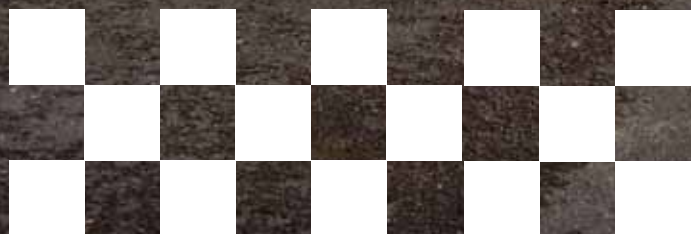


May 2010

£2 No. 314

Mascot



The Magazine
of the
Midget & Sprite
Club

www.midgetandspriteclub.co.uk





Whatever your pride and joy. Rest assured. We'll get you covered.

The enthusiasts' favourite for over twenty years, Footman James is one of the leading specialist insurance brokers.

With a UK client base of 140,000 owners of classic and vintage vehicles, Footman James consistently uses its enormous influence to arrange the best deal for you.

So whatever your pride and joy, you can be confident that with Footman James behind you, you've adopted the best policy.

Talk to us soon.

We're at your service!



All our policies include the following as standard

Motor Legal Expenses

-

24 hour Breakdown Recovery
(UK and European)

-

Personal Accident to include Road Rage
& Carjacking

-

Limited Mileage and Multi-Vehicle
options are also available.

Call for a quote

0845 330 9731

www.footmanjames.co.uk

Authorised and regulated by the Financial Services Authority.
Telephone calls may be monitored or recorded for your protection.

COMPETITIVE RATES on Modern Car, Motorcycle, Home & Contents insurance.

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

COMMITTEE

CHAIRPERSON	Now on a rota basis
GENERAL SECRETARY	Philip Sellen , 40 Amberley Way, Wickwar, Wotton-under-Edge, Glos, GL12 8LP. Tel: 01454 299222 email: P.N.Sellen@bristol.ac.uk
TREASURER	Anita Lachowicz , 5 Park Grove, Knaresborough, Yorks. HG5 9ET. email: anita.lachowicz@yahoo.com
EDITOR	Gary Lazarus , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: editor@midgetandspriteclub.co.uk
AREA REP'S DELEGATE	Geoff Hunter , Tel: 01562 851544 email: hunters360@btinternet.com
TECHNICAL ADVISOR	Mark Boldry , email: mark26r@hotmail.com
MEMBERSHIP	John Platt , 2 Pear Tree Gardens, Bearley Road, Aston Cantlow, Henley-in-Arden, Warks. B95 6HT Tel: 01789 488321 email: membership@midgetandspriteclub.co.uk
GENERAL MEMBER	Mark Hall , Tel: 01296 660103 email: markdhall@aol.com
	Nigel Williams , 7 Kings Avenue, Hanham, Bristol BS15 3JN. Tel: 0117 961 2175 email: nigelwilliams8@tiscali.co.uk

OFFICERS

CLUB ARCHIVIST & TECHNICAL DOCUMENTATION	Terry Horler , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770
EVENTS CO-ORDINATOR	Gary Lazarus , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: editor@midgetandspriteclub.co.uk
MEMBERS ADVERTISING	Alan Lo , Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net
MUTUAL ASSISTANCE CO-ORDINATOR	David Hill , Llyserfan, Beulah, Newcastle Emlyn, Ceredigion. SA38 9QB. Tel: 01239 811307 email: david@hill.be
CAR REGISTER	Bob Clarkson , Tel: 01902 842643 email: raclarkson@tiscali.co.uk
REGALIA OFFICER	Mike Grout , 55 Park Road, Spixworth, Norwich, NR10 3PJ. Tel: 01603 890211 email: mike@motorparts.freeseerve.co.uk
WEBMASTER	Toby Ancombe , 7 Lysander Court, High Road, North Weald, Epping, CM16 1HF. email: tobyancombe@taratec.co.uk
TRADE ADVERTISING	John Clark , 16 Barley Close, Broomfield, Herne Bay, Kent. CT6 7XG Tel: 01227 368638, Mob. 07971 153556 Email: jrclark@sky.com

AREA REPRESENTATIVES

BRISTOL	Terry Horler , Tel: 01454 881770
EAST ANGLIA	David Dixon , Tel: 01733 222810 email: e-dave@ntlworld.com
DEVON	Vacant
DORSET	Ian Beaver , Tel: 01722 326840 email: ian.beaver@btinternet.com
	Bryan Fox , Tel: 01202 683842 home, 01202 674017 work email: susanfox123@btinternet.com
ESSEX	Jane Gates , Tel: 01255 830 509 Email: Jgjanegates257@googlemail.com
HAMPSHIRE	Terry Langridge , Tel: 01252 626063 email: Hampshire.spridget@ntlworld.com
HOME COUNTIES	Chris Jackson , Tel: 01707 261567 chrispatj@btinternet.com
NORTH WEST	or Mark Hall , Tel: 01296 660103 markdhall@aol.com
KENT	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btopenworld.com
LINCOLNSHIRE	Vacant
LONDON	Gary Lazarus , Tel: 020 7700 5696 email: garyfrogeye@gmail.com
SOUTH STAFFS & NORTH BIRMINGHAM	Bill Mohan , Tel: 0121 353 7211 or mobile: 0798 461 6371 email: bill.mohan@sky.com
SCOTLAND	Betty Kerr , Tel: 01357 300355 email: Deansgrove@aol.com
NORTH WEST	Les & Diane Robinson , Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk
NORTHERN IRELAND	Robert Holmes , Tel: 02892 689274 email: robertholmes25@hotmail.com
NOTTS/DERBY	Ian Cooke , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
OXFORD	Grahame Gibbins , Tel: 01865 383199 grahame.gibbins@hotmail.com
SOMERSET	Dave Bearne , Tel: 01823 412004 email: david.bearne@barnwoods.co.uk
SOUTH WEST WALES	David Hill , Tel: 01239 811307 email: david@hill.be
SURREY	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btopenworld.com
SUSSEX	David Southcott , email: dsouthcott@ukonline.co.uk
WARWICKSHIRE	Alan Couch , Tel: 01564 773302
	Chris Yates , Tel: 01608 665066 email: chrishe@tiscali.co.uk
WILTSHIRE	Andy Cross , Tel: 01225 743554 email: andy@cross743.freeseerve.co.uk
YORKSHIRE	Sarah & Tim Saunders , Mobile: 07968 261990 email: yorkshiremasc@googlemail.com

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

May Editorial

Did you get stranded abroad recently when all the aircraft in Northern Europe were grounded by that high flying volcanic dust? Were you set to fly off on the holiday of a lifetime only to find yourself having to be content with moping around the house, wondering how the hell a volcano so far away could send out enough dust to stop you and hundreds of thousands of other people from simply having a good time? My commiserations if you found yourself in that situation. **I have a solution.** Simply join the Committee and you won't have enough time to go away.



"Which way's the wind blowing sweetie?"

However, that's not entirely true as MASC Membership Secretary John Platt managed to slip away over the whole of February and March for a quick (well deserved) two month round the world cruise. John was most definitely missed but did the club grind to a halt in his absence? Certainly not. The reason being that with proper planning, there were suitably trained club members as well as committee members ready to stand in and take on the burden of John's responsibilities during his absence.

However it did get us thinking. What would happen if two or three of the committee were to fall ill, be too busy with personal stuff or simply decide that they too wanted to go on a prolonged holiday. There are a few key positions within the club which possibly couldn't be filled at the drop of a hat should the present incumbents be incapacitated or find themselves stranded on the wrong side of the world. A case in point is the events diary in this month's magazine. The sharp eyed among you may notice that with the exception of the exclusion of April's events. The content is identical to last month's events pages. The reason for this is simple. As we go to print, Dave Hill who month after month (year after year in fact) quietly compiles those pages, is actually stranded in Turkey awaiting repatriation, as soon as the ash filled heavens clear to the extent that the aircraft of Northern Europe are allowed once again to climb back into the skies.

There are currently eight committee members (two of whom are abroad) backed up by a handful of dedicated club members. This very small group of volunteers does pretty much everything to run the club. For any additional work (like professional services) the club has to pay. We are desperate for additional volunteers and committee members, especially anyone with book keeping or accountancy experience. Are you a retired or soon to be retired member of either of those two professions who would like to get more involved within the club? Please let one of us know. As we enter the second half of the club's year we are starting to think about next year's MASC Committee and the jobs which need doing to keep the club moving forward. Please have a think about it and feel free to speak to any of the current Committee if you have any questions

Have a great month.

Gary & Gaps

Next month's deadline for articles and reports for MASCOT is Thursday 13 May.

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:
Alan Anstead's Mk1 Sprite celebrating 40 years together

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: jjjanegates257@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 and 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 and 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 and 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 and 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

www.midgetandspriteclub.co.uk

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

Events

From David Hill and Webmaster Toby Anscombe

Events organised so far

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
- Saturday 1st Warwickshire are going on the Droitwich Spa Classic and Vintage Car Rally. Details from Roy Cole on 01562 885766 or email roy@geraldineandroy.co.uk
- Saturday 1st Kent and Surrey will be at the Herne Bay Classic Car Show. Club display. Details; Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050
- 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
- Sunday 9th Warwickshire will be at the Berrington MG event. Details from Mo or Phil Wood on 01905 456303 or email philipwood@btinternet.com
- 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.com
- Sunday 23rd East Anglia Area doing the "Thetford Chase". For details please contact David Dixon tel: 01733 222810 email e-dave@ntlworld.com
- 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
- Sunday 30th Motorsport at The Palace! Kent and Surrey will have a club stand at the Crystal Palace Sprint on Sunday only. Event is also on Monday 31st Details: Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050

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 13th South West Wales are having a run to Lake Vwrnwy. Meet at Synod Inn on A487 at 10am. Details from David Hill, 01239 811307
- Sunday 13th Warwickshire are having their "MG in the Trees". Details from Mo or Phil Wood on 01905 456303 or email philipwood@btinternet.com
- Friday 18th To Sunday 20th Warwickshire are going to the "Spridgettreffen" in Germany. Details from Geoff or Janet Hunter on 01562 851544 or email hunters360@btinternet.com
- 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
- Sunday 27th Warwickshire are going on their "Worcs/Shrops West Run". Details from Roy on 01562 885766 or email roy@geraldineandroy.co.uk

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 event take advanced planning to secure accommodation. There is a provisional list and I will be seeking non refundable deposits from around May 2009.

- Saturday 17th & Sunday 18th Warwickshire are going to the Royal Air Tattoo at Fairford. Details from John Platt on 01789 488321 or email john@platt2085.freemove.co.uk
- 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)
- Saturday 24th Warwickshire will be at the Silverstone Classic. Details from Chris Yates on 01608 665066 or email chrishe@tiscali.co.uk
- 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).
- Saturday 7th Kent and Surrey will be at the Whitstable Classic Car Show. Details: Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050
- Sunday 8th Kent and Surrey are having a BBQ at Turners Hill. Details: harding.cm@btinternet.com
- 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).
- Tuesday 10th South West Wales Area are going racing – horse racing at Wales' newest racecourse, Ffos Las. Meet at 5pm, Morrison's Car Park, Carmarthen. Details: David Hill 01239 811307
- Tuesday 10th Warwickshire are going to the Ace Café for Classic Night. Details from John Platt on 01789 488321 or email john@platt2085.freemove.co.uk
- Saturday 14th & Sunday 15th Classic Cars and more at Leeds Castle. Kent and Surrey will be there. Details: Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050
- 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
- Saturday 21st Herne Bay Classic Car Show. Details: Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050
- Friday 27th To Monday 30th Warwickshire are going to the French Ardennes. Details from Alan Couch on 01564 773302 or email roalan@talktalk.net

September

- Sunday 5th Pembrokeshire Run. Classic vehicle Run through the magnificent SW Wales countryside. Let's get loads of Spridgets taking part. More details later.
- Sunday 5th Warwickshire will be at the Coventry Motoring Festival. Details from Dave Colclough on 02476 677897 or email david@colcloughsonline.co.uk
- Saturday 11th Warwickshire are going to the "Fly to the Past" at Cornborough Hall. Details from Dave Colclough on 02476 677897 or email david@colcloughsonline.co.uk
- 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 East Anglia are having a Treasure Hunt in the Cambridge/Newmarket area. Great fun and a nice Pub Lunch at the end! Details from Dave Dixon on 01733 222810 or email e-dave@ntlworld.com
- 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



David & Gill Evans
1969 Mk III Midget

New Members

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

3474	Jason Long	Yorkshire	Sprite Mk 2
4197	Rob Newton	West Midlands	MkIII RWA Midget
4222	David & Gill Evans		Mk III Midget
4263	Mark Oxborough	Northampton	Sprite
4268	Stephen Greehaff	Co. Durham	Midget Mk 3
4273	anon	London	Midget Mk 3 RWA
4274	Stuart Lane	South Wales	Midget Mk 3 RWA
4275	anon	Middlesex	Midget Mk 3 RWA
4276	Shawn Whitehead	Leicester	tba
4277	Gareth Pugh	Powys	tba
4278	Michael & Sue Brown	Oxfordshire	Sprite Mk 2
4279	Simon Ruggles	Hampshire	Midget Mk 3 RWA
4280	Frank Clough	Yorkshire	Midget Mk 3
4281	Elva Lynch Bathgate	Yorkshire	Sprite Mk 4
4282	anon	Hampshire	Frogeye Sprite
4283	Andrea Hall	Yorkshire	Austin Sprite
4284	anon	Lancashire	Sprite Mk 3
4285	Philip Herrick	Bedfordshire	2 x Frogeye Sprite



Stephen Greenhaff's
Midget



Rob Newton's Turbocharged MG Midget – beautiful from any angle



*Mark Oxborough's
Sprite*



Andrea Hall's Austin Sprite

*Michael & Sue Brown's
MkII Sprite*



Accelerator Return Spring Fitting

My thoughts on the fitting for a Frogeye Sprite

I have noticed the return spring in various positions and the workshop manual and parts book I have are not terribly clear on the Subject.

On Terry Horler's "Original Sprite and Midget", I think the top accelerator link pin is the wrong way round in the photo of the engine bay. The workshop manual I have has a photo of what I suspect is a prototype Sprite engine or possibly an MGA engine.

Having spent a cold dark evening in my garage fitting these parts, I think my arrangement looks good and works well. However I am open to correction.

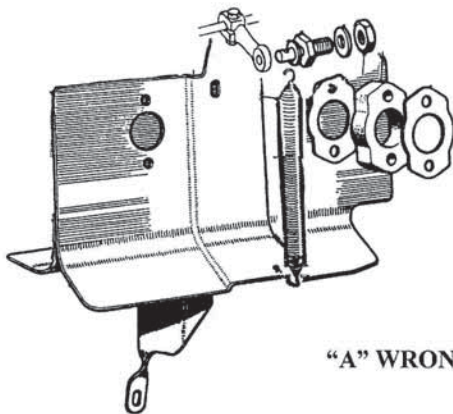
*Eric Flack
Glasgow*

Which is the correct way of fitting the accelerator return spring on the Frogeye Sprite?

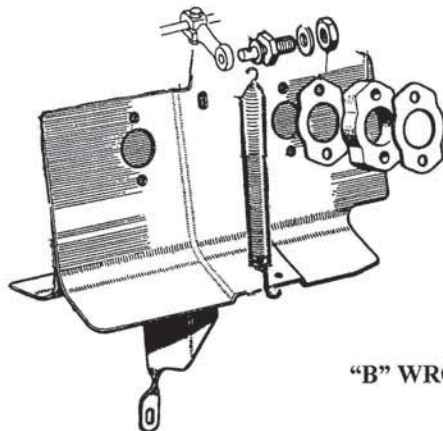
I have found it fitted in the following ways. I have labelled what I consider to be the correct way of fitting it. If I am wrong please correct me.

If the accelerator return spring is installed in position "A" and "B" then it can enlarge the hole of the heat shield. Eventually pulling itself through the metal of the heat shield. If it is installed as in "C" then this cannot happen. Also with the spring supplied, I have noticed that one end is shaped more like a hook than a circle and thus logic would indicate that this end is fitted as in diagram "C".

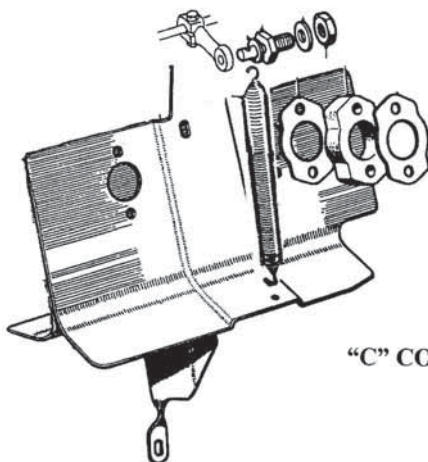
On the link pin I have seen the accelerator spring fitted in the hole at the end. Now my way of fitting the accelerator cable and return spring is shown in "D" (below). On the accelerator cable side the drilled hole is not quite beside the fixed nut. I have put a thin 1/4 inch metal washer to fill the gap between the hole and the fixed nut. This prevents the edge of the hole acting like a knife edge on the accelerator cable. Tighten the nut



"A" WRONG



"B" WRONG



"C" CORRECT

LINK PIN ACC5062

3/16in WASHER PWZ203

WASHER 1/4in GHF300

NUT 1/4in GHF200

COTTER/SPILT PIN
(Not shown
in parts manual)

SUGGEST EXTRA
THIN 1/4in WASHER

ACCELERATOR SPRING
ACH 8393

“D”

FIT RETURN SPRING
BETWEEN FIXED NUT
AND 3/16in WASHER

GHF200 so that both washers clamp the accelerator cable. Don't over tighten. Now at the spring end I fit the spring over the link between the fixed nut and the 3/16 inch washer. Then I have found that a cotter pin can be pushed in the next washer. Try and get a washer or washers that make the cotter

pin and the top of the return spring a tight fit. This will keep the link pin nice and tight in a horizontal position. I have seen some link pins pulled upwards at almost 20 or even 30 degrees due to the lack of a simple washer and being pushed into the hole at the end.

“Out of the Office”

A huge thank you to Alan Couch for keeping the membership going whilst I was “out of the office” on an extended holiday during February and March. Also to Mark Hall when Alan was also on holiday – Please contact me with any outstanding membership issues.

John Platt
(Membership Secretary)

The Key to low cost insurance

for Midget and Sprite Club members



Don't pay more than you have to for quality insurance cover. Adrian Flux have great insurance deals for Midget and Sprite Club members. What's more they offer excellent service and competitive prices too.



0800 089 0035

Quoteline Hours:

Mon to Fri 9am-7pm
Sat 9am-4pm
email: quotes@adrianflux.co.uk



www.adrianflux.co.uk

Authorised and Regulated by the
Financial Services Authority



ADRIAN FLUX

modern approach, traditional values

Not so “Top Gear”

Shelly and I were invited, along with other classic car owners, to take our Frogeye to the disused TVR factory in Blackpool for the filming of *Top Gear* re ‘English Classic Cars’. This sounded very interesting and was a great opportunity to meet Jeremy Clarkson, James May and Richard Hammond.

We arrived at 2.30pm at the factory, we checked and re-polished our car. I had spent the previous weekend working on our Frog to make it as perfect as a 50 year old car can be. The standard of the cars there was high, all of them individually admired for their quality and standard of excellence.

We waited around for some considerable amount of time and then went outside to see the arrival of these three presenters or should I say comedians! They arrived in individual sports cars, one with a wooden shed mounted on it, another with large flowing plants, and the third with a large female sculpture and huge metal garden pot mounted on the car! We learnt later that these «props» were going to be used in conjunction with our classic cars, but Jeremy Clarkson changed his mind at the last moment. He had to admit, although not directly to us owners, but to his film crew, that it would be insulting and demeaning to fool around in this way. This was his one and only flash of inspiration on that day. No acknowledgement was made of our presence as spectators or indeed owners of the classic cars, the three of them jumped out of their cars and disappeared without a word or a wave.

Finally Jeremy Clarkson wandered into the factory with two of the filming crew, head down with coffee mug in hand without even a word of thanks for coming or even a hello. He continued chatting to the crew and then left. We bumped into James May as he was coming into the factory, he had apparently signed two boys autographs but not a word or any recognition to anyone, he then just disappeared. It was only at the end of the day that we realised that Richard Hammond had not even deigned to set foot in the factory at all. How he would be able to present or comment on the cars was difficult to understand. Refreshments were available but coffee was chargeable to us at £1 a cup, although later in the day we were told that included cake and sandwich.



The Frogeye parked inside the TVR factory for Top Gear

The director of the film crew did apologise twice for the way things had gone, obviously quite embarrassed and with a promise of signed photos and t-shirts although these were the last thing that either we or probably any of the other car owners wanted.

Finally the filming was to go ahead, and if anyone had any thoughts of escaping we noticed that two vans were parked outside the entrance to the factory, perhaps they had read our minds. So far we had been treated as almost invisible and with a certain amount of contempt by the presenters themselves, which is quite annoying and amazing as they seemed to forget that without our cars this programme could never have been made.

As filming started we were told to remain where the tea and coffee was being served, a room with windows blacked out, damp and smelly. We were there for nearly two hours while the filming went on. Finally the director of the film crew came and apologized once more and said we were allowed to go. What a fiasco and again what a bad taste in the mouth the whole experience left us all with.

In some ways we were lucky as we didn't have to travel too far but some people came from the opposite end of the country, at their own expense and inconvenience. I wonder how they must have felt at the end of the day. Although we were very disappointed on the way the show was organised etc we did enjoy our day from the point of view that we met some really nice people to chat to and there were some beautiful classic cars to look at, so the day wasn't a total failure.

It's funny how some days turn out exactly the opposite to what you think they will, but that's life I guess."

Neil and Shelly

Past *MASCOT* Technical List

Part 3

The table below is Part 3 of a list of technical articles which have appeared in *MASCOT* over the last few years.

This third installment lists articles which appeared between January 2008 and December 2009.

It seems such an obvious thing to do but I wonder if anyone else thought of keeping a list of the technical articles which have appeared in the magazine over the years?

MASCOT would like to thank Alan Anstead for taking considerable time and effort to compile the list and these tables.

		Edition 2008
Early twin bore master cylinders (1)	Davies	January
Early twin bore master cylinders (2)	Davies	February
Early twin bore master cylinders (3)	Davies	March
Frogeye dashboard refurb	Uwins	May
Lucas RB106 (1)	Davies	June
Lucas RB106 (2)	Davies	July
Lucas RB106 (3)	Davies	September
5 speed for Frogeye	Anstead	September
Lucas RB106 (4)	Davies	October
Concentric slave cylinder	Mohan	October
Lucas RB106 (5)	Davies	November
Variable oil pressure relief	Anstead	November
Lucas RB106 (6)	Davies	December
Battery Testing	Mohan	December
Vehicle Registration Scheme	Horler	December
Want to build a Lenham Sprite	uncredited	December
		Edition 2009
Lucas RB106 (7)	Davies	January
Rubber bumper to chrome conversion		January
Problem Solvers (1)	NAMGB reprint	February
20 ways to improve Midget		February
Track days for dummies	North	February
Lucas RB106 (8)	Davies	February
Problem Solvers (2) Engine		March
Dual Master Cylinder Lucas Part TRWPMA703	Flack	March

Castrol Classic Oils	Castrol	March
Problem Solvers (3) Steering		April
Problem Solvers (4) Fuel		May
Rotar arms and condensors	Anstead	May
Problem Solvers (5) Electrics		June
Problem Solvers (6) Clutch		July
M.O.T. Shake test. Vosa/Fbhvc comments		August
Problem Solvers (7) Cooling		August
Shocking Business (Dampers)	Horler	September
Ethanol Fuels/Scrappage	FBHVC	September
Glass Dating		October
Fitting bonnet struts	Anstead	December
From Oval to round	Anstead	December



A 1961 factory photo showing the Austin Healey Sprite Mark II for the US market. See the inside back cover for details of the upcoming event to celebrate the Mk1 Midget and the MkII Sprites' 50th Anniversary

A Head 4 Healeys

www.ahead4healeys.co.uk

Everything you could possibly need, just a click away

Visit the NEW A-Head 4 Healeys Website
www.ahead4healeys.co.uk

The leading Austin Healey parts manufacturer and supplier of quality UK made products

Complete with Big Healey and Sprite online catalogues and illustrations

New user friendly browsing and ordering facilities

info@ahead4healeys.co.uk www.ahead4healeys.co.uk
 tel: +44(0)1788 565 000 fax: +44(0)1788 565 001
 81 Somers Road, Rugby, CV22 7DG, England

WANTED

Midgets and Sprites

Excellent prices paid for properly restored cars
 Especially Frogeyes, Original or IOW Frogs
 Even unfinished restorations and Heritage Shelled cars



Call Mike Authers Classics on Abingdon

Tel: 01235-834-664

Mobile: 07703 465224

or

www.mgmidgets.com



www.FrenchBlat.com

Club members Lynne & Norman Verona run 2 gites in the Loire Valley specifically designed for sports car owners.

Their home, La Foie, is a haven of peace and quiet with the nearest neighbour about 1 kilometre away.

You will arrive to a full wine rack, full fridge and a very warm welcome.

Visit the web site to learn more and make your booking.

**To Advertise Your Service
 or Company In MASCOT**

Please Contact

John Clark

For Rates

Email: jrclark@sky.com

Or Call

Mob: 07971 153 556



April Fool backfires!



Taken at Zandvoort

As a follow up to last month's piece regarding the prototype Frogeye. I wrote the piece as a bit of an April Fool's prank, as the photograph was taken by my Dad and remained unpublished I assumed that there would not be that many challenges to the authenticity and the claim being made. Looking at the original photograph it did appear that someone had attacked the photo with a felt tip pen and had applied 'Micky Mouse' type eyes to the bonnet of car No.32. So I modified the photograph and 'painted' out these eyes to give the appearance of pop up headlights. Whilst at it I modified one of the track site hoardings, to read April 1st.

So it took me by surprise to receive an email from Terry & Harriet which they forwarded from Keith Warner at HCNW. He wrote "There is more information on the Frogeye that is in the photo on page 33 of the April issue of *MASCOT* in John Sprinzel and Tom Coulthard's book, *Spritley Years*, see page 39".

Terry brought round his copy of the book and sure enough there is a photo of a Frogeye with similar headlights to those shown in my photograph. Apparently they were designed by George Hulbert and modified by Frank Costin to have hot air outlets in the low-pressure area at the back of the light. So it is highly possible that the car in my photograph

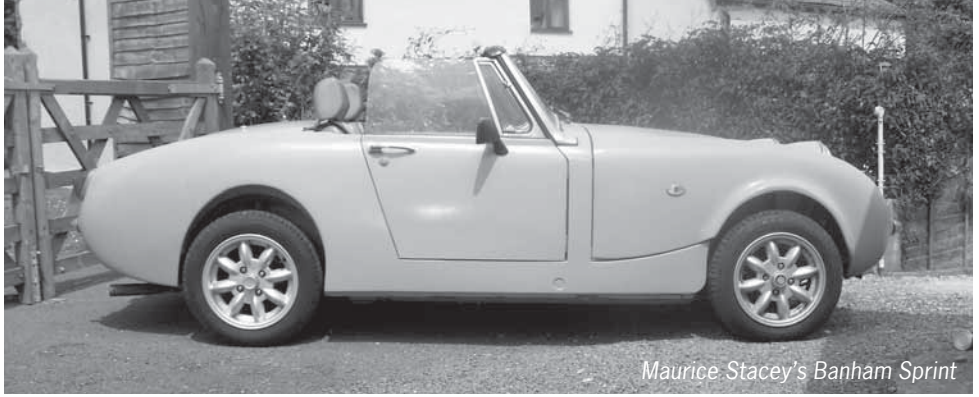
was the forerunner to PMO 200 featured in *Sprightly Years*. So what started out as a bit of fun has backfired on me but unearthed some interesting information about the car in my Dad's photo – so thanks Keith.

Barry Green

www.midgetandsprite-hampshire.info



John Sprinzel in the Costin fronted PMO200"



Maurice Stacey's Banham Sprint

Midgets, Sprites and Derivatives

My views on the subject

I read with interest Alan Anstead's piece under the above heading in the April edition. As author of the of the club's opening statement – "The Midget & Sprite Club was formed in 1983 to bring together all Midget and Sprites built between 1958 and 1979. Unlike the established one marque clubs who have to cater for a wide variety of cars and therefore owner's interest, MASC can concentrate exclusively on these highly successful small sports cars". Yes, I did write that many, many moons ago when the world was a younger place – and so was I.

At around the same time, I was also co-author to the club Constitution which began –

CONSTITUTION

The aims of the Midget and Sprite Club shall be to:

1. Promote interest, usage, knowledge and ownership of Austin Healey Sprites, MG Midgets and their derivatives.

This opening aim remained in the Constitution up to our becoming a Limited Company at least. It may still be included; I do not have the latest constitution to hand.

So constitutionally speaking, yes the club does welcome derivatives. Back in 1983 it was but Arkleys that we had in mind but thought to leave the way open for anything else that may come along, as did the IOW Healey Frogeye and Paul Banham Sprint in later years. Ownership of a Spridgley thing was never a pre requisite to becoming a member, anyone with an interest in the cars could join – and still can. All the time I was a

committee member, participation at meetings and events was open to ALL members regardless of whether they attended in their Spridgley things or whatever else. It would only be an event organiser, outside of club circles, that may restrict our members to participating in their event in a Spridgley thing only. I remember declining an invitation to an event when the organiser specified Frogeye Sprites only may attend from our MASCly numbers.

When someone pays their membership fee, they should expect the same rights, privileges and freedom of being a member regardless of their Spridgley thing status. As a club, we can be divided by limitations placed upon our participating on an event by an external organiser. We can only submit to entry conditions with the realisation that it will not be open to all members or we should decline the invitation as a club if we feel the regulations are unfair. For internal MASC meetings and events, then ALL members should feel most welcome to attend in what ever they arrive in. (Bristol meetings could never happen otherwise!)

I agree with Alan that we should make more of a point in our address to the world at large that we welcome derivatives of our Spridgley things, Furthermore, I think we should stress that membership is not on condition of owning a Spridgley thing.

So there.

Terry Horler

Please turn to page 25 for additional replies to Alan's article which appeared in April's MASCOT.



Simple Additional Fan Installation

Following on from Barry Green's article concerning water pumps *MASCOT* April p.10.

I have just had the same experience with my Frogeye in which I run a 1275 motor. I had the pump in my box of bits but with the larger impeller and it was too deep. So following the advice of the article a judicious modification with the grinder did the trick.

In addition and which may be of interest to others experiencing excessive heat especially in traffic I have fitted a fan in front of the radiator As usual it was sourced from the breaker for the statutory tender into his back pocket and was from a Citroen AX. I suspect it is the same as fitted to all PSA Citroen/Peugeot smaller models.

I made a bracket to fit between the radiator uprights and chassis legs with holes drilled to correspond to the plastic plug type feet on the bottom of the fan frame. I added larger type rubber grommets to the feet in order to absorb any vibration. I made flat metal brackets to fix the frame to the top of the uprights. Using the two wires from the fan motor I rigged a switch under the dash and can switch the fan on whenever the temperature gauge starts to read too high, usually in traffic. Cleverer owners than me would no doubt find it a simple matter to fit an in-line thermostat. Simple!

Geoff. H
2565

Geoffrey & Janet Hunter



40 Years Together

"We've been together now for 40 years. An' it don't seem a day too long."

(Lyrics from the song "My old Dutch", 1893, written and sung by Albert Onesime Britannicus Gwathveoyd Louis Chevalier 1861-1923)

Well we have been together now for 40 years. My Frogeye KPK, and I. Not the wife, Lisa, who hadn't been born when I bought KPK on 12/12/1969. "Sugar Sugar", by the Archies, was No.1 in the charts; Harold Wilson was Prime Minister; Concorde flew for the first time; Rhodesia claimed UDI under Ian Smith, troops were sent to N.I. and capital punishment was abolished.

The car had been built on 11th May 1959 and despatched to Lankesters Ltd, Surbiton, Surrey on 13th May 1959. It was registered on 23rd June 1959 but I have no knowledge of owners between then and when I bought the car. I tried contacting one previous owner, of whom I had details, some years ago but with no good result.

I had wanted a Frogeye since my Sunbeam Talbot Convertible Mk2a, bought for £50 when I was sweet? sixteen, had fallen apart but had to wait a couple of years to fulfil my dream. In between I prepared myself for A series motoring with an Austin A40 Farina.

KPK was advertised in Exchange and Mart for £180. It was fitted with a Shorrock's C75 Supercharger (its on twin 1.25 in S.U.s these days), had an A40 front brake conversion (still fitted), and connectors for towing.



Fortunately my employer, at A. Capp & Sons, Crayford (makers of 'Verdict' dial gauge indicators), was an apparent motoring enthusiast, with an Aston Martin DBS, and agreed to lend me £100, toward the purchase price, to be deducted, over time, in instalments, from my weekly wage, as an apprentice Tool and Gauge maker, of £6-4s-2d.

Having purchased the car it took me only two weeks to damage a piston as I tried in vain (95mph) to reach a ton (100mph) on a downhill stretch, of the old A2, near Tollgate, Kent. Once the engine was repaired the car served as daily transport into the 1980s.

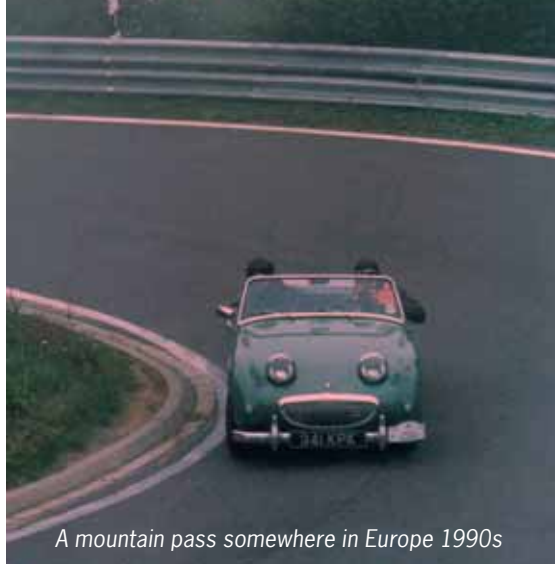
It appeared on TV. Having spent a whole day filming I never saw the finished advertisement! The car appeared in an advertisement for the Anglia Building Society but the advert was only shown in the Anglia T.V. broadcasting areas. Does anyone

remember seeing the advert?

KPK was featured on the front cover of *Thoroughbred and Classic Cars* magazine in October 1976.

Journalist Paul Skilleter climbed onto the roof of my garage to take the picture. The picture later appeared in the book 'Healey' by Peter Garnier (1983) being cut to show my car only.

The car has been used for numerous tours and events, at home and abroad, I completed numerous Norwich Union Runs, at home, before, into the 1990s, participating in twelve M.S.A. Euroclassic Events. It has been driven, for fun not competitively, on numerous Grand Prix/Race Circuits from A-Z: **A.** Anneau Du Rhin; **B.** Brands Hatch (in both directions); Brno (Czech Rep.); **C.** Chimay; Croix en Ternois; Clermand Ferrand; Castle Combe; Catalunya; Calafat; **D.** Donnington and Dijon Prenois; **H.** Hungaroring & Hockenheim; **I.** Imola and Issiore; **L.** Lydden Hill and Le Mans; **M.** Monza; Mas Du Clos; Monaco; Monthery (now closed); Most (Czech Rep); Magny Cours; **N.** Nurburgring and Nimes; **O.** Oschersleben; **P.** Paul Ricard; **S.** Silverstone; Snetterton, Spa and Solitude; **V.** Valencia; **Z.** Andover and Zolder.



A mountain pass somewhere in Europe 1990s

We have travelled together over many Alpine Passes and mountain ranges whilst visiting many European countries.

On one Euroclassic, in a petrol filling station just outside Budapest, it suffered an under bonnet fire – it still bears the scorch mark. Whilst I effected repair Oskay Zoltan approached to offer assistance, and offer the use of his garage should I need it. Oskay owned a Frogeye in Hungary. He was also the editor of 'Veteran Auto Es Motor' magazine. KPK was featured in two editions (Jan 2002/ Feb 2003) in articles I wrote but what Oskay actually printed is unknown to me. It might as well be printed in Egyptian Hieroglyphics!

Suffering rear end collisions, in 1976 and 1981, KPK continues to serve. Currently undergoing a bare metal respray I hope that we can see out our, remaining, days together whilst finding new adventures and challenges. How many miles have we travelled? I haven't counted. How many rebuilds of its 948 engine? Who knows!



1976 accident damaged

Alan Anstead

Allen and Peter
after arrival outside
the workshop



A Blown Frogeye and a Speedwell GT

Two Interesting Sprites Owned by Allen Harris in the '60s

It is not unknown for our esteemed editor to browse the Internet for Spridgetly things that may be of interest to his readers. Early in March Gary found his way onto www.hamsbristol.com, a site set up by car enthusiast Allen Harris. It came up in response to a Sprite search as on the page, which detailed Allen's previous vehicles, two Sprites were listed. Gary emailed details of his find to a couple of Mark One enthusiasts, one of whom I happened to speak to the same evening. Gary then kindly got Allen's agreement for me to ring him as one of the cars, a Speedwell Sprite GT was of particular interest, as I wanted to complete its history for the Frogeye book I am working on.



Allen's first Sprite UFU 81

Allen told me that his first Sprite was a supercharged, blue, 1959 Frogeye: UFU 81. He bought it for £295 in 1964 from his friend and BBC work colleague, Jack Badley, whose father and uncle ran Badley & Sons a service station in Spilsby, Lincolnshire. Allen enjoyed driving the Sprite, despite its penchant for leaving clouds of smoke in its wake after standing for a short while. This as the result of the supercharger's total loss lubrication system. An accident during a summer trip to Spain necessitated the sale of the blower to pay for the body repairs and Allen muses that it was never quite the same after that. I wonder if UFU 81 still survives?

Meanwhile, having done a racing drivers course at Castle Combe, Jack Badley was looking for something to compete in himself. He bought the Speedwell GT, 6194 MM, from a South London car dealer. He raced it just once at the BRSCC Cadwell Park meeting in September 1964. This circuit being local to the family home in Lincolnshire. By 1967, Allen who also had the motor racing bug, agreed to buy the Speedwell from Jack. Harris and his friend Peter Ward drove up to Spilsby in the Frog to collect it from the service station where it was being kept. Allen took some cine film and Peter some slides of the car at the garage before Allen drove it



Allen's friend Peter Ward went with him to collect the Speedwell GT and took some slides of it on the forecourt of Badley & Sons. Here Allen pushes a sheet of foam rubber into the car to endeavour to make the un-upholstered seat shell more comfortable for the long drive home to London!

home. Some of Peter's slides are reproduced here for which we thank him.

Having sold the Frogeye, Allen soon found the GT was not very road use friendly, citing cockpit noise and constantly oiled up plugs as its main downfall. Also the interior with minimal trim and numerous drillings of internal panels to reduce weight was rather spartan. He did enjoy a couple of evening outings in it at Brands Hatch, on what we would now call track days, but could not afford to actually race it. So after 18 months the car was sold yet again. As a result of my research on the GT I tracked down Jack, so I was able to put Allen back in touch with him after 40 years.

Barry Wood, a previous owner changed the original Speedwell Monza bonnet for one of John Sprinzel's Sebring examples. Some found the Monza did not allow enough air to the radiator, resulting in overheating.

Previous research has convinced me that this particular example started life as **VP 7**, a Sprite that evolved into probably the fastest Speedwell GT ever in the hands of its owner



RAM36 (6194MM) with the Monza bonnet (left) and with the later Sebring bonnet (right)



John Venner Pack's VP7

RAM 36 in action – possibly 1962? Barry Wood driving. The 'label' underneath the registration plate reads: "GASTON SPRITE".



John Venner Pack who won a good number of races in it. He advertised it for £1,250 at the end of the 1960 season and found a new owner in Barry Wood. John retained his personal plate and the GT was allocated **6194 MM**. To maximise cooling, Barry replaced the Speedwell Monza bonnet with a Sebring front, which had the standard size grill aperture. This simplified future identification of this car.

During his ownership, Barry took a job at Albany Park Service Station, Kingston on Thames, owned by, Paddy Gaston, the legendary racer of another Speedwell: RAM 35. Now just to make the history more complicated, Barry decided he would race his car as "RAM 36"? At the end of the 1961 season Barry sold it and bought a Lotus Elan.

My next "sighting" of 6194 MM was in a March 1964 grid photograph at Silverstone in the hands of one Tony Harvey, who according to others in the same race did not compete in it for long. I can only assume that it found its way from Tony to the dealer that Jack Badley purchased it from later that year. When Allen mentioned the cine film to Gary he encouraged him to add it to his site. Have a

look at it on www.harris-bristol.com it is pure nostalgia.

So do any readers know of additional owner of **6194 MM**? During my trawl for information on these cars, I have chatted to a number of people who own, or used to own some of the other twenty or so Speedwell GTs that were built. **UGU 874** surfaced in an advertisement in the mid 1990s but then dropped off the radar. Where is it now I wonder? If you had a Speedwell GT or know of someone who did and we have not spoken I would appreciate hearing from you. Please ring me on 01892 862 656.

John Baggott



A wonderfully nostalgic image of the Speedwell on the forecourt of Bradley & Sons

RAM 36 image courtesy of Jonathan Whitehouse-Bird



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

Part 3 of a 3 Part Series

Last month we followed the transformation of Neil's rusty Mk11 Midget to a gleaming fully painted shell. This month the story continues.

With water sorted out I turned my attention to petrol. Aware that injection systems can suffer from fuel delivery problems if the fuel is swishing around in the tank under sharp cornering, I bought a swirlpot off eBay and fitted this up under the rear heelboard. My original Midget SU pump would supply petrol to the swirlpot. From the swirlpot fuel would be pumped through a high pressure fuel pump, a filter and then to the injector rails. At the injection rail the petrol would go through the injectors and a fuel pressure regulator before the unused petrol would be returned to the swirlpot. From here an overflow returns to the filler tube of the

fuel tank. My high pressure fuel pump, by the way, was from a local scrapyards and cost £10.

The car was now ready to be started and this was a very exciting day. After a few hiccups with the injection rail and getting a spark, the problem was soon sorted, thanks to lots of help from the BBS (internet) community. They were great. When that engine started it was wonderful. A real achievement.

Having now fitted the engine and got it running it was back to completing the rest of the restoration. This project was more than a simple engine conversion.

The following few months saw me fitting a Panhard Rod and big brake conversion from Peter May Engineering. As well as bigger discs and callipers, Goodridge brake hoses

A great moment



The painted dash, roll bar and interior

were fitted all round together with Mintex front pads. Silicone brake fluid was used for the braking system. I also acquired a second hand set of 175x70x13 centre lock minilites. I had been given the impression that these wheels would not fit a square wheel arch car however they did fit very well and with clearance. I put this down to the fact that I was using a wire wheel axle, which is narrower than the bolt on type. The diff is the standard 4.2 fitted to the Mk II at the time.

Other enhancements I made included the fitting of an electric window washer with two speed wipers, airhorns, a 12v accessory socket and a traditional Lucas spotlight on the rear valance to act as a reversing light. The interior on the car was renewed albeit keeping the original door cards but fitting new carpets, cobra classic sports seats with white piping to match the door cards and four point harnesses. I also fitted a roll bar. Not

particularly liking the black crinkle finish of the original dashboard I had earlier painted that the same colour as the car.

Jobs still to do include getting a new hood, at some stage fitting the Frontline front suspension kit, fitting a Limited Slip Differential with fine spline halfshafts and the list goes on!!

My intention all along was to keep the car looking as original as possible from the outside with its traditional chrome mouldings albeit I have left the bumpers off.

I have found building this project a thoroughly satisfying experience and now am looking forward to the enjoyment that comes from using the car. Help for doing this came from all quarters, the list too long to mention, but they know who they are and I am very thankful to them.

Neil Thomas
(3617) Pembrokeshire



The K Series joins the collection

Hardy Engineering

Est 1969

*The
Transmission
Specialist*

Sprite & Big Healey:

Gearboxes, Diffs

and Overdrives

Supplied or fitted

Customers own units repaired

Straight Cut gears and LSD's in stock



Tel: 01372 378927

www.hardyengineering.co.uk

268 Kingston Road, Leatherhead, Surrey, KT22 7QA

Derivatives Part 2

Just received my April copy of *MASCOT* and delighted as usual, especially as the weather here is bleak in the extreme. Delighted that is until I reached page 9 and read the piece by Mr Alan Anstead, now I am very disturbed and dismayed and, since I am the builder/owner of the Banham Frogeye replica Mr Anstead refers to as a 'kit car' I fear the worst. That my car and myself could be evicted from the club. That of course is up to the club members but in defence of my car may I give a few facts and views of my own.

Firstly it is not a kit car. It is a body conversion on a standard Austin Mini platform and running gear. It is in fact the same concept as the ADO 34 design, but brought back to life by a certain Chris Banham back in 1999. It uses the same A series engine as the Sprite/Midget (998cc) and by the looks of certain panels used in both platforms, many may be the same pressings. For anyone not familiar with ADO34, it was a proposed replacement for the MG Midget, based on the Mini under-pinnings, as is my car. At least one prototype was built (and there are photos to prove this) and could have been the next generation small MG sports car.

MASCOT published an article in the May 2009 issue on page 6 entitled 'Some Eyesore'. Part of this article dealt with a suggested Mini based Sprite and on page 8 is a photo of the ADO34 prototype I mentioned before. You published my response the following month. I have been concerned about this sort of issue before, ask John Platt. He will confirm that I often raise the issue of offending some member(s). I've looked through John's page on Member statistics in the March 2010 issue, page 12, and I see that of all the member's cars listed only my Banham (1) and the Healey/IOW Sprite (11) do not use the platform and underpinnings of the Sprite/Midget.

There can surely be no question over the Healey/IOW cars as they have the approval of Geoff Healey himself and in fact, he was engineering consultant to the Frogeye Car Company until his death in 1994. So that leaves me to conclude that it is my car that is being targeted!! And the above is my defence, and so long as our cars adhere to the spirit of the classic Sprite/Midget in shape and intention, OK.

Would it be worthwhile getting my point of view over to the members, via *MASCOT*, so that they can know more facts now, or wait to see what response there is to Mr Anstead's piece? Any member who wants to contact or visit me is welcome.

Maurice Stacey 3997

Derivatives Part 3

Dear Sir

Alan's thought-provoking article on membership deserves a response if only to help the club develop in the best way for the people who subscribe. I was therefore quite surprised to infer from his opening paragraph that MASC seems to exist primarily for cars rather than people. I'm not saying I disagree with the concept, but if that is to be the primary objective of the club then it should be something that members both realise and support.

An alternative view is, of course, that the club provides the more immediate benefits to its people, and that the longevity of the Spridget 'line' is not the primary motivation. Judging from the articles in *MASCOT* it seems to me that expected benefits could be roughly grouped as 'social' and 'technical'. Whereas the latter can be fairly well defined in relationship to club matters, socialising is a very elastic concept that can range a long way from Spridget related affairs. So, for example, if a group of members happen to meet through MASC, but then organise a mid-winter treasure hunt with zero expectation of Spridget appearances, would this be a club event? Or suppose the same people organised a non-car event, and advertised it on the club events list? And what about the non-enthusiast who likes to join in the area meetings because they take place in his/her local, and enjoys their hospitality? My point, of course, is not to advocate the use of strict rules, but to support Alan in asking where (and if) a line should be drawn.

I think the answer to this must lie in what (noting that we are a limited company) business gurus would call 'the critical success factors' of the club: how will we know if we are succeeding? If it's through an increase of membership then could it have been by attracting lonely people in clubs! If it's through halting the number of scrapped Spridgets, could this be because many are being upgraded with modern gizmos and altered body styles (or even a mock Frogeye shell on a different car?) Possibly ridiculous, but I wanted to provoke the thought that, in order to decide whether there should be membership criteria, we need to decide on the measures of success of the club, and to make sure these really do relate to what we want to achieve.

I realise I haven't provided any answers, but I hope I have contributed to the identification of the right question.

Best wishes

Alan Crowther 3826

The Rumble in the City

South Staffs and friends go tunnelling



The noise was impressive as up to twenty Sprites and Midgets took a Sunday stroll into Town... Frankie's and Benny's on Kingsbury Rd have started opening earlier on Sundays so when we all assembled we were able to enjoy the warm (OK dry and sunny) morning and coffee and breakfasts in comfort.

I wasn't first on parade, as usual, editor Gary's Gaps was one of the first cars to greet my eyes as I drove up to the car park and by the time we moved off there were nineteen of us, including Area Reps' organiser Geoff in his V8 MGBGT and Roly Alcock in his TR4. (I bet they sounded good inside the tunnel!) We were hosts too to Nick Rowlatt from deepest Herefordshire, Richard Boobier from Clevedon along with Anthony Cutler in his K series engined Midget BRB, in fact so many came from afar that I will publish the full list

of welcome attendees on our area website. The list would use more space than...

At eleven we moved off in as orderly a manner as we could. I kept slowing the front end of the procession so we didn't lose too many from the start. Tyburn Rd has a huge number of traffic lights so it was natural we'd lose some, but as everyone knew where we were going it wasn't too bad.

Diving into the first tunnel the noise behind me started to build up and in the next one it was tremendous as the cars came into the very long concrete cavern. As usual we swept in a stately manner round onto the course of the historic Brum Super Prix circuit in order to turnaround and drive through the next tunnel, the underpass by Belgrave Rd Police station.

After this we did lose much of our procession even though we waited for them to catch





Regrouping at the museum

up in Edgbaston, just out from the County Ground as we were to be touring Selly Oak, Bournville home of Cadbury's Factory in a garden and Kings Norton where we would pass the very ancient Old Grammar School subject of a recent conservation project, en route to our final destination of Wythall Transport museum.

Having waited twenty minutes or more for the missing stragglers the seven of us in "my" group headed for Wythall and on arrival found that the others who had been lost had made their way along a more direct, far less scenic route to the Museum and were parked up amongst a lot of other Classic cars. It seems

that another club had decided to travel to the museum too, a packed car park greeted us, including a lovely and quite rare Citroen DS convertible.

The museum is home to many iconic Midlands Buses, preserved and in various stages of restoration as well as other Public service vehicles. They have a very old Fire Engine with its extending turntable ladder, a wonderful old thing it brought thoughts of the Trumpton Fire service to me.

Pugh, Pugh, Barney McGrew and the others, what were their names? No prizes if you remembered Cuthbert, Dibble and Grubb. There is also a collection of electric service vehicles, baker's vans and milk floats at the museum and even, just for Gary, a London Routemaster bus like the one he calls "the Office".

All in all a tunnels run to remember, we may do another later to the Tyseley Steam trust which was not able to accommodate us this time around as originally planned but which opens in June to the public. If we do another we will invite you all again, of course.

Bill Mohan

PETER FLYNN CLASSIC CARS

www.peterflynnclassiccars.com

phone 01293 821193 mobile 07860 481569

**Restoring the bodies
of classic cars for
over 20 years.**

**Your requirements
carried out in house,
conscientiously, by
me to the highest
standards.**

GATWICK



HCNW Spring Run 2010



Well for a change the HCNW Spring Run managed to coincide with Spring weather. Having moved the date to avoid Mothering Sunday I didn't think Chris and Pat would be lucky enough to have good weather for two Sundays in a row, but they were.

The good weather meant we had a few more cars than we were expecting on the morning. There were 14 cars in total; Midgets and Sprites of course, an A40, a Morris Minor and a classic Mini. Due to the numbers Chris sensibly decided we should travel in two groups, so as I was arriving we passed the first group who had already set off on the well planned route. I always find it a strange sight to see Frogeyes coming towards me on the road even when I know who they are; it still makes me smile from ear to ear.



It was on the way to our first coffee stop that the first mishap of the day occurred. A large pothole on the way to Welwyn Garden City was missed by my front wheels but the rear somehow managed to hit it with a thud that caused a hub cap to fly off, across the road and back down the hill. Now I am not sure how you would fill out an insurance claim form if your hub cap managed to hit the front of a car travelling in the opposite direction, but fortunately I didn't have to find out and

a short detour meant that the hub cap was safely recovered.

After a stop at the garden centre in Codicot for tea and toasted teacakes we set off again following the clear instructions that Chris and Pat had provided. As often is the case our route took us east towards Essex, but not before having to cross the ford between Barwick and Much Hadham. The rather inclement weather in the weeks leading up to our run meant the ford was rather higher and faster flowing than expected. A rather too enthusiastic entrance caused the water to come up over my Frog's bonnet and, much to Jen's annoyance, over the windscreen!

As Midget and Sprite owners you will all understand that after a winter tucked up in warm and not so warm garages our cars can sometimes misbehave. A couple of times on the run new members Stephen and Elaine Child had issues with their car stalling but eventually restarting again. It didn't upset their dog that travelled tethered in the back of the car all day, looking very happy about it all too. Unfortunately, while still in the wilds of Essex coming into Clavering, Andrew Munford's Frogeye decided to die. As often happens, a circle of Spridgets formed and everyone rummaged around for spares.



A new condenser was fitted points were checked, but nothing worked. After deciding the coil was the culprit and checking that nobody in our small group was carrying a spare, Andrew and Gail were left to the mercy of the recovery services, with their son and his Mini for company. The coil was the problem and once a new one was fitted at home the car started on the first pull of the starter.

The remaining members of the group pushed on and joined the others for a pleasant lunch in the conservatory of the Rising Sun in Hall Green. Eventually we set off in small groups in

search of the right road home and apart from a moment of panic when my Frogeye stopped (a loose bolt holding the wires together in the dissy!) an enjoyable drive home brought the day to a good end.

Thanks to Chris and Pat for organising the day. Our next run, through the south of our area for a change, will have been and gone by the time you read this, but we have another planned (check for details at <http://www.hcnwmasc.blogspot.com/>) for 16th May if you fancy joining...

Mark

www.hcnwmasc.blogspot.com

Lunchtime Line-up



Hampshire Happenings

Unfortunately our long-awaited trip to Picket Piece Car Meet and Autojumble, due to be held on Easter Monday, had to be postponed due to the showground being waterlogged. It has been rescheduled for the 23rd May, with a revised closing date for bookings of 11th May, and as a result some people who had been unable to attend at Easter due to family commitments have now had their 'passes stamped' and are hoping to join the rest of us. Please remember it is for individuals to make their own booking, forms can be down-loaded from the Future Events area of our website. The delay has also given us a bit more time to get the advertising panel finished on the back wall of our new gazebo, so it's not all bad.

Luckily John had organised a Sunday lunch for earlier in the month and despite a 'dodgy' weather forecast the day was warm and sunny. Four cars met in the Fox & Goose car park shortly to be joined by another en-route and after a very pleasant drive through the countryside we arrived at the White Horse – the highest pub in Hampshire where we met up with the rest of the party for a very enjoyable afternoon.

Our next events are a weekend trip to Chard where we will be meeting up with the Somerset region on the Saturday evening for a friendly game of skittles followed by supper and our Open Day on Drive It Day.

Jenny Green

www.midgetandsprite-hampshire.info

NW Area Report



Snowdonia drive

Since the last report we have had a few things going on. Our friends at the Austin Healey Club NW Centre invited us to join them on 16th March for a talk and slide show, to be given by Don Barrow – ex rally driver and now purveyor of rally navigation aids. Unfortunately I was unable to attend but a number from our club went along and apparently it was an extremely good evening.

The last weekend of March was our Snowdonia weekend. We stayed at the Riverside Hotel in Betws-y-Coed, a really friendly hotel with fantastic food.

The weather forecast for the week leading up to this was not very good, it gave rain all weekend. However, as is usually the case, the forecast was wrong and the weather was actually very good with a great deal of sunshine and most importantly no rain.

We had six cars, those of me and Diane, Mike and Karen, Neil and Shelly, Bernie and Lynne, Andrew and Rachael and David and Heather.

Also joining us at the last minute was Janet and Rob although not in their Frogeye – still

not finished! Unfortunately they couldn't get a room in our hotel but found accommodation not too far away.

Mike was our route planner for the weekend and he didn't disappoint us. On the Saturday we assembled in the hotel car park after breakfast, preparing our mighty machines ready to tackle the best roads that Wales could throw up at us.

We set off from the hotel heading towards Conwy. First stop was Bodnant Gardens at Tal-y-Cafn (don't ask me, I can't pronounce it either!). Here we had a brew and cake – I just can't resist a cake, even though we had a massive breakfast, plus of course there was the all important toilet stop. Then it was back on the road. The roads in this area are fantastic, ideal for our cars.

Next stop was the quay side at Conwy, at the foot of the castle and right outside the 'smallest house in Britain'. This is a lovely place, made even nicer by the sunshine.

From here we set off to Llandudno. Once there we drove along the sea front past all



Along Marine Drive, Llandudno

the old people – it does seem to be a haven for the elderly, I felt very uneasy there!

To be fair it does look a very nice place, but I just don't want to admit liking it, this would be like letting go of my last strands of youth.

Next we went along to the Marine Drive, a 4 mile stretch of road, originally a Victorian carriage driveway, which goes around the base of the Great Orme headland. This was brilliant, the sun was shining and it was like driving along the Mediterranean coastline. We actually drove to the top of the Great Orme where we stopped for lunch. From here we went our separate ways. Diane and I went back to the hotel for a run (the two legged type), after which we sat in the hotel garden, next to the river having a nice cold beer – wonderful, this is what weekends away are all about.

Soon it was dinner time (tea time for us northerners). Another fantastic meal, more wine and then bed, or in Lynne's case falling asleep in the hotel lounge.

Next day was planned as a 'let's see what the weather is like and then decide what to do' day, if that makes sense. Unfortunately David

and Heather had to go home, and Andrew and Rachael had to go and collect the kids from Andrew's parents.

For the rest of us Mike had another master plan. We set off, firstly calling at Swallow falls, and then headed to Portmeirion, the



Snowdonia – lunch at Portmeirion

location for the '60's cult TV programme 'The Prisoner'. This really is a peaceful and idyllic place, so relaxing. Again the sun was shining – absolutely brill.

Unfortunately though, the day was pressing on so we had to set off for home. We finally got home about 6:30pm and were absolutely worn out – so much for a relaxing weekend away.

On behalf of all of us I would like to thank Mike and Karen for planning such wonderful drives for us – thank you.

The next event was a run to the Anderton Boat Lift on 11th April. This was suggested and planned by Terry.

The plan was to meet at Oulton Park, and have a brew and cake in the café before starting the run. Unfortunately the circuit was shut so no brew.

When Diane and I arrived there was no one there so our first reaction was that we were at the wrong place or worse still got the wrong day; but no, it was just that for the first time ever we were the first ones to arrive. It's hard to believe but we were actually early!

Soon the others started to arrive and in total we had 11 cars, our biggest turn out ever although one was Rob and Janet's Megane – apparently their Frogeye is a step nearer getting finished but still no completion date is forthcoming. Neil has a broken windscreen on his Frogeye so he and Shelly came in his MGB – no really I think they are nice cars, can't think of a bad thing to say about them, honest!

Once we were all assembled we set off, led by Terry at the front and with Howard riding shotgun at the rear. Incidentally, they were accompanied by their respective wives Sue and Linda; it was nice to meet them and I hope they enjoyed it enough to join us again.

After driving along some fabulous Cheshire roads we arrived at the boat lift. Due to other commitments Andrew had to leave but for the rest of us the first priority was food. Fortunately there is a pub, The Stanley Arms, right next to the boat lift so off we went en masse. By this time it was glorious sunshine so we sat outside having lunch.

From here some of us went on the boat lift, a surprisingly interesting experience.

Then it was suggested that we go to a nearby ice cream parlour; if there's food then I'll be there. When we got there I saw that they sold cakes so Diane and I chose a cream tea – in the end we finally got our cake!

All in all a very good day out. Thanks to Terry for organising it and the support of Howard; no longer the new boys but now a fully fledged NW members.

Finally, Neil was asked if he wanted to take his Frogeye along to a film shoot for Top Gear his report on that days event is printed elsewhere in this month's *MASCOT*.

Well that's all I can remember for now.

See you at the Kilton on 12th May.

Les



MASC lineup at the Anderton Boat Lift



Warks Talk

Looking at Worcester Cathedral

The Art gallery in Worcester Library was holding an exhibition on the 1950–1960 period of the Ace Café. It should have been complemented with examples of the motorbikes of the era and a Wurlitzer juke box, but, unfortunately as these could not fit in the lift, they were omitted. However, this event prompted Phil and Mo to suggest a “Walk in Worcester”. As a result, on Saturday, 20th March, four couples and Andy met at Phil and Mo’s for coffee, and from there took a pleasant walk to the Old Pump House environmental Centre. Run by the Duckworth Trust, its aim is to improve the environment for others. They work closely with the Borough Council, particularly with litter and graffiti problems, but also have the most amazing recycling/art centre, where for a minimal amount you can buy surplus materials which have been collected from several major companies, as well as items contributed by the public as too good to scrap. Roof lining material from Land Rover and materials from Next were given as examples.

From the Old Pump House we walked along the riverside and through the race course into the town to the library, where the Ace Café Exhibition was held. The first thing that catches one’s eye is the eight foot long sturgeon which was caught in the River Severn some years ago and its outline was actually carved in a wall by the river at the time. With time to spend looking at the exhibition, the museum and have lunch, we met outside the Guild Hall, to meet our guide for an historic tour of the town, which was a

royalist stronghold, home to Elgar and the site of the Royal Worcester Pottery. At the cathedral we were lucky to spot, with the help of Phil’s sharp eyes, a Peregrine Falcon. There are many in the town and they help to keep the pigeon population to a minimum.

Unfortunately, the showers we encountered throughout the day became a steady downpour and Phil and Mo’s children very kindly drove us back to Mo and Phil’s house to save us from a very wet return walk. Once back at the house we passed the evening very pleasantly, with a fish and chip supper and a miscellany of discussions, including our memories of the day and some ghost stories. Although this was originated as a club outing, the only cars in sight were our daily runabouts, but it was a different and enjoyable way to spend a day and our thanks to Mo and Phil for their organisation of an interesting event and the promise that they would organise a more car orientated day later in the year.

Chris and Alan will be attending the reps meeting, being organised by Geoff on April 10th, but there were no issues raised for discussion by the members at our last meeting.

We are all looking forward to our next event, the “Sprites in the Woods Run”, for which Sheila, primarily, has given much time to organising a route, accommodation and food. A pre-run has been undertaken and if the weather is favourable, the arrangements will result in a very pleasant outing for the thirteen cars which are attending.

Chris and Sheila

Yorkshire Area Report



In Helperby

Yorkshire Area's third Hot X Run took place on Good Friday. We set off from Tadcaster, home of the John Smith's Brewery, for the second year running. As last year, they had shut some of the roads in the town centre, apparently for an Easter procession, so we will know better next time. When we arrived, Jason & Michelle's "Cybil" was parked up with the roof down but no sign of her owners. Dave Wigley; Frank and his grandson, Tyler; and Andrea were waiting for us. This was the first time we had met Andrea who bought her Austin Sprite last year. She is still ironing out some gremlins so came to see us off, but hopes to join us on other events soon. Harvey and Lesley also in their Austin Sprite and Kevin Caruthers and his wife also joined us. Jason and Michelle appeared after having a "very good" breakfast. This was definitely a day for the rare Sprite varieties, with two early Mk2 Sprites and the two Austin Sprites in attendance!



Cybil's paperclip moment

Weather was a little overcast but dry, and those without hardtops fitted set off with their roofs down. We set off with the navigator-less Dave following and Andrea behind him. Once we were in the countryside outside Tadcaster, Andrea waved and



Mk 2 Sprites at Lofthouse

peeled off to return her Sprite home safely. Shortly after we passed Kevin waving a steaming cup of tea out of his Midget window, we found Cybil with boot and bonnet up. Cybil had a charging problem caused by a loose connection, which was soon solved by the judicious use of a paperclip extracted from the route plan. After wending their way down a very steep hill to Gouthwaite Reservoir, some of the group then stopped at The Crown Hotel in Lofthouse for a drink and sandwiches in this time warp '60s country pub.

Across Masham Moor and up to the village of Healey, where we bumped into the Halls who were out for a drive in their midget and decided to join us for the afternoon stretch of the run. A very scenic route followed down the narrow tracks of Coverdale where there was still snow on the top of the Dales, and then back up to Leyburn and down through the foothills to the finish at Ye Jolly Farmer's Inn at Dalton. As ever, they put on some very hearty hot food and the real ale (for the non drivers) was excellent.

This month's meeting is at The Cross Keys at Hillam, near Selby, LS25 5HE, on Saturday 8th May. There is no need to book food in advance, just turn up and meet the gnomes that populate the roof of this characterful venue (and other Sprite and Midget friends).

June's meeting is at The Smiths' Arms at Beckwithshaw, near Harrogate HG3 1QW, on Saturday 12th June. Again there is no need to book food in advance, just turn up on the day.

As ever, don't forget to keep a regular eye on the area website at <http://yorkshiremasc.blogspot.com/> where there are details of everything that is going on, links to pictures, and video.

Sarah & Tim

Islay 2009 – A Virtual Club Run

As reported in three voices



Lorraine and I spearheaded the trip to the Islay Jazz Festival with Doug and David on the second wave morning ferry and Carsoni Churchill due to come and hand out the gongs when the B&B objectives had been secured.

Two days of recon interspersed with jazz, whisky and roadside repairs lay ahead and we struck north to Bowmore for a fish tea on the harbour and then to the Gaelic College for some very challenging and occasionally discordant hardcore jazz.

Much mellower was the liquid pink and topaz sunset spreading across the millpond surface of the loch behind the venue – like the whole of America was aflame across the Atlantic and Clark Gable was going ride his trap into Bowmore lashing a black stallion. So heart stopping was the sight that the singers gargled no more and the whole audience debouched into the garden to take inadequate photties.

My reverie was broken by a text from Doug whose usually bullet proof Spitfuel was losing charge faster than the Light Brigade and

they hove to at Lochgoilhead to make repairs.

Next morning two unwelcome signals meant we were a one car bridgehead ... a piccy of a yellow Triumph on a triumphant AA wagon and a garbled message from Carsoni about the time lock on his wallet and 'The Magnificent Seven' being on telly precluding him turning a wheel told its own tale. So we finished our sausages and theirs too then headed for a lunchtime concert (with free cake) at the indescribably glorious village of Portnahaven.

Blues, jazz and then blinking back out into the sun for a spin to the far north nothingness of Ardnave along a road that was rutted at the start, became trammelled and then starting shaking bits from the MG. Worth every discarded bolt and clamp though as we reached a tidal bay that must have welcomed many a Viking longship.

Farrier-like repairs saw us wheeze back to Port Ellen and I felt very bad about the pool of gear oil from my diff left on the high street and quayside and boat deck!

Bob Miller



A yellow car on a yellow truck

Dave L and I set out from Larbert around 7pm Friday evening heading for an overnight at Lochgoilhead en-route to Kennacraig.

Trip went well, as far as Arrochar where on glancing at the dash (it was, of course dark by then) I detected a faint glow from the ignition light. We pulled over at a safe spot on outskirts of Arrochar to investigate. All seemed well and the signs were that the alternator was not effectively charging. We decided to press on and get to the Hotel so to preserve charge I removed the fuse from my secondary spotlights and we pressed on up the Rest and be Thankful and along the single track roads to Lochgoilhead. We could have used those spotlights on that road I can tell you.

On arrival at the hotel we grabbed a pint and decided to try the AA and see if they could work any magic on the alternator for us. They sent a chap up from a garage in Helensburgh (I was impressed at how quick he arrived) and he carried out the same checks we already had and declared "Game Over" and arranged for a flatbed to pick us up the following morning after breakfast – so we had a few more pints on the basis we would not have to drive the next day. As it turned out the AA guy was a bit of an enthusiast and he happily posed the truck for pictures.

The look on my neighbour's face was a picture when we arrived back in my street, the AA truck beeping as it reversed into the cul-de-sac and once the ramp was lowered I gently reversed off the ramp, exhaust just

nudging the road and then started the car up and drove it straight into my drive. Well it saved us a bit of petrol if nothing else.

[At home] I collected an exchange alternator and the car was back up and running. So having missed the trip to Islay I went for an enjoyable run round the Campsie Hills.

Doug Paterson



Where could the others be?

All my life I've worried, replacing a fading worry with a refreshed sparkler. The day before the Islay run, I promised Linda a new car. Madness! Fool! That night, the mean-meanie bogeymen clutched me. 'What had I done?' I wailed to myself. The thought of spending eleven grand, seized and wrung every single minute of sleep from me. This was worse than the worst work worry, torn, bad night.

Then it was up time for the dog at 3.45am for the 5am Islay off. It was misty and freezing which gave rare wisdom: I knew, hood down, or up, I'd zonk and wrap. We'd never make it. "That's it! We're not going, Linda!" I flapped my arms as though that made a difference. Then I took to pacing about knowing that all I could do was refold into a bed curl and start to worry about how I was going to tell her she wasn't getting a new car, which she never wanted anyway. All that the wee soul wanted, had been to go to Islay in the Midget. So. This year, Linda. This year. With or without sleep. "Game On!"

And me (Carson)

Market Place

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

WANTED: IOW Frogeye in good condition; prefer 5 speed gearbox with A series engine.
Alan – 07753 867806

Surrey in March

Warmer weather is finally bringing Spridgets out of hibernation. Whilst John Larrington, and I, took comfort in the Sebring Coupe Nigel Saynor braved the evening chill with top down on his Frogeye – one of three attending the Surrey monthly meet at the Blue Ball, Walton on the Hill.

Chris Harding (harding.cm@btinternet.com) arrived late with an update on the Bar.B.Q. to be held at his Furzewood Estate on 8th August 2010. An invite is extended to surrounding MASC Areas, MGOC, and Healey Drivers Club. It is hoped that 1969 BTRDA Auto test Champion Denis Beare will attend with his Championship winning Frogeye.

A small contingent from Sussex joined us trying to encourage attendance at

Ardingly Show on 10/11th July 2010 for a club stand (contact jeff.snell@hotmail.co.uk) but most others present will be at Le Mans Classic. If you will be at Le Mans for the Classic our Le Mans Classic/Loire Valley Tour cars will be on display with L'Amicale Spridget on the Bugatti Circuit so come and say hello.

Alan Anstead

Area Rep Kent/Surrey

Tel (answer phone) 01322-384050

mail to: alan.anstead@btopenworld.com

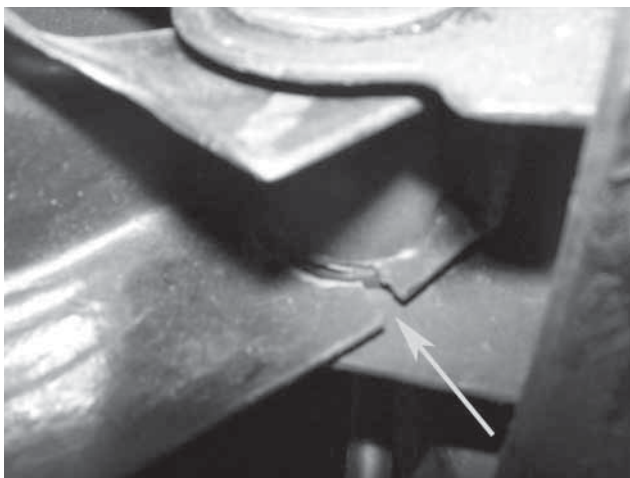
Sussex Area Report

Yet again the weather was very unkind for our March club night. However as well as the usual suspects (whose numbers were depleted by flu and holidays) in their euroboxes, we had 2 new members arriving in their cars. So welcome and congratulations to Richard Crew (Black 1500 CB, not a mis-type, Midget), and Mike and Rachel Ward-Sale (1275 Sprite).

Although there were no 2 for 1 meal offers this month, one hungry lady managed to find the meal that offered twice the other's quantity of chips. Shame she couldn't eat them!

Weddings again featured as a topic of conversation although it was previous rather than future ones this time! Other subjects included dogs, ironing techniques, and suitable names for soon to be acquired chickens.

Midget & Sprite business included the invitation to join the local MG Owners Club at their open evening on the 12th April and taking Spridgets to La belle France. Elsa & Geoff collected some more signed entry forms for Ardingly show on the 10th and 11th



Cracked wishbone

of July, so it looks like MASC will have a club stand on both days. There still time for more entries, so if you're not at Le Mans with Alan let's hear from you.

With so much rain I didn't manage any photos of the two new cars, but as a reminder to check your car before heavy summer use have a look at the photo of my wishbone. Have you checked yours recently?

David Southcott

dsouthcott@ukonline.co.uk

March in Kent



Outside the Moat at Wrotham

Sunday 28th March 2010 and MASC members gathered at the Moat, Wrotham Heath, Kent, for the March, lunchtime, meet. The first day of summer certainly brought members out. Thirteen Spridgets of both marques, and varying types, attended. Luckily the pub has a large car park! New members Baz & Edna White, together with Andy & Elly Gibson, brought along their cars, for the first time, for us all to see. As usual bonnets were raised to point out various modifications and discuss others. Although the sun was out rain was threatened and the darkened clouds passed over without causing a rush to raise hoods.

Inside the pub, over Sunday lunch, there was much discussion of future events soon to come upon us all as we leave the cold weather behind.

Then I saw a sight that I just could not believe. You never know who, or what, your members may be. A seemingly solid member of society and good club member Colin Carpenter openly displaying a small bag of brown powder. I looked around half expecting to see members of Kent Police's elite drugs squad swoop to make an arrest. What else could it be than heroin. Sudden relief! Colin approached to explain that, hoping to meet Ron Edwards (whose absence was noticed), in the bag was powdered rust that had formed a wall, behind the core plugs, on the 948 ish engine that Colin was machining for Ron. Phew! My faith restored. Colin had pictures of rare 998 cooper pistons that were in the engine which is believed to be a period Vic Derrington build. The pistons will be re-ringed and reused. The camshaft so far defies

identification. The cylinder head work has impressed.

Then John Clark removed his MASC sweatshirt to reveal that he was wearing a ladies bra. I must get a grip of my members. The bra in question was actually printed onto a tee shirt and John was seeking sponsorship in aid of worthwhile ladies' breast cancer charity. John is to walk some twenty odd miles, for charity, on the 'Moonwalk' on 15/16 May 2010. **If anyone would like to sponsor John's effort please contact him with your pledge. jrclark@sky.com**

Paul & Jane Covey announced that they are soon to start a recce, of Suffolk, for next year's May Bank Holiday tour, a return to its more normal format that I hope many people will support. That is on top of a charity drive, that they are planning for next year also, which is hoped to draw in all MASC Areas and that I will, hopefully, announce at the Area Reps meeting on April 10.

More closer to home Ralph Whitmarsh is arranging a drive out to Brattle Farm Museum, nr Tonbridge, after our lunchtime meet on 25th July.

Then to top it all I was approached by an attractive young lady (believe me that doesn't happen too often these days), who has just passed her driving test, and for her first car has bought a Midget. Eager to join a club I extended an invite to join us for our "Drive it Day" trip to meet with Hants Chapter at Greywell. Hopefully she will join as we need to promote a younger element if our hobby is to survive. And then another membership enquiry. Ah summer! The sun really shines!

Alan Anstead



East Anglian Report

to take in the forest and the fabulous Flixton Aero Museum (no it's not full of old chocolates Diane) with lunch at the FBI in sunny Suffolk. This is currently just a draft itinerary, since I will need to fit in a trial run to sample the food at the FBI and check out the parking, just to make sure it meets our requirements (tough job but all part of the rigours of being an area rep). I have added the Thetford Chase to the events list in this issue.

As I write this it is late March, the sun is shining the roads are dry and outdoor temperatures are starting to become comfortable without having to dress up like Klondike Pat, which is just as well since I am off to France in a few days. Sadly I will have missed the April Mad Cat night and the opportunity to photograph rows of gleaming Spridgets glinting in the Spring sunshine in the car park, and since I am writing this very early I will not be able to include reports on our April events until next month.

May is a brilliant month for getting out in our brilliant little cars and by the time you read this Hubie and Sally should have the Hubbie-bubble car museum run event sorted out for 16th May, this should be a great road run in our little cars finishing up with some even smaller cars to look at, a visit to Heckington mill (the only eight sail working mill in western Europe) a ceremonial drive past (like a flypast but without the planes) of the legendary (people may wish to stop) Halls MG garage at Morton before a food stop at the Wishing Well Inn (for those who wish to eat well?). All this assuming the April meeting does not amend the draft itinerary, sounds absolutely brilliant to me, and all this bathed in East Anglian sunshine. Any of you guys in Lincolnshire want to join us? (we can afford to lower our standards for one day) please get in touch to arrange a convenient northern meeting point.

I am also planning a run for the following Sunday (23rd May), the "Thetford Chase"



French anti-theft device

However if you don't get to the May Mad Cat meeting or the Hubbie-Bubble run then please contact me to confirm the meeting place / places prior to the event.

Sorry Gary I can't stretch this out to my usual 500 words, what with writing it a bit early and missing some East Anglian happenings while away in sunny France in Frogeye Cottage. Also due to the dearth of time and activity I have nothing new to photograph hence I have included a picture of a line of gleaming Spridgets outside the Mad Cat in the sun, and one of my Sprite in France. (Oops!! Just stretched to 500 words).

See you all at the Mad Cat and beyond

Dave Dixon



‘A Spridget Celebration’

12th June 2011

Burghley House, Lincolnshire

Launched in the summer of 1961, the modern MG Midget and Austin Healey Sprite MkII were an immediate success and still remain as popular as ever.

In 2011 these little cars will be 50 years old!

To celebrate this Golden Anniversary, the MG Owners Club, Midget and Sprite Club and the MG Car Club are organizing a full day of fun and activity - very much in keeping with these popular and cheeky little sports cars.

All three clubs are working together to provide a very special event for **all Spridgets**, including the iconic ‘Frogeye’ Sprite, right through to the final 1500 Midget. It will be held at Burghley House, Lincolnshire on 12th June 2011.

You and your Spridget, are invited to join with hundreds of other enthusiasts and their cars from around the world, for a day of fun at ‘**International Midget 50**’ and help celebrate this brilliant piece of great British motoring heritage - so don’t miss out!

For all the latest news and information, visit our website at:

www.midget50.com



“We're off to

INTERNATIONAL MIDGET 50

at Burghley House, Lincolnshire

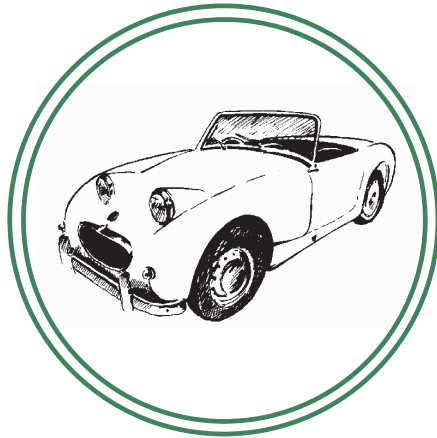
on 12th June 2011

- see you there?”



For
further
details, see
reverse or visit:

www.midget50.com



**“Anything and everything for
the Frogeye Sprite”**

New Parts, Performance Parts and Many Used Parts

Interior Trim - Seats, Carpets, etc

Hard Tops, Tonneau Covers, Hoods, Side Screens

Engine Rebuilds - Standard & Fast Road

Restorations Carried Out - Complete or Partial

Download our Catalogue from the Website

Gift Vouchers £10, £25, £50 & £100

New Range of Prints and Cards for all Occasions

Visit our New Premises in Droitwich (Jⁿ5 - M5)

Tel: 01885 400791

Fax: 01885 400791

www.frogeyespares.co.uk