance Directory

Probably a quiet time of the year for many. Personally, it is an enormous effort for me to get outside in this cold weather. I am definitely a summer person! Probably I am living in the wrong part of the world but for my work, I am very fortunate in being able to visit some nice sunny countries. Up to about 5 to 10 years ago, it was very common to see old British classics on the roads there. Being in warm countries they didn't rot and just seemed to keep going. Mind you, I didn't ever see many Spridgets. Now however, with increasing prosperity in

countries like Cyprus, Malta, etc. old British classics that are being used on a daily basis are now becoming rare. What a shame! Still we are all doing our bit to keep the dream alive here.

Don't forget, if you don't carry your copy of the Mutual Assistance Directory and 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. Just ask!

Enjoy your pride and joy.

David Hill

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Basic Car (Spridget) Maintenance

Part 2 – Differential/rear axle oil change for beginners

My period garage wall chart says that the rear axle oil should be checked every 3000 mile and changed every 6000 mile. How many of us fail on that score?

The oil level in the rear axle needs to be checked and/or changed with the car elevated and level. This needs to be done in safety with the car properly supported by suitable means for instance Axle stands.

A good source of cheap second hand tools, and hard to find parts, as well as a place worth a visit, for those living/working within reach, is the Whitewebbs Museum of Transport which has its own auto jumble shop. It is situated at Whitewebbs Road, Enfield, Middlesex, EN2 9HW.

With the car now correctly positioned inspection is made via an oversize grub screw/plug in the rear of the differential housing. This has a sunken square that requires a special service tool/wrench (see picture) to undo/tighten, available at most motor factors or Halfords.



Personally I have removed and replaced mine with a brass plug/fitting having a BSP (British Standard Pipe) thread. BSP is a thread commonly used on plumbing fittings so a plumbers merchants or DIY store such as B&Q will supply such a fitting and from thence on it can be undone and secured with a spanner (see picture).

Once the grub screw is out oil should just drip out to indicate that it is at the correct level.

Refill with 90 E.P. For my own part I use Castrol EPX80W90.

If it is time for an oil change warm the oil by running the car around before elevating then release the drain plug at the base of the

differential housing, with a suitable receptacle



Grubb screw replaced with a brass plug

placed beneath to catch the oil. Once the oil has stopped dripping replace the drain plug either as is or with a type suitable for a normal spanner as previously mentioned. Refill with oil. The oil required is usually sold in containers with an integral spout. The oil is forced out by crushing the container. It helps if the container can be raised above the entry point but room under the car is limited so it is easier if the oil can be decanted either into an oil can with a flexible spout or an oil transfer tool both of which are pictured. Fill until the oil just drips out and replace the plug. About 1.5 – 1.75 pints of oil are required but do not overfill.



Oil transfer options

Alan Anstead
Area Rep for Kent & Surrey

Where Are They Now?

This month's requests for help in tracing long lost Spridgets are all regarding Mk1 Sprites and derive from here in the UK to as far away as Cape Town in South Africa.

Why only Frogeyes I wonder? Perhaps next month we will have requests for information on later Sprites and MG Midgets.

If you are searching for a long lost Spridget or recognise any of the cars mentioned here. Please contact me either by phone or email

Gary

Tel: 020 7700 5696

Email: editor@midgetandspriteclub.co.uk

Mk1 Sprite TKY 572

Just reading the latest MASCOT magazine and wondered if you can help me? My father used to own a Frogeye **TKY 572**. The last I heard it was near the Scarborough area.

I have done a search on the DVLA website and it's still registered but not SORN or taxed at the moment. I was wondering if this car was registered though the Club or if you could contact the owner on my behalf. I know it's a long shot, I hope you can help.

Regards

Paul Coates

member no: 3967a

Mk1 Sprite 20 EHO



If you could please put an entry into the 'Where is it now' section I'd be grateful.

Mk1 Sprite, Registration number **20 EHO**. Colour Red.

Bought in 1964/65 and sold in 1967. It would be instantly recognisable by two of its unusual features. They are:

- 1 The bonnet was modified to hinge forward. This actually made engine access much better than standard.

- 2 A boot lid had been fitted and the normal access behind the seats had been blocked off. This gave me a lockable boot.

Many thanks

Jim Bloor

Mk1 Sprite 931 DUR



I used to own a Mk1 blue Sprite **REG 931 DUR** and have pictures of it in late 1959 and 1960. I would like to know where it is now and know that it is still registered but perhaps not on the road. Attached is a picture of the Sprite in a very dirty condition probably in 1961. It was mine from mid 1958 until I went overseas in April 1962. I sold it in Manchester to a dealer. It was converted from new by John Sprinzel of Speedwell. I cannot recall exact details but it had bigger carbs and a Laystall balanced crank. You will see that it had a bulge on the bonnet to accommodate the carbs. The engine was very smooth and it would cruise at 90mph indicated all day. I worked away from home and did lots of miles all over UK and the continent.

I have had many cars since those happy days but still probably had more fun out of the Sprite than any other car since. I presently have a Mazda Miata and a Lotus Europa S2, live in Cape Town and am retired. I would love to get another for restoration but they are quite rare here and quite sought after. There are 2 Mk1s in our club (The Crank Handle Club).

Regards and thank you

Geoff Ford

Cape Town, South Africa

New Members



Alex Matla in his Midget Mk 3

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

1865	Roger & Susan Gray	Essex	Midget Mk 2
4065A	Ant Allen	Lichfield	Austin Sprite
4247	Alex Matla	Netherlands	Midget Mk 3 RWA
4248	Peter	Somerset	Sprite Mk 4
4249	Anthony Watson	Kent	Midget 1500
4250	Ian Pickard	Kent	Austin Sprite
4251	Ian & Barbara Burnyeat	Cumbria	Frogeye x 2
4252	anon	Bedfordshire	Midget Mk 3 RWA
4253	Peter Edgley	Northamptonshire	Midget Mk 3 & 1500
4254	Jim Paterson	Midlothian	Sprite Mk 4
4255	Alan Oakes	Cheshire	Frogeye
4256	anon	Leicestershire	Midget Mk 2
4257	Jim Mackie	London	Sprite
4258	Michael & Jayne Goslin	Essex	Sprite Mk 1
4259	Gary Mitchem	Buckinghamshire	Sprite
4260	Geoff Allgood	Kent	Sprite Mk 1



Geoff Allgood's Frogeye currently being rebuilt, seen here in November 1964 on the way back from a rally in Wales



Peter's Mk4 Sprite

*Ant Allen's Austin Sprite
"Gabby". This photo
was taken on their
driveway the day after
official duties as their
wedding car*



*Jim Mackie's racing Frogeye at
Silverstone in 2009*

*Jim Patterson's
Sprite Mk4 taken
near the French/
Swiss border*



Antifreeze



Technology moves forward and new products are constantly being launched with claims to improved formulations and performance. With the recent bitterly cold weather in January antifreeze has been in the headlines, with some alarming stories which at first seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leakages – but in these cases it has led to catastrophic engine problems.

Traditional blue ethylene glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these are declared suitable for 'classic cars' on their company websites. Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines.

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but Comma, the main manufacturer, have now discontinued it in favour of an ethylene glycol product containing 'bitting agents' to make it less palatable and minimise the risk of accidental poisoning.

Both of the above products use inorganic additive technology (IAT). Recently problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced

in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting. However these products do seem to cause problems in older engines; over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and are not recommended for use in historic vehicles.

The Federation are still researching this problem but our advice at the moment is:

- only use blue coloured IAT antifreeze in historic vehicles;
- only use OAT products ('advanced' or 'long life' antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer;
- never mix different types of antifreeze without thoroughly flushing out the system;
- always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.

Some Membership Statistics

Membership statistics over the period 1 January '09 – 31 December '09 show that 154 joined and 131 failed to renew, a positive gain of 23 new members, which is very encouraging in these difficult times. The current membership list (1/2/10) has 695 paid up members and 273 Joint members.

Amongst these we have overseas members in Australia (4) Denmark (1) France (3) Germany (4) Rep Ireland (2) Italy (1) Japan (1) Monaco (1) Netherlands (8) Norway (1) United States (11)

We discontinued the Bank Order system of renewal on 1 March '07 but many have not yet cancelled their standing orders – Please cancel these now ! as the relevant bank account will shortly be closed following our conversion to a Limited Company.

Again many thanks to Stuart Miller who continues to be enormously helpful in sending out renewal reminders on my behalf.

Let's see if we can all tip the membership over 700 in 2010 by encouraging other Spridget owners to join our friendly and active club.

Thanks to all of you who renew on time and for your continued support.

The Spridgets We Own

New members and many of you when receiving your membership cards following renewal, will have had a request from me asking for the Make / Model of your cars where we do not have them, in order to complete our database.

From this database at 1 February 2010 we collectively have the following 741 Spridgets listed within the club as follows:

Arkley	6	Midget 1500	64
Austin Sprite	32	Sebring Sprite	2
Banham Sprint	1	Sebring Sprite Repl	4
Healey/IOW Sprite	11	unspecified Sprite	4
Innocenti	2	Racing Sprite	1
unspecified Midget	18	Sprite Mk 1 Frogeye	243
Racing Midget	1	Sprite Mk 2	32
Midget Mk 1	19	Sprite Mk 3	46
Midget Mk 2	32	Sprite Mk 4	70
Midget Mk 3	65	Tifosi Rana	2
Midget Mk 3 FL	20	Members looking for a car	7
Lenham Midget Mk 3	1	Members undeclared	16
Midget Mk 3 RWA	67		

Interestingly since the club began in 1983, we have now had some 860 Frogeye, 600 Midget 1500 and 100 Austin Sprites listed, also we have had 3 Dragonflies but none in the club for some time. Where are they all these cars now, hopefully not all scrapped?

We will continue to refine the list and thank you for your co-operation.

John Platt
Membership Secretary

Past *MASCOT* Technical List

Part 1

The table below is Part 1 of a list of technical articles which have appeared in *MASCOT* over the last few years. This first installment lists articles which appeared between May 2003 and December 2005. Part 2 will be printed in next month's magazine. *MASCOT* would like to thank Alan Anstead for taking considerable time and effort to compile these tables.

Article	Author	Edition 2003
Metro HIF carb fitting	Tideswell	May
twin piston brake slave	Horler	May
Tuning S.U.s	Reprint	September
hoist for hardtop	Pye	October
fit 1275 hood	Horler	October
Dynamo to Alternator	Pye	October
Race harness fitment		October
Seat belt fitment		November
Calculating Mph / Rpm		December
Later pedal box for frogeye	Pye	December
		Edition 2004
Diff' bearings		March
Alternater as dynamo (Dynalite)	Anstead	May
Fibreglass hardtop overhaul	Reprint	May
Install door mechanism		May
		Edition 2005
Indicator buzzer	Geoff	January
5 speed photos	Wizard	March
Prop shaft installation	Davies	June
Engine set up on rolling road	Robinson	June
Starter Drive	Lucas reprint	June
5 x 5 speed conversion	Anstead	August
propshaft install update	Sellen	September
Fuel Gauge readings	Dodd	November
gear lever rattle	Pract Motor rep	December

Crossflow Thermostat Housings

by Daniel Stapleton

While I've never been a 'concoirs' person myself, I often find that while working with modified parts I discover something of possible interest to 'concoirs' people that I've not found in any Spridget book. The thermostat housing for the 1275cc engine crossflow radiator engine cars is such an item.

While a single part number was used for the thermostat housing on the crossflow radiator cars, there are 2 quite different castings and 2 similar numbers. The part number is 12G 1902 and what might be a casting number



What I believe is the earlier crossflow thermostat housing, this one marked with the part number and DD1 though I have another marked with the part number and DD2



Here is what I believe is the later crossflow housing, this one with identical markings but note the change in style. If you order a crossflow housing new I believe this is the only style still being produced

of DD1 or DD2 appears on it. Until recently it seemed that the early casting was DD2 and the later and available from new casting was DD1. In fact in my book **'The MG Midget A-H Sprite High-Performance Manual'** I state that the new castings are DD1 and the early casting is DD2. Unfortunately, at least for me, I now have an early casting with DD1 on it and an early casting with DD2 on it which has blown my theory!

While my book has a photo of the 2 castings found on most cars as well as the cast iron housing used on North American cars with an integral bracket to support the smog pump, pressures on space precluded any additional photos. So, in this mini-feature I'm pleased to be able to include individual photos of each housings.



The North American cast iron housing

The question for you the reader, is to find out when the change over occurred from one type of housing to the other? Or were both types of housing using simultaneously in production? What was the reason for the change, was it to increase water flow or was it to replace a damaged casting pattern with a cheaper and simpler casting pattern?

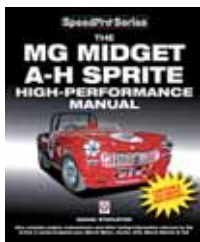
Possibly a question for myself is does one housing provide better cooling than the other? While I've done back to back testing of cooling system components I've not back to back tested these housings but suspect the difference will be minimal, though for the record on my '69 car I switched from believed earlier to believed later, some years ago.

Words and images © Daniel Stapleton

Here are the two housings side by side



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This is an Austin-Healey Sebring Sprite that was entered in the Paul Whiteman Trophy Races at Daytona around 1971. The Sebring Sprite also was raced at the 24-Hours of Daytona and 12-Hours of Sebring where the speed differential compared to the prototype Porsches and Ferraris was tremendous.

Photo © Louis Galanos



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MASCOT is a very specialised magazine and obviously advertising is geared towards the needs and interests of the Membership. At present it does not contain as much advertising as other periodicals aimed at the classic car market although it does make sense that advertisers in the latter magazines will need to reach as wide a market as possible, not just a few hundred Spridget owners. I am also a member of MGCC and will read the vast majority of that club's magazine (alright there is something in there about BGTs and Fs whatever they are, but there is a large amount of advertising but always a Midget (and often Sprite) content and advertising throughout reflects this. I do

scour the adverts for Spridget products. I don't have enough garage space for another car but I always look at Cars for Sale just in case.... I do all my own repairs, maintenance and rebuilding so any advertisements for services, for example rechroming could always be of interest.

Advertising revenue is essential for the continued production of our magazine and whilst what is achieved is not for profit, all adverts are hopefully of use to you the Members and add to the colour and content. So bearing in mind that advertising is the life blood of MASCOT (or at least a helpful transfusion!) what would you like to see? What type of advertising would be useful to you if we can attract it? Just to get you started would you like to see adverts for Car Sales and Wants from the Trade and non members. A simple 1/8th page block would cost just £10 and possibly less for simple lineage. Obviously we would like to attract more imposing adverts if they were forthcoming. What do you think?

John Clark
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PS See a new advertisement this month for holiday accommodation in France. That is new is it not and a welcome addition I believe and it's from a Club Member. Just think of warm summer days...

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Wiltshire's Ghost Village



The county of Wiltshire has strings of welcoming little villages spread along its chalk stream valleys, often along the spring-line where the water emerges from the chalk of Salisbury Plain in the winter. Always with cute thatched cottages, a pretty church in stone and cut flint and of course a cosy pub at its heart. But some are more isolated, hiding on the top of the Plain itself, many miles from anywhere else. A little while back we disturbed a few of these villages with a short drive in Mildred, my early Mk.2 Sprite in search of the “ghost” village of Imber.

Right in the centre of Wiltshire, the isolated village of Imber has a lovely 13th century stone church, a manor house, probably around a hundred houses, and even a pub. But it has an official population of ZERO.

Imber is right in the middle of the military Danger Area of Salisbury Plain, where 38,000 hectares are used for army training. In November 1943 all the 153 residents of the village received a letter from the Ministry of Defence ordering them out of their homes and farms. It was supposed to be just for the duration of the war, and most went willingly, although there is a sad tale of the village blacksmith crying over his anvil. Of course,



they never were allowed back, and the army shells steadily ruined the entire village. Only the church was saved, being “out of bounds”, although rarely maintained.

Passing the checkpoint at Gore Cross, near West Lavington, the notices made it clear. Today was special, between Christmas and The New Year is the only time the red flags are pulled down and the public can use this road to access the village. Another sign reads “This is a live firing range – do not leave the carriageway”. Driving down into this isolated village in the Sprite,

the landscape is bleak, criss-crossed with tank tracks and totally un-farmed, of course, and we felt very alone. A few potholes had to be avoided to save the quarter-elliptics, but nothing worse than anywhere else in England right now. Ominously, the first thing we spotted was a yard stacked with shells presumably gathered from the area to make the village safe for its Christmas visitors.

Being late in the day, there seemed to be very few visitors there, and three off-roaders in their Landrover specials were just leaving, so we parked and explored the church and what remains of the older buildings. The manor house and pub are in very poor repair. The military have built more than fifty new houses in order to replicate different international urban warfare situations, but only the church still has its windows.

The whole place is eerie and lifeless, and it is very hard to imagine where all its residents went, and how they felt when finally realising that they could not return.

But the sun was setting and I did not fancy a breakdown here, so we pulled the hood up and the heater on and sped off back the seven muddy miles across to the other side of the Danger Area, and on through more typical, busy Wiltshire villages with a much more welcoming environment.

If you are in the Wiltshire area, you will always be welcome at the Barge Inn at Seend. Here a happy crowd of MASC'ers will offer you the chance to sample Wadworth's finest 6X, on the last Monday each month. No ghosts are expected at the Barge, just Spridgets.



Andy

From A to K – the Story of a MkII Midget Transformation

Part 1 of a 3 Part Series



I bought FEV 235B, a 1964 MkII Midget, from a friend who had bought the car for his son to restore. His son, having stripped it down to a shell, lost interest and the project ground to a halt remaining in this state until I bought it in 2002. Thankfully when the car was originally stripped everything had been carefully labelled and boxed up. This was to help later. Having collected the shell and its boxes of bits I was able to fully establish what had to be done to restore the car. I was no stranger to extensive Spridget restorations as I had owned a number of MG's and particularly loved Spridgets. As many of you will know, Midgets can rot quite badly and this one was no exception.



The door gaps had already been braced to prevent the car from folding. I started with replacing the inner and outer heelboards followed by the floors. I then moved on to



the inner and outer sills and inner wings, the A posts and lower hinges. Next came the repairs to the front and back, of both rear wings followed by repairs to the bottoms of both front wings. The front valance also required replacing as did the bonnet. Lastly I re-skinned the doors. All relevant areas were seam sealed.

Whilst I was doing this I also began my research into previous owners of the vehicle. This didn't take long as I quickly established that there was only one previous owner registered with DVLA as my friend had not notified change of ownership when he purchased the vehicle as a restoration project. With the help of BT enquiries I soon made contact with Esmond the original owner of the Midget. Although living in West Wales when I contacted him, he was living in Essex at the time he bought the car new and then owned it for the next 30 plus years until it failed its MOT and it was basically abandoned. He was not aware that the car had survived and was very pleased to hear that it was being restored and kindly provided me with the original service book, MOTs invoices etc. It was at this point that I decided to restore the car to its original condition as a standard 1098cc MkII.

The next stage of the restoration involved me taking the car to my friend's body workshop. I took a week's annual leave and spent some 60-70 hours preparing the bodywork for spraying. With the shell upside down I painted the underside, first with rust prevention paint followed by a stone guard application. The underside of the car was then sprayed in the finished colour of tartan red. With the car back upright countless rounds of priming and rubbing back took place until I was happy with the finish). The car was sprayed first as a shell ensuring all the door shuts were painted, insides of the wings, bonnet, boot lid and doors and then after all the panels were replaced, the whole car was painted in 2 pack



Tartan Red and then baked. The final finish was stunning.

The restoration then halted for a while as I became preoccupied with the purchase and restoration of a Mk1 Sprite. With this finished, I returned to the Midget. However my original plan of restoring the car to original specification took a turn when I was presented with the opportunity to buy a new but old stock Rover 1.8k series engine. Already being aware of the MG Enthusiasts BBS site which catered for 16v twin cam Midgets, I began to research the feasibility of using this engine in my MKII. Would this be sacrilege? No, it would after all provide me with an opportunity to have a car with outstanding performance yet still retaining the old style charm of a classic '60s sports car.

My mind was made up. I would go for it. I spoke with Tim Fenna at Frontline who was extremely helpful in providing advice albeit I had made it clear that I would be undertaking the conversion myself. I began sourcing the various bits and pieces required for the conversion but not forgetting that I still had

lots to do to complete the other aspects of the restoration. This would not be a quick job.

My first task was to acquire a gearbox and bellhousing to mate to the K series engine. New, these items can be expensive however whilst browsing the Lotus owners website I saw a Caterham bellhousing and a Ford type 9 close ratio gearbox advertised for sale. This had been joined to a 1.4 K series that had been used in a Caterham but which was no longer required. Having contacted the seller, who was from Oxford, we arranged to meet at the Spares Day in Stoneleigh and the deal was done.

With engine, bellhousing and gearbox now attached I could work out how to make it fit the engine bay. This was the hard part as I had to take the angle grinder to my shiny restored Midget shell. What was I doing? Having removed the front wings and front nosecone assembly I first cut the heater tray back. I was determined not to lose the heater and demister function and so re-fabricated the ducting to allow its continued use but at the same time it would allow me to move the engine back so that it fitted within the front cross member.



The next piece to go was the cross member in the tunnel that originally supported the A series gearbox. As this plays an integral part of the strength of the shell this would have to be strengthened in other ways later. Anti crush tubes were fixed into the ends of the remaining cross members before being closed off.

As the engine was to be mounted on the engine bay chassis rails I strengthened those rails with steel plate. Once these initial stages had been completed I began to trial fit the engine and gearbox to the car. Having worked



would be attached to the chassis rails and to these would be fitted a silent block mounting. Having obtained two circular bushes through which a bolt could be passed, I located some thick tubular steel and had the bushes pressed into this tube. This then enabled me to weld 25mm box section steel to the tube to form my mountings. Total cost of this was £15 for both.

out where the engine was eventually going to be positioned I cut a hole in the gearbox tunnel from the cockpit which would allow the gear lever to be fitted. This is because the type 9 gearbox is longer than the A series one. With engine held in situ I calculated how to make my engine mountings bearing in mind the fact that the K series engine has to be fitted on a slant to ensure that the gear lever is upright. Whilst ideally the engine mounts would be made to attach to the suspension turrets I did not think I would have enough room and so decided to make a cradle which



I then set about making my gearbox mounting. I knew this had to be strong as it would have to provide the strength that was taken away by cutting the cross members. My rubber mounting for this came from a type 9 gearbox which bolted to the mounting plate. The whole mounting plate was then bolted to the Midget floor utilising the anti crush tubes in the cross members. The engine and gearbox fitted a treat.



Neil Thomas

(3617) Pembrokeshire

The proud owner of a 1970 Mk III Midget, a 1958 Frogeye, an ever faithful MGC GT and now of course a 1964 K series Midget.

In next month's MASCOT we see how Neil got on with the next stage of the K Series Midget.



Austin Healey Sprite Mk1. 264 J TJ

Chassis number; AN5 11983



Growing up in the 1960s with parents who didn't own a car, I spent my first 17 years on the bus. Perhaps because you always want what you haven't got (or can't have) I've always had a keen interest in cars and for some reason, always preferred cars that were a little different from the norm.

However, buying a house at the end of the '70s when in my early 20s, (you could do that then) marrying fairly young, starting a family within a few years and trying to carve out a career, meant my story is probably familiar to many and any thoughts of anything other than a practical car, were postponed. Postponed, but not cancelled!

So many years later I found myself with the opportunity to buy one of those 'different cars.' Many were considered and dismissed for various reasons before I found myself looking at Frogeyes. I think growing up in the West Midlands and having friends whose Dad's worked at 'The Austin' had given me a bit of a soft spot for BMC.

I quickly realised that with continuing work commitments I would have a choice of buying a car that needed work on it, doing as much as I could myself (and enjoying that) but probably never finding time to drive it, or buying a more restored car in which I could spend time behind the wheel. Great plans eh?

I like to think I know what I want and try hard to get just that. Others just say I'm picky! Either way, I looked at a lot of cars for sale, both private and with dealers. As time went on I decided I wanted a factory hardtop and it had to be one of only a few colours. I wasn't

interested in modern improvements but I wasn't fastidious for originality either, so I was now looking for one with a larger engine and/or more power than standard, for which reason it needed to have better brakes too.

By this time I had come across Gordon Elwell at Classic Revival in Nottingham. We seemed to get on and most importantly, he seemed to appreciate what I was after; we were on the same wavelength. After steering various nice cars my way, all of which I declined for one obscure reason or another, he rang one day saying he had a bright red car (not my favourite of course) which was well finished externally, had a factory hardtop and had been fitted some years ago with a 1275 engine, gearbox and front disc brakes. It also had been fitted originally with nice to have upgrades by way of 8" rear drums and a Sebring twin master cylinder set up. However, it had been raced early on in its life at which time it had acquired a one piece GRP bonnet which I wasn't so keen on... (but I'm now glad it was, it seems a lot more practical than the original.)

Scruffy engine bay with the Sebring twin master cylinder set up



Not so scruffy now



But it sounded as close to what I wanted as I was likely to get and as I sensed Gordon may be beginning to wonder if he would ever find anything for me, decided I'd better hot foot it to Nottingham. It turned out Gordon knew this car well having run it himself for 4/5 years. I think it was love at first sight for me (always dangerous). We had a quick drive around the lanes and a deal was done.

However, this was the beginning not the end! Gordon had convinced me the car was mechanically sound, but I felt that the under bonnet was scruffy and not in keeping with the rest of the car. So did Gordon and I think he was itching to improve it. So we agreed a basis of 'tarting it up a bit.'

The inside of the car was trimmed in black and was original, i.e. well worn. I think Gordon would have liked to keep this as part of its history, but with the hardtop on, I felt it was like getting into a 'coal hole' and too claustrophobic for me. I decided the best choice was a retrim in red and Gordon agreed to undertake this work too. We discussed all the options and how we would go ahead, sometimes balancing my desire to upgrade with his to retain some originality. Adding his skill (and my money!), I think we formed a good partnership.



Before and after

However, when he sent me the first progress picture, I did begin to wonder what was becoming of 'my car!' By the time he reached the interior I was more used to things.

As work progressed, Gordon and I would discuss various items that whilst serviceable, were nevertheless 50 years old. For safety and reliability 'it may be a good idea to replace this whilst the car is dismantled', so the 'tarting up' became more of a restoration. I had budgeted for the former, not the latter ... oh well! When I began to see the fruits of Gordon's labours, I realised my car was becoming a Frogeye I could really be proud of. I accept some purists won't like it, but I hope most will accept the mix of originality, period upgrades and the owner's style ... In any event, after waiting so long for



A little more than just tarting up

The results (so far!)



'something different' to drive, I'm not too bothered ... it's mine and I love it! I'm now looking forward to getting out and about in it as much as I can.

Mike Pope
Member 4213



*As the car appeared on page 53 of Lindsay Porter's book **Austin Healey Frogeye Sprite Super Profile***

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Surrey Monthly Meet

Very rare for me not to make a club meet but I was down with a bad cold. I assume that it must be doing the rounds for, apparently, only seven people made it to the January meet at the Blue Ball for what must be an all time lowest turnout.

Alan Anstead

Area Rep for Kent & Surrey

Mail to alan.anstead@btopenworld.com

Tel: 01322-384050 (answer phone)

More on Plastic Frogs (Little Ones)

I was most interested to read Terry Langridge's article on model Frogeyes in the February edition. Terry mentions the GUNZE – 'High-Tech' version to which I have another slant on this item. This being a 1/24 scale model from Airfix in their High-Tech Construction Kit series. (Series 17003). Despite the Airfix title, it is a Humbrol product



The Airfix High-Tech kit



The Gunze Sangyo High-Tech kit

made in Japan and packaged in England. It dates from 1991 and cost £30 if I remember correctly. It was packed in a huge box, 45 x 23cms for a model of 140mm in length. Terry's description otherwise matches this model. Could the Gunze and Airfix High-Tech models be one of the same thing? I don't think the Airfix kit was around for long, I only ever saw one other in a model shop (In Tenby) other than the one I have. Probably too expensive for the time?

Terry Horler

Ed's note

I agree with Terry (Horler's) opinion that the 1/24 scale model were from the same moulds but marketed by both Airfix and Gunze Sangyo.

My First Year of Sprite Ownership



In February of 2009 I sold my Fiat Spyder and started looking for a replacement classic car. My criteria for the new car was that it had to be over 25 years old, easy to fix and to have a good spares backup, oh yes it also had to left hand drive as I spend most of my time in Spain on the Costa Blanca. Also as I live 700 metres up a mountain it would have to be capable of keeping up with traffic and have at least some performance.

So I started looking at magazines, dealers and eBay in the UK as Classic Cars when you can find them, tend to be grossly overpriced in Spain. Anything left hand drive in the UK tended to be overpriced and snapped up by enthusiasts outside the UK, as the exchange rate at that time meant that the euro goes a long way. I then started to look at maybe buying a car that could be converted to LHD. Now I have always liked the look of a Frogeye Sprite but the thought of a 948cc pulling up the mountain road to my house put me off a bit. Maybe a 1275cc engined version would do the job better.

So the hunt was on, I needed a 1275cc Frogeye, in good running condition, in the south of England, not that easy to find. Then I struck lucky, a 1275cc Frogeye turned up on eBay at the same time I was back in the UK visiting my daughter in Surrey. The car was on the outskirts of Brighton, so not too far to view. A quick trip was undertaken and I found a very solid car, not mint but fitted with a 1275 Midget engine with a Frontline 5 speed gearbox conversion. There was approximately £6000 of receipts with the car, the engine had just been supplied and rebuilt by Motobuild and the gearbox fitted at the same time. Also a new interior, new wiring harness, new brakes, new carburettors and much more. It was being sold as the owner was a Boeing engineer and they were returning to the states. A deal was struck and the car was driven back to my daughter's house, a distance of 20 miles and stuck in the garage and left there till my return five weeks later.

Back in Spain I then spent my time sourcing the required parts to convert to LHD, the

dash came from Frank Clarici in the USA in exchange for my RHD dash, once I had removed it. Using the Moss catalogue I tried to get all the parts I needed. Some came from Moss, some from the Frogeye Spares Company and some from eBay. I also sourced a 3.9 diff as my oh so short test drive convinced me that it would pull a higher gear even with a 5 speed box. Five weeks later I was back at my daughters and it was like Christmas opening all the packages. I also had a shopping list from the wife for UK essentials. So home for three days my time was spent not checking the car but shopping. I just had enough time to dip the oil and check the water.

Now at some early time in the past my Frogeye was fitted with a boot lid conversion, how invaluable that was. The car was loaded with all the spares and shopping. It went into the boot, behind the seats, on the passenger seat and the footwell. The hood was under everything in the boot, so it was going to be a trip to Spain hood down all the way with just a tonneau cover for protection. I was fully loaded, had some tools, no spare wheel, no breakdown insurance, just had faith in the car and sunglasses.

Waving goodbye to my daughter who was convinced I wasn't going to make it in a



50 year old car I set off in an untried and untested fully laden car.

The next stop was Portsmouth Docks for the 9.00 pm sailing to Bilbao. It was a beautiful sunny evening and as I approached Goodwood the traffic started to get heavy and eventually came to a complete stop. The engine temperature started to rise and the car began to misfire. This didn't bode well for the rest of the journey. I had a car that overheated and misfired, but as the traffic started to move the temperature dropped and the misfire cleared. It was just fuel vapourisation. If I could keep moving I was sure it would be OK.

I arrived at the dockside about 7.00 and sat in the loading lanes for embarkation, just hoping that customs would not want to unload my car, I knew I wouldn't get it all back in.

Many people came up and chatted, incredulous that I was driving to Spain in something so old and small and that I wasn't going to put the hood up. We loaded on time and I pulled over the tonneau cover to protect my possessions as I went up to the cabin.

We sailed on time at 9.00pm. As I didn't have an auxiliary socket in the car I decided to fully charge the Tom Tom in the cabin and only switch it on for the dodgy bits on the journey when back in the car.

You spend two nights on the ferry and the Bay of Biscay behaved itself so



it was a lovely smooth crossing. Arrival was on time at 8.00am and after a full English breakfast an hour before we docked I was ready to go.

Now if you wonder where all the EU money goes, well let me tell you, the Spanish motorway system is wonderful. Once I leave the port I won't go through a single set of traffic lights or go around any roundabouts until I get to the end of my road. That's 480 miles without roadworks and contraflows.

As one of the last to board the ferry I am one of the first off, it's just a whole mess of UK cars, bikes and trucks for about the first couple of hours. People are flashing me and tooting me up, bikers are giving me the thumbs up as I cruise along at an indicated 70 mph. Mind you they probably think I am mad, I must be!

Before I left the boat I put on plenty of sunblock, wearing sunglasses and my bobble hat I think I look cool, but where's the sun? The mountain pass that you go over outside Bilbao is in low cloud and it's freezing. But at least the car is running cool. So I carried on gingerly checking oil pressure and water temp waiting for something to happen, luckily it doesn't.

I had filled up just outside Portsmouth but how accurate is the fuel gauge? So I stop to fill up when its reaches a quarter full and see how many litres it takes. Compared that to what the handbook says and I still have plenty in reserve. Don't want to run out of fuel.

After 2 hours the sun comes out and the temperature goes up but the car is still running well.

I decide to stretch the next fill up so that the gauge reads an eighth of a tank and yes that gauge seems pretty accurate. Every time I fill up I have to pull the tonneau cover right over as all my possessions are in full view and people crowd the car. Somebody reads the bonnet badge, in broken English says "Ah! Aston Martin", I reply "Yes".

Next to come is a steep mountain pass. It's a long, long climb and the temp starts to rise and as a petrol station comes into view and I think maybe its time to let the car have a rest and myself to have cool drink.

I brim the tank again and have a cold Coke, but then disaster, the car won't start. I keep trying and eventually it fires on one then

two and then all four cylinders, the fuel had vaporised when the car was stopped. So I chug out of the fuel station and after a couple of hundred yards the airflow through the grille lowers the under bonnet temp and it clears itself and we are back to normal. Note to myself, that's a job to be done.

Transversed Madrid's many motorways OK with the help of the Tom Tom that's now relegated to the pile of luggage on the passenger foot well. Something I hadn't thought about is that you can't hear what she is saying because of the wind noise and when it's in the screen it blocks my view.

This little Frogeye is eating up the miles and have now increased speed to 75mph and bursts up to 80 mph. I would not be able to do this for hour after hour with only 4 speeds. Temp is good and so is oil pressure. This is a really healthy engine. Note to myself about how hot the central tunnel gets, is this normal?

The sun is out, it's nice and hot, it's now tee shirt driving, so only stopping to fill up I carry on and at 4.00 pm I arrive home.



It's taken 8 hours to do 480 miles. That's an average of 60 mph. It's taken the same time as my Discovery would have done it in. That's good going for a 50 yr old car.

Next time converting the car to LHD and living with a Frogeye in Spain.

Roy McKnight
Spain

carmadroy@yahoo.co.uk

Yorkshire Area Report

February Meeting

Sarah & Tim unfortunately had to deal with a serious family emergency on the day of the meeting, so Claire & Ian Barber stepped in as meeting hosts. Claire reports: "It was a select few that made it to the lovely cosy pub, Ian and I got there first and I claimed the seat by the fire! We got the Midget out for a run, we were soon joined by Frank from Tadcaster, Arthur in his Frogeye (roof on today!). Then Janette and John from Bramley arrived. We all ordered food and Ian reports his steak and ale pie was great.... the chips got plenty of praise by all, apparently coming from an ENORMOUS potato. It was lovely to chat, ranging from cars, through IT, to Australia, the sow and back again to cars!"

Coming Up in March

On Sunday 14th March, you have an opportunity to re-do November's cancelled Bonfire Run (aka the Damp Squib Run) – reborn as the 2010 Phoenix Run – this will be Yorkshire MASC's first road run of the year. It is a morning event of about 60 miles from Otley Chevin to the outskirts of Thirsk through some of the lesser known backroads of Wharfedale and Nidderdale, ending up at The Watermill at Carlton Miniott near Thirsk for a carvery lunch. If you just want to come for lunch, feel free, but you will need to pre-book with us by email for both the run and/or for the lunch at yorkshiremasc@googlemail.com. There will be a small charge of £3 on the day for participants, to cover the copying costs for tulip books and rally plates.

Gauging Interest: Coast to Coast?

We have been talking about a new flagship event for the area for almost a year now, and if there is sufficient guaranteed interest, we will organise a trial event in early October. The event is a two day Coast to Coast Challenge, with a route based very loosely on the Wainwright walk, but in Spridgets (and on roads!). It will start from St Bede's Head and end at Robin Hood's Bay, with an overnight stop near Northallerton. In terms of organisation and style, we would like to run the event very much run along the lines of La Carrera Caledonia formerly run by the Caledonian Classic and Historic Motorsport Club – this means that:

- it is obviously non-competitive with an emphasis on camaraderie and fun
- entrants are given a road map each with the route pre-marked on it, and have to map read the route across the country (rather than rally-style tulip books, which we normally use on Yorkshire MASC road runs, but which would take a huge amount of time to draw for such a long event)
- we have an overnight stop with a dinner that everyone attends (which possibly may be paid for in advance as part of the entrance fee)
- people organise and pay for their own accommodation
- there will be amusing awards for participants, and you get a decent souvenir to remind you of the event
- the entry fee per car to cover the costs of doing things nicely (but not extravagantly) could well be over £50 (the Carrera used to cost £80, but we would have to cost it based on numbers)

This event would be limited to a total of no more than 11 cars. This is because limiting it to that number avoids any arguments with the Police over whether the event is technically "competitive" in a legal sense, and hence whether it would need an MSA permit (which MASC can't offer). We never have any problems with North Yorkshire police who are always very helpful when we notify them of our road runs, which they accept don't require an MSA permit, but Cumbria police are known to be a lot more tricky with events in the Lakes National Park.

If what is described above looks interesting to you, and you would like to participate and can commit to a long weekend early in October, email us, and if we can get 10 crews together, we'll cost it out and then hopefully organise the event.

Don't forget to keep looking at our new website – details of longer term plans are on there and you can comment! Just go to <http://yorkshiremasc.blogspot.com>

PS. Anita & Mark are settling in Down Under – if you use Facebook you can keep up with them on there.

Sarah & Tim Saunders
(Your new Area Reps)

HCNW Report



Some wishful thinking from the HCNW area. Chris Jackson's Sprite in Spring time

The success of any event is a two sided affair (or more). The organiser can work his socks off but, if the folk don't turn up or are unenthusiastic when they do, the thing can be a flop. So, in view of these words of wisdom, I would like to thank everyone who was at HCNW's post Christmas lunch. Our own bunch were reinforced by nine members of The Hampshire Chapter. May I take the liberty of extracting the P from them and offering a TEA – or other beverage – and rename them 'The Hampshire Chatter'. You were certainly a challenge to our highly trained and experienced chatterthon team. You made the day. The third side of this triangle is the staff of The Lilley Arms who did us proud. A room to ourselves allowed us to mix it.

Due to weather conditions the Spridget attendance was not prolific. Pat and Zara arrived in the MGB GT which left it to Kate to do the Spridget thing, Weeeeeeeeeelllllll! After serious research a genuine Frogeye self tapping screw was discovered in the very

impressive engine bay of her rocket propelled SpridJET. Kate's membership of our group raises the esteem of HCNW. We may have to charge a joining fee.

Next event – a day out on March 21st. If you are resident in our area and have not yet tried us out, take the risk and come along. We are really quite nice people. Or there is our pub night on Wednesday 31st at The Chequers.

Chris

Thanks for organising us Chris; everyone had a great time and the worry and sleepless nights you must have had were all worth it. Who is organising this year's Christmas do then?

Mark

A seasonal poem by Pat Kimber

The spring is sprung,
The grass is riz,
I wonder how my Spridget is?
Remove the cover- blow off the dust,
And find ... a little heap of rust.

Hampshire Happenings

Christmas Cracker

It was Christmas all over again last Sunday (well it was snowing when we arrived) when nine of our group joined the Home Counties for their Christmas Lunch. They are a very welcoming and hospitable group and there was a great atmosphere with much laughter and noisy banter, many thanks to Lilly for the crackers and After Eight mints. We all had a great time and are looking forward to their promised return visit later in the year.

Eventful 2010

We have a new Event Organiser. For a number of years Harriet has successfully organised, prodded, cajoled and coaxed us into action and now feels it is time for some fresh ideas. Happily John Foard has volunteered to take up the reins and has got off to a flying start and we already have a fairly full diary for the coming season – see Events page or visit our web site for further info. Harriet has taken on the organisation for this year's "Drive it Day" event (see next article) and plans are

already under way with the purchase of a new gazebo.

Back by Popular Demand

We have been asked if we would repeat last year's "Drive it Day" event and as a result we would like to invite you all to come and meet the Hampshire Chapter once again at the Fox & Goose on Sunday 25th April. As an added interest please bring along any odds and ends of auto jumble you would like to sell, swap or otherwise dispose of, or for that matter anything that you think may be of interest.

It would be great if we could beat last year's excellent turn out so why not put the date in your diary and enjoy a drive into the Hampshire countryside. To get a flavour of what you can expect follow the link on our home page to view the You Tube video of last years' event – it really was a great atmosphere.

Jenny Green

www.midgetandsprite-hampshire.info



Come and meet the

MIDGET & SPRITE

Hampshire *Sprite* *Chapter*

The Fox and Goose
Greywell, RG29 1BY

Sunday 25th April - DRIVE IT DAY
12pm until 4pm approx.

www.midgetandsprite-hampshire.info

The Fox and Goose has excellent beer, and a wide range of food on offer, why not make it a lunch to remember?
(To book phone 01256 702062)

Hampshire Members we have photos of! (with apologies to those whose photos are not available or too ghastly)



Sussex Report

The girls about to terrorise Lisbon

Most of the usual suspects attended our January get-together at The Red Lion in Handcross – David and Chris Wright, Jeff Snell and Elsa Sherwood, Chris Harding and friend Sue, John and Julie Harle and a lone David Southcott (Linda, you were sorely missed). Since a few of us no longer own Sprites or Midgets (except Dinky toys), the conversation opens up to all makes and models. Case in point is David W unveiling a carefully swaddled distributor from his Jensen CV-8 for a technical troubleshooting session. The women's eyes all glazed over for a few moments and then it was back to a varied and lively discussion by all. Topics ran the gamut from retirement (Jeff: why get out of bed vs. David S: so busy no time to sleep) to urine disposal schemes (!?) to Chris W's harrowing account of her ride through the streets of Lisbon in a GoCar with Julie at the wheel (www.gocartours.com/).

Chris Harding let us know that the summer BBQ at his house is rain-or-shine as he will have a large marquee for the cars to be on

display no matter the weather. Hopefully Mother Nature will ensure the humans don't have to stand in the rain cooking their burgers! Additionally, he will soon have key fobs for sale as part of the MASCOT Regalia.

Finally, in an unwise move on his part, John Harle demonstrated one of the features of his new iPhone, by measuring the decibel level of his wife's voice then pointing out to her that it was higher than anyone else's at the table. Needless to say, it was a quiet ride home.

Now, as you are savouring your latest issue of MASCOT, take a look at your mug of tea. Does it have a picture of your beloved on it? Well, David Southcott can remedy that problem! He will take a picture of your Midget or Sprite and put it on a mug for the low, low price of £12. Contact him at dsouthcott@ukonline.co.uk or check out his website www.vintageman.zenfolio.com for the mug details and all the other goodies available.

Julie Harle



Kent Monthly Meet

What a great day to get out and about in a Spridget. Cold, but not too cold, dry with the sun shining. Ideal weather for the monthly Kent meet at the Moat Wrotham Heath. Many thought so as attendance was good. Peter Gardiner might have thought that he had got a good start, and lead, over Mel Collins in the annual competition for the person attending the most meetings in a Spridget. Poor Mel, who is usually accompanied by wife Barb, was a no show. A shoulder injury forbade him even getting into his Midget 1500. But if attendance is reflected by today's turn out then Peter will not have it all his own way as nine other Spridgets turned up to do battle. How many will last the distance?

Mrs A put in a rare appearance, any club meeting let alone Kent, she being under the illusion that, because I was in XR3i and not either my Frogeye nor Sebring Coupe, that she was being taken to Bluewater Shopping Centre on a shopping trip. Or is it that having had her picture published in the Dec 2009 issue she now believes herself to be Queen of Masc?

Darren Tyre was again in his indecently fast Sprite powered by Ford. Mention was made of the fitment of a Data logging device which apparently showed a 0-60 time of 4.6 seconds. I knew the car had 'poke' but isn't that time akin to a Ford GT40?

Gavin Rowles brought an interesting kit of parts that someone had sold him for tuning S.U.s. The bits of tube, and especially the bent pieces of wire, would seem to have more use in water diving.

Paul Coveney was trying to promote a Classic Car show, at Pluckley Kent, on 14th February.

The old romantic definitely knows how to treat new wife Jane on Valentine's Day. He'll learn!

John Clark is looking at starting a meeting in East Kent, where in recent months we have recruited some new members. Can members living down Herne Bay way contact John if interested in having a monthly meet in that region. (jrclark@sky.com).

New member Roger Gray rode in on motorbike, his car being under restoration, with potential member Barry White. Good to meet them both and hope that they return. Neville & Jane Plummer put in a rare appearance in their Isle of White Frogeye whilst Ralph Whitmarsh came in the A.H. version. Ron & Marilyn Edwards were out in their Mk2 Midget. Ron has just received his Frogeye tub back from Fisher Services, of Bell Green, having had it painted. A nice job appears to have been done too. Ron can now start fitting up and hopefully it won't be too long before we see the results of his labours, out and about, on the road. Bryan Williams followed Ron into the pub car park in a similarly coloured Mk3? John Larrington snuck in late, correctly hiding his tin top amongst the others and away from the Spridgets. Somewhat puts the Surrey crowd to shame this month.

Alan Anstead

Area Rep for Kent & Surrey

Mail to alan.anstead@btpopenworld.com

Tel: 01322-384050 (answer phone)



Scotland Report Farewell Whitby

I knew a man, a Rhodes Scholar, an MBA (Harvard) with the mind of a thunderbolt, who referred to 'curious chaps'. Guys who were just alright, but never within, if you know what I mean. I was one of his curious chaps. Obviously. Our Dave Ambler is another; although I don't think anyone will have called him such before. It's a compliment, Dave. Dave is distinctly quirky and not in step with the calendar. I call him 'old red line' for he's often at his cruising speed right at the end there in his shambles of a Sprite. He got from Lesmahagow to Saltburn in 2½ hours travelling on his own and, believe me, that's redline. Dave deserves a piece all to himself calling on him to conform and put behind him any part of his thinking that is not of the modern world. Groan. That version won't be done by me; for Dave's cousin is 'The Outlaw Josey Wales'. Unique.

Who shuddered at that word shambles? Not Dave. I checked. And it fits in with where we all went to dine on Saturday evening at the 'Shambles' restaurant on the Whitby estuary. If we'd gone to 'Dinky's' I might have called Dave's car that. That would have been true too. Anyway, at 'Shambles' one of the English laddies turned to me and said 'I don't understand what you write.' Briefly I was delighted and thought the old days were back, when I wrote most curiously and at

one of the natters in England, there was an interpreter of my meanings. To know that it was clear to someone was fantastic. Things change. The laddie went on 'No, it's not that I don't understand it. It's just, what's the point?' Never a fast thinker, I had no reply. So I couldn't say 'What's the point! The point is be original my boy; beyond just wafts of tea and scones and a bit of polish with an overhang of petrol fumes.' What's the point? Now you raised it, I don't know; and since you asked, I've even taken to having tea and scones in the quest for an answer because people find clarity in these partakings and steady rituals; but all I've found is I don't want to read or write about them ever again. Arie de Best likes going to points that jut out into the sea and I think that's a valid point.

It would be very helpful to have guidelines repeated for the conduct of runs. We sometimes have ten cars and people like travelling together in a straggly convoy which is great in the country but traffic lights and right turns then change things. Could there be some contemporary comment to help us out in line with Club thinking, please? Forgive me if all this has been gone over somewhere else. If it has, let's just say the recent freeze has frozen our memories, but guidance would be appreciated. Thanks.

Carson and Chums

Paint Me Something ... Commission paintings by Louise Lawrence

Art has been a massive part of my life from childhood through to my working adult life. I honestly can't think of anything else I would rather be doing. Even as a kid I remember sitting at the dining table colouring in with crayons for hours on end like any child does.

My first car was a little Rover Mini City and this is when I fell in love with classic cars. I understand the importance of cars and how they make you feel. Inspired by the love of all cars I have devised a way to bring your car from the garage into your living room through the media of paint. A car is not just a piece of metal to get you from A to B. Sometimes they can be a part of the family and owning a painting of your car can be a very personal thing.

As well as painting cars I have also produced other painting subjects, some of which include pets and portraits. Some of my previous work can be found on the website www.paintmesomething.com

Each painting is tailor-made, making it a 'one of a kind' piece of art which has personal significance.

Based in Kent I produce personalised paintings using acrylic on canvas. Canvases can be of any size by request.

If you are interested in receiving a piece of artwork of your car or know of someone who would love a painting as a gift I am always happy to hear from you. All I would require is a detailed photograph to paint from. If you are interested or require further information then please get in touch at:

Website: www.paintmesomething.com Email: louise@paintmesomething.com
Mobile: +44(0)7525266542

Paint Me Something ... commission paintings by Louise Lawrence



- Car and transport
- Pets and animals
- Portraits

www.paintmesomething.com

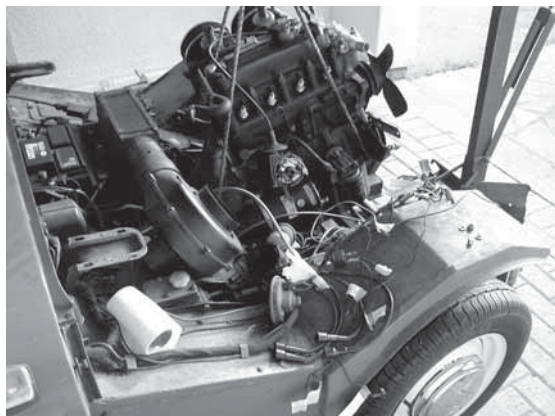
For a competitive quote:
Email: louise@paintmesomething.com
Mobile: +44(0)7525266542

East Anglian Report

It is now March and the Ides will soon be upon us (little known fact about Ides is that they occur in May, July and October as well as March), not a time to beware if you are a MASC member, more a time to prepare your rusty (sorry I should have said trusty) chariot for the spring and summer action. From now until August, is the time of year that seems to rush by the fastest, before you know it it will be Midsummer's day and we will be left wondering how half the summer has gone already.

This point in the year is characterized by the phrase "so much to do and so little time to do it" however the lengthening days are there to spur us on and encourage us to get cracking. In our favour is that us East Anglians have a long history of getting out and about in our chariots, having managed to kick the Roman's out with nothing more than a few Innocentis led by one of our ladies (presumably the proper Spridgets were too valuable to risk in battle). In any case we have not been **idle** in January and have stolen a **March** on the events planning by compiling a huge list of *ideas* for this year's events, including all the old favourites that we tend to run every year.

The January Mad Cat meeting was a great success with an excellent turnout (although I had twisted Roger's arm a bit by threatening to return his engine crane) on a very cold



and miserable night hard on the heels of the festering season, so well done to all who made it.

The main topic was this year's events, and I can confirm that the Yesteryear run, at least one treasure hunt, Kimbolton Charity Classic, the BMC Rally, A trip to the Dogs and (getting a bit ahead) Christmas lunch are already on this year's menu, with currently another 16 possibles to pick from.

If anyone reading this in any part of East Anglia has an idea for an event or run in their area, please contact me urgently, since we are keen to run MASC events throughout our extended area and include as many MASC members as possible.

I have included a photo of the engine crane being put to good use last year, and a photo of an early MK I Midget taken in France, only a couple of miles from Frogeye Cottage. The MK I is my favourite and probably the rarest Spridget of them all, with its quarter elliptic springs, 1098 engine, that nice frogeye style dashboard and hand starter, bucket seats, a boot, no wind up windows or door handles to go wrong and elbow room. I don't think the French owner of this great little Spridget understood a word I said, but he let me take the photo.

See you all at the Mad Cat and beyond.



Dave Dixon

NW Area Report

For February club night we had an excellent turn out. Andy came along after a long absence so it was good to see him and catch up with what's been going on.

Also we were joined by new boys Howard (Mk3 Midget) and Terry (Frogeye), hopefully they enjoyed it and will return – it was very nice to meet them. They actually came in Howard's Midget even though it was freezing cold, now that's true enthusiasts.

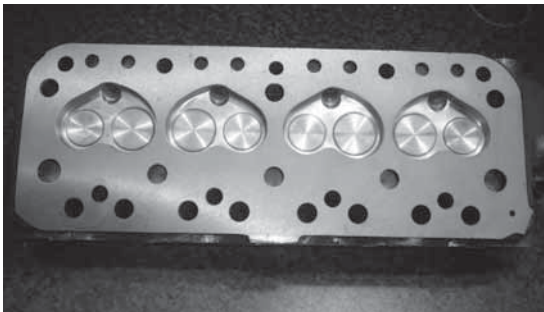
We had nothing planned for the evening other than to have a natter and catch up with what we've all been up to.

Bernie brought along his brand new custom made stainless silencer. This looked very good indeed. He had given it a brief test and said it wasn't too noisy!

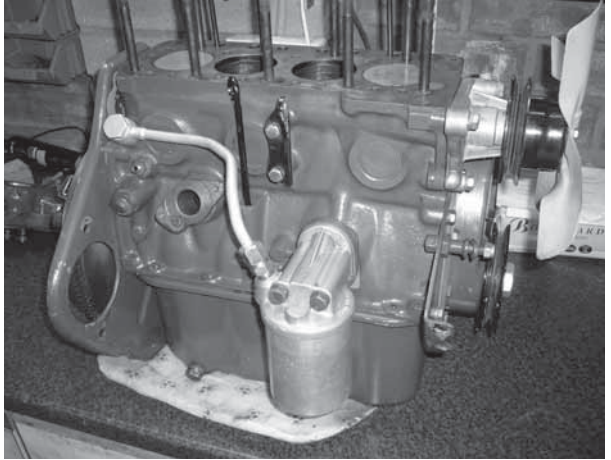
After a few frustrating problems his 5-speed conversion is now complete and he had some photos of the underneath of his car and his gearstick installation; as you would expect from Bernie it was an excellent job.

That day I had been to collect my reworked cylinder head from Peter Burgess. This was a spare head that I had and Peter has profiled the chambers and ports and increased the CR to suit my new engine spec. The head looks really good and I can't wait to get the engine fired up.

For those of you that don't know Peter, he is very knowledgeable and an extremely helpful person – highly recommended.



A thing of beauty



An area rep's new engine

Once my engine is back in and working I will be going back down to Peter's place to get the engine set up on his rolling road– can't wait for that, especially the drive back along the Peak District roads!

Andrew needs to get some miles on his car to give him confidence that his head gasket problems are cured once and for all; unfortunately this has been delayed by the bad weather.

Has Rob got the Frogeye finished yet? Don't even bother asking!

Mike had planned to have his MGB (yawn) finished by now. I meant to ask but didn't seem to get time. At this point I would like to make it clear that my interest is purely from an engineering perspective, the car is non standard with a Ford engine, and I am not on a quest to join this elite group of aging enthusiasts.

Our first event this year will be our Snowdonia weekend at the end of March. At the moment we have no route planned for a run but Mike has volunteered to sort this – plenty of time, there's no pressure Mike, not yet anyway!

Well that's all I can remember for now. See you at the Kilton on 10th March.

Les



South Staffs and Brum in the Darker Months

Three months-worth

Because I've not been using my Midget much since the gearbox broke down on me I didn't go in it to the Green Man for the Christmas meal, but the usual Christmas feast was very well attended.

In addition to the usual "suspects" new member Gary who is undertaking a restoration on his car, joined us.

However come January and the deep, renewed snowfall I decided to have fun and drive in the Midget to the club meeting, Gary having phoned to ask me if it would be on that night. I told him I'd be there and we both took our "re-build" picture albums to compare.

I had real fun as I parked up on the sloping car park watching an "ordinary car driver" try to turn around at the entrance to the car park. He never did make it into the cosy interior, apparently giving up in disgust. When I arrived inside there were about five locals, the staff and me, but after a quarter of an hour Gary came in soon to be followed by John C.

Which was it, meeting convened with a quorum of three, so we looked at each photo album, convivially and then took our leave after remembering old times when there were more than three of us.

However come the February meeting we were back in strength, planning the new year to come.

The line-up outside Frankie and Bennys at last year's Tunnels Run

By the time you read this we will have had a run down to the MG spares day at Stoneleigh Park, meeting at MacDonalds, Bassetts Pole and convoying through Coventry. We have also planned our now traditional Brum Tunnels Run and its subsequent "joint ride".

This year we are moving on from the tunnels to visit the Tyseley Loco Museum in Birmingham. Which promises to be a real treat to most of us, who seem to love Steam and Spridgets in similar measures.

For your diaries, we will be having the Tunnels Run on March the 21st and as always you are welcome to pop along with us.

For the tunnels visits we always meet on the car park at Frankie and Bennys in Erdington, assembling at ten o'clock to give us time to get settled in and allow late-comers a little leeway before we go.

Sat navvers may like the postcode, real map readers will want the address:-

Frankie and Benny's
Showcase Cinema, Kingsbury Rd, Erdington
Birmingham, B24 9QE
Not far from junction 5 of the M6

Participants will need to fill in the club's liability forms but that won't take too long.

Bill Mohan



Dave Richards and his Frogeye



(MASCOT readers deliver the goods)

I have had an excellent response to the question I posed in last month's *MASCOT* asking if the person driving the yellow Frogeye (inside back cover) could really be David Richards.

Four of you wrote to confirm that this was the case, including this email from Warwickshire member Dave Parker.

The photo in last month's *MASCOT* of the Frogeye in St Mawes, Cornwall is indeed Dave Richards.

Before taking early retirement some 3 years ago, I worked as a test engineer for Lucas Varity and subsequently TRW.

My base of operation was a test track at Fen End in Warwickshire.

Prodrive bought the track from TRW soon after their (TRW's) acquisition of Lucas Varity. However TRW still rented a building and track usage from them for some 2 years after the acquisition.

TRW then left the site to operate from a unit at MIRA, which is still in operation (just) today.

Dave Richards had in my day a section of warehousing at Fen End for his private collection of classic and rally cars.

He employed a dedicated mechanic to care take of the cars and service/transport the kid's go-carts.

All sorts of cars would turn up for pre MOT servicing etc. The mechanic was ace and had a dream job.

However the Frogeye and a certain rally Mk 2 Escort were personal to DR.

The Escort was the actual car that DR navigated during his rallying career and is in top condition and ready to rally any day.

The Frogeye is a familiar story to us in the Midget and Sprite club.

It was the car that DR drove when he first met his wife.

He tracked it down some years ago, had it renovated and gave it to his wife as an anniversary present.

So there you go, that is a little bit of recent automotive history for you.

But think on, if you are a multi millionaire, fly to meetings in your own helicopter, run F1 teams, are capable of keeping more business balls in the air than a juggler, rub shoulders with royalty and the great and good of the land, what do you do to relax ?

Easy peasy, go for blast in your Frogeye.

Funny old world in'it!

Best regards to all Spridgiteers for 2010

Dave Parker
(Warwickshire)



US Brochure for the Midget 1500



Invitation to All from Harrow Car Club

The first of our competitive events this year is on Sunday, 28 March at Bovington Airfield, Herts. It is a driving test event so you can use your normal road car. Youngsters from age 14 can also take part if they are accompanied by an adult.

Our other events are Sprints at North Weald Airfield, Essex on Sunday, 25 April and Sunday, 19 September. To compete at these two events you will need a MSA competition licence or you could just come along and marshal – you will receive a free meal voucher!

Famous names including Sir Stirling Moss, John Sprinzel and Gary Lazarus have won

trophies at these events and you could do the same. For more details contact Keith Warner. Email: mrkwarner@hotmail.com, Mob: 07800 875835 Tel: 01923 672917



Market Place

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

Wanted

3.7 diff. Phone Geoff @ 01562 851544 or email hunters360@btinternet.com

For Sale

Brand new red hood (Moss supplier) for a later Frogeye, possibly MK1 Midget at £120. Barry (Bristol) 01179 653638; mobile 07779 943 007, email: barrieashford@yahoo.co.uk

Austin Sprite flame red. Fully reconditioned engine, tax exempt, wire wheels, numerous new parts. The car is based in King's Lynn Norfolk. £3500ono For more information contact John on johnsayer@blackberry.orange.co.uk or 07792620330

Silverstone Classic 2010

Friday 23rd Saturday 24th Sunday 25th July*

(*Provisional Event Dates)

We are pleased to confirm that this year's Silverstone Classic will be held on the 23, 24, 25 July* at The Home of British Motor Racing. As in previous years one of the main attractions to this event will be the ever growing display of privately owned classic cars which, last year was made up of no fewer than 68 UK based Classic Car Clubs. They are aiming to have 4,000 classic cars on site for this year's event which will feature a full day of qualifying and a programme of 22 races over the 3-day long weekend.

The BOGOF (Buy One Get One Free) offer, 2 tickets for the price of one, will again be available to members of the **Midget & Sprite Club** displaying their cars on the infield.

And they have made available a special £5 discount on all individual day tickets purchased by Club members prior to 30th of April 2010.

Day	By 31st of March 2010 early bird	By 30th June 2010 advanced
Friday 24 July	£20	£25
Saturday 25 July	£30	£35
Sunday 26 July	£30	£35
3-Day Event Pass	£70	£80



Take advantage of the Early Bird promotional prices (available until 31st March 2010) which give a massive £20 off the On-the-Day Adult entry ticket.

N.B. Children 6-16 just £5 per day. 5 and under free.

Free car parking; free grandstand seating. Tickets include evening entertainment Friday and Saturday – acts to be announced.

For those with a special promotional code given out at the NEC Classic Motor Show (13-15 July 2009) ring 0871 231 0849 or book on line.

The Midget & Sprite Club has been given a dedicated booking code, unique to the Club.

SC10 MSC

Please use it when ordering

For further information please contact the MASC coordinator for this event

Hubie Albany 01733 265 548

Tickets will be on sale within the next 2-3 weeks. We will be advising you of details on how to book very shortly but please keep an eye on the event site www.silverstoneclassic.co.uk for more information.



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