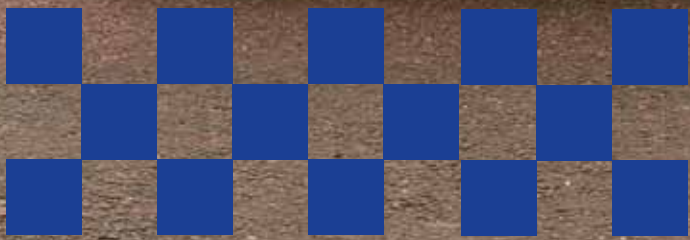


Mascot



The Magazine
of the
Midget & Sprite
Club





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Sarah & Tim Saunders, Mobile: 07968 261990 email: yorkshiresc@googlegmail.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

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June Editorial

I've made the decision and it hasn't been easy. I've actually deliberated over it for nearly two years and I'm still not 100% convinced that I won't regret it later. "Gaps" is getting a roll bar or should that be a **"don't hurt your head in the event that the car ever rolls over bar"**. I figured that I have probably ridden my luck too far already.

I've now participated in numerous track days and Sprints during which time I've seen a VW Golf, a Rally spec Skoda, a full race Mini and even an MG Midget all end up facing the wrong way up. Luckily in every case the driver has walked away relatively unscathed save for a few bumps and bruises to body and ego, as well as major dents to cars and wallets. Not so bad with the tin-tops (two of which had full roll cages fitted) but the Midget was a real mess and it's only with luck and a decent crash helmet that the driver wasn't really badly hurt, or worse.

So the decision to install the roll bar seems obvious but the reason for my reticence in fitting this extra safety feature to the Frogeye is threefold. Firstly it's the aesthetics. I think that they look ugly, especially as the type of roll bar that I have chosen will necessitate drilling into the rear shroud of the car.

Secondly, I'm sure that this is a further step down the slippery slope (can you actually step down a slope?) towards a whole load of changes to the car which might fundamentally alter its character.

Thirdly, perhaps the fear of damaging myself in the car has actually allowed me to hold back and be a bit more sensible about the speeds at which I drive on track. As I've already got an unrealistic attitude to my own mortality, the extra security of a roll bar, far from making me safer, may actually release the demon which sometimes threatens to emerge when I'm on track. As the saying goes, if you had no safety belts in your car but there was a big spike sticking out of the middle of the steering wheel, how carefully would you drive?

I've rationalised that I could always remove the roll bar and fill the holes if I really hate the way that it looks. Secondly my Frogeye "Gaps" has never been a standard looking, concours or even regularly cleaned vehicle so that a few extra appendages won't make it look any worse. Finally and most importantly I feel that one of the best investments that I can make should be to get some professional instruction on how to drive safely and more effectively on track days and Sprints.

So expect a report from me in the near future involving the instillation of my roll bar as well as a description of an upcoming Sprint/Hillclimb training day.

Finally I would like to congratulate Club member John Collins and his wife Pom on the birth of their son in the early hours of Tuesday 11 May 2010, here seen sitting in his racing seat on his arrival home a couple of days later.

The deadline for the July MASCOT Tuesday the 16th of June as I will be in Le Mans until the 14th.



Master Collins in his new bucket seat

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: Ron Newton's Turbocharged MG Midget featured in this month's magazine.

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: igjanegates257@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@unipart.co.uk
- 1st Thursday **Notts/Derby border Area** at the **Sitwell Arms** near Horsley Woodhouse from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilc@bgs.ac.uk
- 2nd Wednesday **Warwickshire** – Meet at **The Green Dragon**, The Green, Sambourne, Redditch, B96 6NU, at 8.30pm as usual.
- 2nd Wednesday **North West Area** – meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The Rose & Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770.
- 2nd Thursday **Cambridgeshire** – Now called East Anglian Area. Meet at **The Mad Cat** pub in Pidley Village, midway between Huntingdon & Chatteris, 8pm.
- 2nd Saturday **Yorkshire Area** – for maximum coverage, the meeting moves around Yorkshire each month – venues are listed at <http://yorkshirerasc.blogspot.com/> for the next 3 months, or contact Sarah & Tim at yorkshirerasc@googlemail.com or on 07968 261990 for more details.
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at **The Garfield Hotel**, Stepps, East Dunbartonshire. 7:30pm in the Lounge. Contact Carson on 013606-22334.
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.00pm onwards. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- 4th Thursday **Sussex** – Meet at **The Red Lion**, Handcross, RH17 6BP from 19:00. Contact David Southcott at dsouthcott@ukonline.co.uk
- 4th Thursday **Hampshire** –New Venue! Now meeting at **The Fox and Goose**, Greywell, RG291BY. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – Meet at **The Moat**, Wrotham Heath at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.freemove.co.uk
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm.
- Last Thursday **South West Wales** – Meet at the **Fox & Hounds**, Bancyfelin, Carmarthen, SA33 5ND. Contact David Hill, Tel: 01239 811307 or email david@hill.be
- Northern Ireland Point of contact is Robert Holmes, tel: 02892 689274 or email: robertholmes25@hotmail.com. If enough interest, will arrange a meeting.

Club Website

www.midgetandspriteclub.co.uk

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

Events

From David Hill & Webmaster Toby Ancombe

Events organised so far

June

- Sunday 6th Dorset will be taking part in the 12th Anniversary New Forest Run organised by the MGOCC 2009. Details from Bryan Fox on 01202 683842
- Sunday 6th Hampshire will be visiting The Autojumble and Grand Vintage Show at The Queen Elizabeth Country Park , Horndean. Details from John Tel : 01420 87947 or Email: john@johnfoard.wanadoo.co.uk
- 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 20th Hampshire will be attending The Deers Hut Classic Car Show, Liphook . Details from John Tel : 01420 87947 or Emailjohn@johnfoard.wanadoo.co.uk
- 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
- Sunday 4th Dorset Area are having their Sunday Afternoon Tea Run. Details from Bryan Fox on 01202 683842
- 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 10th & Sunday 11th Hampshire are going to The 47th Woodcote Rally, nr Reading Details from John Tel: 01420 8794 or Emailjohn@johnfoard.wanadoo.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 25th July – 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 race course, 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 Warwickshire are going to the French Ardennes. Details from Alan Couch on 01564 773302 or
To Monday 30th email roalan@talktalk.net

September

- Sunday 5th Pembrokeshire Run. Classic vehicle Run through the magnificent SW Wales countryside. Lets get loads of Spridgets taking part. More details later.
- Sunday 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@ntworld.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

October

- Saturday 9th Warwickshire will be at the GWR Vintage Rally. Details from John Platt on 01789 488321 or email john@platt2085.freemove.co.uk

November

- Thursday 11th South East Area are planning a Remembrance Tour to Ypres and Bethune. More details later but in
to Sunday 14th meantime contact Alan Anstead alan.anstead@btopenworld.com Tel: 01322-384050
- Friday 12th Warwickshire are going to the Classic Car Show at the NEC. Details from John Platt on 01789 488321 or
to Sunday 14th email john@platt2085.freemove.co.uk

December

- Wednesday 8th Warwickshire are having their Christmas Dinner at the Green Dragon. Details from Sheila Yates on 01608 665066 or email chrishe@tiscali.co.uk
- Sunday 12th EAMASC Christmas lunch at the Mad Cat, great food excellent company and fantastic value (you can even bring the Spridget if it stays dry) – Contact Dave Dixon at East Anglia M&SC.
- Tuesday 14th South East Area's Christmas Meal and December meet. Details from Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050

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

Restoring the Windscreen of an Early Mk1 Sprite



Many Sprite owners are unaware that the bodysells of around 5000 of the earliest Mk 1 Sprites were different in several areas, particularly under the bonnet, in the boot and in the method of rear spring attachment. These early Sprites had a more obvious difference – a chrome-plated windscreen surround having nine “lift-the-dot” studs to attach the hood to the top of the screen. These so-called 9-stud Sprites also had body-coloured windscreen pillars. Some of these body shell modifications were made in September 1958 and others, including the screen, were put into production a month later.

As a (biased) 9-stud Sprite owner I think that the early screen gives the car a more delicate appearance when compared to later Sprites, perhaps suggesting a roadster rather than a soft top, quite noticeable when a 9-stud and later Frogeye are parked side-by-side. The top of the screen is also around 5/8” lower. The drawback to 9-stud ownership is that the 2-stud method of hood fixing is much superior as it is easier to put up and rain can get between the hood and screen in the earlier design.

There are further problems when owning a 9-stud Frogeye as most of the components that are unique to these early cars are difficult to source or unobtainable and so restoration or maintenance can involve lengthy searching or special manufacture.

I had been planning to replace the windscreen glass of my Frogeye for some time as it was

scratched and crazed (and even had an area of weld spatter!) meaning that driving in the dark or low sun was a challenge. It was also sensible to restore the screen surround and pillars at the same time. Happily a friend of mine, Phil Gardner, is restoring an early Frogeye so we decided to explore the problems together.

Ordering two windscreen glass sheets and scuttle rubber seals proved straightforward although the supplier stated that they could be the only ones available for some time. With these safely delivered I dismantled the screen assembly to find out how it came together.

9-Stud Screen Construction

The windscreen surround is constructed from two chrome-plated brass U-sections which enclose the glass, with 27mm x 1.5mm (top and sides) and 34 x 1.5mm (bottom) rubber strips folded between the glass and frame for protection. The upper section comprises the frame top and sides in a single piece and the lower section has a full-length slot to hold the screen-to-scuttle rubber seal. The two pieces are joined at the bottom corners using a small steel strip bent to about 60° which is held by four 4BA countersunk screws, two into the horizontal piece of the frame and two into the vertical sides. These bent strips are not listed in any Sprite catalogue but happily (spotted by Phil) are identical to the Austin-Healey 100 lower screen fixtures.

To provide a captive thicker section where the screen posts are screwed to the screen surround a 10 inch long steel rod of rectangular cross-section (5/16” x 3/16”) is inserted behind the glass and sits against the inner surface of the screen surround. This is retained by a single countersunk 4BA screw from the outside of the screen surround,



presumably to hold the rod in place if the pillars are detached from the screen. The rod is gently curved to follow the contour of the screen sides. Three holes are drilled and tapped in the rod to receive the frame-to-post screws. To compensate for the extra thickness of these rods a 9mm x 4mm rubber strip sits inside the top of the screen surround between studs 2 and 8. The lift-the-dot studs are screwed to the frame but have a shorter thread length than normal to avoid making contact with the glass.

The pillar itself is in cast aluminium tapered to side and front with a roughly rectangular section. The foot of the pillar has the same shape as those of the later Frogeyes and shares the same rubber pad on the scuttle. Two chrome-plated brass plates sit between the frame and pillars, which provide support for the sidescreens and may also act as a crude wind deflector. This is a further difference to the later screen pillar assembly where the sidescreen support is an integral part of the pillar. Fixing the pillar, plate, screen surround and inner rod together are three 3/16" UNF chromed raised counter-sunk screws of differing lengths, approximately 3/8", 1/2" and 5/8", to compensate for the tapering pillar.

Restoration

When the screen was dismantled the mild steel inner rods were seen to be badly rusted at the bottom and the threads stripped. This inevitable corrosion is a weakness in the design and so replacement of the rods in half hard brass was considered a sensible modification. The chrome on the screen frame and pillar plates were heavily pitted and so they were sent for re-plating. The pillars were re-painted before assembly.

Trial fitting the components together revealed what should have been obvious from the outset. If the three pillar screws were to fit nicely into their countersunk holes, the corresponding threaded holes in the replacement brass rods had to be positioned with very high accuracy. In practice this meant that the pillars and rods needed to match, and so the pair was a one-off "bespoke" assembly. The holes in the screen surround and pillar plates also needed to line up but could be made much larger than the screw size to allow for adjustment. Tightening up the screws allowed the brass to form the gentle curve that matched the screen side.

During assembly it is imperative to check the length of the three pillar screws so that they do not protrude past the inner face of the rod and crack the screen glass. Interestingly, our two pairs of alloy screen pillars were different in thickness and showed other variations in their original castings, hence the need to be extra vigilant when fitting these screws.



This assembly must have been a nightmare on the production line and could well have driven the design change to the two-stud type (rather than its lack of water-tightness?).

Re-assembling the glass into the screen surround needed some dexterity, caused the spilling of some blood and tested my (and Phil's) patience. Like all glazing jobs, we used the full width of the glazing rubber and trimmed after assembly. It often pays to leave the overlap rubber in place in sunlight for a few days, as it can shrink back a little. The glass was already shaped in the bottom corners to clear the frame clips. Eventually the frame was pulled together by tightening the corner screws and the excess scuttle seal rubber was trimmed. Having fixed the screw alignment problem during trial fitting the final assembly with the pillars and plates was straightforward and so was the re-fitting onto the car.

Musings

I thought it worthwhile recording my restoration experience as I am not aware of the screen construction details being recorded elsewhere. The same may be true of other unique features of the 9-stud Sprite so this article may encourage other owners to share their knowledge. To act as a focus for this, if there is sufficient interest, I am keen to set up a 9-stud Sprite register. If there are other 9-studders out there that wish to take part, please e-mail me at Cdimbylow@aol.com and we can take it from there.

Colin Dybilow

“Derivatives”

The Committee’s Response

In response to Alan Anstead’s article (issue 313, page 9), the committee continues to support the original club philosophy stated in its constitution, which is to:

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

As Terry Horler commented in his response (issue 314, page 16) to Alan’s article, the club has, does and will continue to welcome derivatives of these cars. Consequently, none of the committee is aware of there ever being called in to question the compatibility of members’ cars with membership of the club. If we were more exclusive, perhaps we would only allow original specification cars in to the club. In that instance the membership would likely be virtually non-existent. Instead, we have always embraced the Spridget community in a wider sense and this includes close and more distant relatives of the original marques.



*Tom Tulip’s
Trojan
Frogeye*

One of the unique characteristics of our club has always been its friendly, informal and easy going approach to its members; to derive pleasure from the experience of owning and using our cars, whatever they may be, and sharing that with others of a similar disposition. As such, our club and our cars are to our members whatever we each want it to be – some enjoy the experience of driving a car that is as close as possible to original specification while others prefer to replace original components for modern alternatives, such as body panels, engine, gearbox, etc. The committee has always shown enthusiasm to its members as it continues to serve and support a diverse membership.

Enjoy your car, enjoy your club and strive to get the most out of both.

The committee

“Derivatives”

A Member’s View

I read with interest Terry’s article in the May edition of MASC. I joined MASC many years ago without a Spridgetly thing but based on my brothers fun and enjoyment of the events in a Frogeye.



*Neville Plummer
in his Isle of
Wight Frogeye*



*The rare
Spridget-based
Dragonfly*

I have participated in various events in things as diverse as a Morris Minor 1000, BMW 750 & 1000 motorcycle, a Citroen 2CV, Ford Escort Mk 2 (loaded for a house move), Fiat Punto and a Citroen BX Estate, oh and an Austin Sprite (bought from my brother – no the other one (not Colin) and still used). I have dipped in and out of the club as my situations have changed. However, I have always felt welcome and able to participate in whatever event I wanted to. I would hate to feel I had to have a Spridget to play along and certainly would have had to leave the club several times when I didn’t have one!!

I totally agree with Terry. The club has brought me lots of fun and friends and many enjoyable events (where I could enjoy these lovely little cars (whether I was in one or not – swapping drivers, passengers etc wife swapping – but not as we know it)). Long may it continue accepting all members (Spridget or not).

PS. Have won several events in Non-Spridget cars!!

Robin Phipps

INTERNATIONAL MIDGET 50

A Spridget celebration

In your mind's eye picture this

It is June

Picture the scene

A magnificent Tudor Stately Home

Acres of rolling parkland and Midgets and Sprites as far as the eye can see

THIS IS THE PLAN FOR **INTERNATIONAL MIDGET 50** IN 2011

Following on from the highly successful **SPRIDGET 50** of 2008 comes
INTERNATIONAL MIDGET 50

Honouring the anniversary of the launch of the New MG Midget and the Austin Healey Sprite Mark II in 1961.

With displays of historic cars, racing cars, concours, plus guest speakers and so much more, all set in the magnificent grounds of Burghley House, this memorable day will have something for all Spridget lovers.

A team of volunteers from the MGOC, MGCC and of course MASC and now the AHC have been meeting to develop INTERNATIONAL MIDGET 50 at the offices of MGOC in Cambridgeshire. We have arranged to share large parts of the Burghley House Estate in Lincolnshire with the ancient deer herd for the day.

The team are developing a special day. Part of the display area will have a motorsport theme and it is hoped there will be a large Midget Challenge racing display area and organising a gymkhana for the sporting minded is being looked into.

There will be a display of the early MG Midgets from the pre-war days to show the heritage of our great cars and for those who like the alternative styles we hope that a selection of the special bodied W&P Spridgets will be on display.

When **Spridget 50** was being organised we had to take rocker box racing off the "menu" unfortunately, but this time around we hope to have this enjoyable activity catered for, it looks like great fun and fun is the theme for the day.

We expect our visitors will be able to get reduced price entry to the Stately Home too, two for the price of one. *A real **BOGOF** bargain, we are sure you will remember your visit with great pleasure.*

New Members

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

2361	Quentin Somerset	Gloucestershire	Frogeye Sprite
3528	Stan Appleton	North Yorkshire	Midget Mk 1 x 2
4286	Ted Chapman	Cumbria	Midget 1500
4287	Jeremy Walton	Wiltshire	Frogeye Sprite
4288	anon	North Yorkshire	none yet
4289	anon	Oxfordshire	Frogeye Sprite
4290	Nicholas Mann	West Yorkshire	Midget 1500
4291	James & ? Sinfield	Kent	Midget Mk 3 RWA
4292	Amy Balcomb & Dean Wiltshire	Somerset	Sprite Mk 3
4293	Helen & Chris White	North Somerset	Sprite Mk 4



Stan Appleton with daughter Heather navigating on Knutsford Motor Club's 'Tour of Cheshire'



Jeremy Walton's
Frogeye



James Sinfield and his MkIII Midget



Amy Balcomb with her Sprite MkIII



Peter Carhew's 1958 Mk1 Sprite

'Memories of Mike': A Tribute to Mike Grace



I was very sorry to learn that Mike Grace had died recently and this sad news brought back many enduring memories of a man who had the perfect surname and the ideal initials!

Mike and Dee were regular members right from the first Dorset Area Midget & Sprite Club meeting at 'The Bakers Arms' in February 1999, although I'd met them earlier at local MGOC meetings. Their 1967 blue Midget was quite a talking point, having both the scarce E suffix plate (only issued from January to July 1967) and also a rather unusual 'Matt Blue' paint job, as members will no doubt recall!

One of my memories of Mike is him approaching Ian Swinden and me at our very first meeting and asking if he needed a membership card to attend meetings – I said something about "no just enthusiasm, not even a car!" With a mischievous twinkle in his eye, he then produced an old business card, which I still have in my MASC archive and part of which is reproduced below. This

immediately gave Ian and I a clue as to both Mike's engineering skills and his wry sense of humour!



We also soon discovered that Mike had both an MG and no shortage of enthusiasm. One of the marvellous aspects of a successful club like DAMASC is that you get to meet interesting people from all different walks of life, who you just wouldn't normally get the chance to, along with their superb cars – Mike was a classic example of this.

I also remember joking with Mike that he had the perfect initials to be a member of the club!

Mike was an enthusiastic, charming, popular and well respected figure in DAMASC. He struck me as a quiet and modest man, to whom everyone listened with interest and that's a real rarity in my experience.

After 2002 I had less involvement in the club so I didn't see Mike and Dee very often but I'm sure many members have anecdotes about him, whether it was his eyes lighting up when talking about MG Midgets, marine engineering or his many other interests (the letter M seems to be cropping up a lot).



One of the definitions of 'grace' in my dictionary is 'polite good will' – this is another perfect description of Mike as I will remember him.

Natalie and I send our condolences to Dee and feel sure that Mike will never be forgotten at DAMASC – how about naming a trophy or award after him?

Dave Symes
(Co-founder of DAMASC)

Editors note: For those members not familiar, DAMASC stands for Dorset Area Midget and Sprite Club.

A Tale of Two Sprites

This tale concerns two Sprites and was inspired by Alan Anstead, Kent Area Rep. The first Sprite is a 1960 "Frog Eye" owned by me from 1964 to 1967. Attached is a photo of my old Cherry Red Sprite, taken approx 1966 and yes, that is me and my wife to be, posing!!! I remember it as a great little car with superb brakes (drums all round) and marvellous handling and quite comfortable



to tour in, despite my 6ft 2in frame and once you acquired the knack, quite easy to get in and out of. My little Sprite had sliding side screens, quite a good "extra", certainly better than the side curtains previously available. My wife remembers that it was always going wrong; I think I bought it just as some components were approaching the end of their useful lives!

The absence of an external boot lid was annoying and even then its 4.22 axle was a sore point. The poor little "A" Series requiring all of 4000rpm to keep out of the way of the lorries on the motorway. We did quite a few long journeys in that little car, Margate, London (3 times), Blackpool, The Lake District and many afternoon trips across the North Yorkshire Moors. Had to sell XSP when we were married in 1967, got £220 for it, but much as I liked XSP 712, I always hankered after the 59BHP 1098 MK3.

That was 1967 – now flash forward to 2010 and the second photo. This photo was taken at the same spot on the North York Moors as the previous picture and shows my wife posing with our 1980 Midget (well it does have some Sprite genes in its DNA) and, yes, we got rid of the rubber bumpers. The Heritage Certificate confirms it was built in 1980 and shipped to a motor dealer in Belfast. The car

was "repatriated" in 1997 and we bought it in 2005, 41 years since purchasing XSP 712.

This car has the far more practical external lockable boot lid (hurrah) and wind up windows, although the winder handle is very close to my right knee requiring padding to make driving more comfortable. Motorway driving is a little more relaxing for the engine, but still as noisy for the occupants, the 3.7 axle means 60mph now comes up at 3500rpm, but my, haven't the Lorries got bigger!! Despite renewing callipers, discs



and pads the brakes (no servo) on our car need a heavier push before they "bite", unlike the drum braked "Frog Eye" I had. The pads are QH BP 115 (replacing EBC Green Stuff) maybe this lack of "bite" is normal, advice from members would be very much appreciated. The car is still comfortable to tour in, although not quite as easy to get in and out of, my increase in weight over the years and my advancing years don't help! We've toured Shropshire and been to North West Scotland, ending up at Uig on the Isle of Skye; we made the return trip from Uig (400mls) in one day, stopping of course, for morning coffee, lunch and afternoon tea.

We find the Midget is just as pleasurable to drive as the "Frog Eye" but it does not, of course, have the same kudos. We will never replace it, our daughter has promised to keep and maintain the car when we've "popped our clogs" and our 5-year-old grandson is always asking to have a ride in it, so hopefully its future is secure.

So ends my tale of two Sprites and since 41 years have elapsed between my "road tests" maybe I should try and have a run out in a standard "Frog eye" just to check to see how good my recollections are.

Bill Longstaff

Member No. 3378,1500 Midget

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“Muscle Sprout”

The Story of a Drag Racing Mk1 Sprite

In 1973, I purchased a wrecked 1960 Sprite as a “write-off”. It had been owned and modified by a friend of mine, who sold it... and it was crashed three weeks later! I bought it, dismantled it, straightened it, and re-built it as a drag racing car. It had a full-race 970cc engine, it weighed 1170lbs, and it achieved a best standing-start quarter mile time of 15.1 seconds (at 90 mph).

Named “Muscle Sprout”, my 1960 Sprite was the RAC (Royal Automobile Club) Junior Modified class champion in 1975.



Royal Automobile Club “Junior Modified” Class Champion (circa 1975, Blackbushe Dragstrip)

Encouraged by this success, I decided to move up and compete in the “Competition Altered” class. The second version of Muscle Sprout featured a tube chassis and a one-piece, tilt-up “funny car” body with the driver position centered. In this configuration, the car was powered by an Alfa Romeo 2.6L straight-six engine. It was much faster of course, running 13.1 second quarter miles (at 110 mph).



The Second Generation of Muscle Sprout at Santa Pod Raceway



Later, a change to Rover V8 power brought my best quarter-mile time down to 11.6 seconds (at 125mph)



Newly installed Rover V8 engine, with four Weber DCOE two-barrel, side-draft carburetors



“Muscle Sprout” (circa 1981)

Muscle Sprout was re-bodied to create “Vicious Trait”. We hoped at the time that the TR8 body would help us attract sponsorship. (The body was actually pieced together from steel TR7 panels from a wrecker’s yard, and it was thus obviously heavier than the Sprite body.) We didn’t get the new body constructed quickly enough! By the time we were ready to race Vicious Trait, Triumph TR7/8 production was discontinued. The possibility of Triumph sponsorship evaporated.



This is what Vicious Trait looked like at one of her first outings to Santa Pod Raceway

However, by 1985 I wanted a fresh challenge and decided to build a Rover powered street legal Sprite, so I put Vicious Trait up for sale. However, I kept many of the spare parts I'd accumulated over the years. Most importantly, I kept the Muscle Sprout's fibreglass body – and the registration plate that came with my 1960 Sprite back in 1973! I'm still using it to this day.

In April of that year I purchased a badly bent, written-off Midget 1500. This was stripped, and the floorpan was straightened using a "Porta-Power" ram, various blocks, struts and the concrete roof of my garage! Attention then moved to the front and how to fit the V8 engine and gearbox. I purchased a second-hand Rover 4-speed manual box as it was smaller than the five-speed, and cheaper!



Rover V8 with two 34 DGAS Weber carburetors

The main problem areas were the width across the foot well "boxes" at the top and the bellhousing / gearbox size. After careful measuring and positioning of a bare engine block, I cut out the top front corners of the footwell boxes, inverted them, and welded them back into position. The under heater ducting was cut out and the heater positioned against the bulkhead where the battery was originally positioned. The interior heater flaps were moved to the bulkhead above the transmission tunnel.

The transmission tunnel was cut out all the way back to the handbrake, and part of the bulkhead was removed too. It was raised approx 2" using sheet steel strips and widened to fit around the Rover bellhousing. The box section in the tunnel had to be removed. (A roll cage would be added to restore lateral strength.)

With the exhaust manifold in position, the steering column had to have its angle changed to run above the exhaust manifold. As the 1500 had a collapsible steering

column, it was easy to shorten by shearing the plastic pin and re-pinning it through a newly drilled hole. The outer tube was also shortened, and the front flange was bolted to the bumper support section that runs to the front of the car. A short steering column section with two universal joints (Triumph 1500, I think) was sourced from a scrapyards to run the steering down to the standard rack, which was rotated slightly to suit. Fortunately, the splined sections matched!



A six-point tubular roll cage was fabricated and welded into the body shell. This was braced against the dashboard section at the front and down to the rear spring mounting channel section in the boot. (Note: the Midget 1500 bodyshell has reinforced sections front and rear to suit the Federally-mandated "rubber bumpers".)

A remote oil filter system was plumbed-in using an adapted oil filter top, hydraulic hose and a hydraulic remote oil filter which is clamped under the radiator onto the steering rack.

As mentioned earlier, the Rover 4-speed gearbox was used, but the gear stick was too far back. After a close look, I realized that the gear stick could go directly into the selector



A Rover 4-speed manual transmission was selected because they're very compact!

rods by just drilling and tapping for the three holes of the collar that holds the gearstick. These are around the square hole in the aluminum gearchange extension housing. It popped out when going for reverse but a bit of welding and shaping, to extend the ball end, cured that.

The Midget rear axle was replaced by a stronger one from a Ford Anglia 105E. (This type of axle was also under Ford Escorts, but the Anglia version has a slightly narrower track dimension). I selected the lowest ratio I could easily find: 3.54:1. Ford u-bolts were used with the modified Midget spring mounting pads and existing lever arm shock absorbers.

A hybrid propeller shaft was fabricated with a Rover front section and Ford rear section. Similarly the Midget handbrake cable front was linked to the Ford handbrake cable rear with a brazed splice.

The Muscle Sprout's fibreglass "Frogeye" bonnet needed to be trimmed down, and a "power bulge" needed to be added over the carburetors. The bulge was actually a section from a fiberglass L88 Corvette bonnet! I molded it in to cover the standard Rover twin 1.75" SU carburetors. At the back, the Muscle Sprout's fibreglass rear wings were fitted as well.

Tip: To prevent cracking when shutting the doors, it is essential to keep as much of the rear door pillar as possible and overlap the fibreglass panel. The bonnet was blended into the steel top section to retain the later style hood fitting. The boot lid and surround were retained for practicality and increased rigidity.

I initially kept the Midget 1500 springs (front and rear), but when the car was finished it sat too high because it now weighed less than the stock! (The Triumph 1500cc engine has a cast iron block and the "rubber bumpers" each hide a steel girder!) To correct for this, I used the shorter Midget 1275 front coil springs and less-curved 1275 rear leaf springs. A pair of anti-windup "slapper bars" were fitted under the front of the leaf springs. The standard lever arm shocks were retained as it was a road car not a track special.

I retained the standard front disc brakes, except with new discs and pads of course! The Anglia rear axle had larger drum brakes than the Midget. As the car is lighter than an Anglia, from any given speed the brakes are doing less work. Unless I drive like a lunatic



The very first outing of the "Super Sprite V8", circa 1985



Back for 1986 with a new paint job! Note: the windscreen was installed and removed as required.

and hammer the brakes, they're fine for road use. The rubber flexible brake lines have been replaced by Aeroquip fittings.

I discovered that a local factory machined "Falcon" alloy wheels and so I purchased a set of five 13" by 5.5" Sprite wheels. I had three of them drilled for both MG and Ford lug patterns. Some 185x70 tires were then fitted all round.

Just as I was finishing the car I read that there was to be a new drag racing competition for road legal Rover powered street cars... so it ended up racing in the summer and being used on the road in the winter!

It was a long day: "I tried a very short oil filter in the stock position, but it rubbed against the chassis, punctured, and lost all the oil – hence the change to the remote filter!"

For racing, I fabricated an aluminum inlet manifold to take 2 x 34 DGAS Weber downdraft carburetors (as used on 3L Ford Capri engines). I then made up a pair of tubular exhaust headers with 4-into-1 collectors. The camshaft and followers were replaced with a Crane H234 hydraulic race-cam set-up.

I removed the windscreen, hood assembly and the passenger seat. The doors were replaced by stripped ones, with no glass and fittings. The differential was changed for a 3.9:1 ratio "locked" unit. Wider rear wheels

Current Configuration

Engine:	Rover 215ci (3523cc) V8. Crane H234 hydraulic race cam and Crane followers. Stock Lucas distributor, with a Lumenition Electronic Ignition module in lieu of breaker points.
Induction:	standard Rover twin 1.75" SU or custom 2 x 34 DGAS Weber, or custom 4 x 34DHLA Dellorto Carburetors...
Cooling:	uprated (diesel specification) BLMC Morris Marina radiator.
Exhaust:	either full 2 x 4-into-1 tubular headers for racing, or stock cast iron Rover P5B V8 Exhaust manifolds with custom downpipes.
Transmission:	standard Rover 4-speed manual transmission, with direct top gear. Standard Rover V8 diaphragm clutch. Custom driveshaft created from a Rover V8 front section welded to a Ford Anglia 105E rear section.
Rear Axle:	stock Ford Anglia 105E with a (stock) 3.54:1 ratio differential (for road use) and a locked 3.7:1 ratio gear set (for race use). Anglia van half shafts.
Front Suspension:	standard 1275 Sprite/Midget coils springs and lever arm shock absorbers.
Rear Suspension:	standard 1275 Sprite/Midget leaf springs and lever arm shock absorbers.
Brakes:	stock MG Midget front discs and pads. Stock Ford Anglia Rear Drums and shoes.
Wheels/Tires:	(road) Falcon 13x5.5 alloy wheels with 185x70 tires. (racing) 13x 3.5" or 4.5" front wheels with 145x70 tires. Rear 13x6 wheels with 205x65 tires.
Weight:	~1700 pounds.
Electrical:	standard Smiths gauges, except the tachometer has been modified for V8 use.
Other Mods:	full 6-point roll cage (welded in place). Fibreglass "Frogeye" style forward-hinged bonnet. Fibreglass frogeye rear wings grafted around the Midget Boot section. Transmission tunnel raised and widened. Engine bay and footwells modified.
Performance:	in race trim, standing start quarter miles in 12.9s at 113mph.
Date Completed:	on the road (and raced) since 1985, but not yet "completed"! (It's been driven approximately 12,000 miles since 1985.)
Comments:	the Midget 1500 chassis has reinforcements that make it stronger than earlier chassis. It also has a dropped section behind the steering rack which makes it easier to fit longer engines and clear the front pulley. The rear axle started to rotate on the U-bolts, which caused rapid failure of the rear universal joint. I welded a reinforcement of the axle spring pads to prevent that from happening again. "Slapper bars" under the front of the rear springs prevent spring "wind-up" on acceleration.

and tyres, narrower front wheels and tyres completed the transformation.

With this arrangement the car achieved a best quarter mile time of 12.9 seconds at 113mph, and finished runner up in the 1987 Street Machine Rover V8 Street Rover Championship.

Since then the car has been used occasionally on the road and this year I finally

achieved a long held ambition and fabricated another inlet system. This uses 4 x 34 DHLA Dellorto downdraft carburetors (S/H ex Alfa 1.5 Sud/Sprint engines) on a pair of aluminum manifolds with 1.5" spun alloy ram pipes – now I need a bigger bulge in my bonnet!

See the invitation to Drag race your Spridget on page 25 of this month's MASCOT.

Words and images by Phillip Heric



4 x 34 DHLA Dellorto downdraft carburetors (S/H ex Alfa 1.5 Sud/Sprint engines)



"It's a Midget 1500 bodyshell, but it's wearing Sprite Mk.1 style fiberglass bonnet and quarterpanels." (This photograph was taken in May 2008 and it shows the current paint color, which is navy blue.)"



MG Midget Turbo MkIII RWA

Eight years ago the big Healey was finally finished, and then came the kids, so the big Healey had to go!

Seven years on, Isabel is seven and Ruby is four, urmm I think I will take a quick look on eBay to see what Midgets are on there, the reason for looking, I had a love affair with one twenty seven years ago (where are you now KEL 899E?)

Big mistake (financially) there it was in Midnight blue, the advert said needing finishing!

Two weeks later I'm the proud owner of a 1972 Mk111 midnight blue Midget.

The bodywork had been partially restored by Charlie at Auto worx engineering during a quiet spell, the car was to be for his own use, but then trade picked up and was never finished hence the sale, Charlie said if I ever decide to sell, could he have first refusal,

that's two first refusals I now have as my brother said the same when he drove the finished car, he too was a Midget owner in his youth, the nostalgia in these cars is hard to get out of your blood.



The restored body



Rob's old car KEL899E

The body had been completely restored, except for no bonnet or trim fitted, engine and gearbox had been fitted complete with a MG Metro turbo strapped to it, but with no modifications to engine or brakes this gave me concern about the handling and stopping power of the car.

I decided to run the car for the summer with a scrap bonnet fitted that I had been given with the car, but I soon realised that without reducing the compression ratio and making sure the crank etc was all up to the job, this standard 1275cc engine was not going to last a day let alone the summer.



The refitted engine

So I took the decision to take out the engine and box before I made things any worse. While the engine was out every thing else was stripped off back to the shell.

The engine was sent to Peter May Engineering for a complete rebuild to low compression turbo specification, Peter advised to go for strength so was only bored to 1310cc, everything was lightened hardened and balanced, a Titan belt conversion was fitted, head was flowed and polished and two extra studs added, so now an eleven stud head, reprofiled cam and Aldon distributor were also fitted.

On refitting the rebuilt engine I decided to mate this to a Frontline five speed conversion, this is a fairly straightforward procedure except for a bit of cutting and grinding, I opted for the short remote version so the gear stick still exits the tunnel in its original position, the one thing I did change from the Frontline kit was to replace the clutch for a 7.5 inch rally clutch.

While the engine was out this gave me time to carry on with other modifications, adjustable Spax rear shocks were fitted complete with

1 inch lowering blocks (which I later removed due to wheel arch rub on the 14 inch wheels)

My attention then turned to the front brakes as the standard ones came nowhere near able to handle the extra power, I did not know whether to go for a bigger disc conversion or Kad four pot aluminium callipers, which use Metro Turbo pads, after speaking to a Mini enthusiast, I went for standard cross drilled discs, Kad callipers and green stuff pads which were soon changed for Mintex m1144.

Peter May negative camber top trunions and uprated anti roll bar were fitted, in my opinion this has to be the two best modifications to transform the handling of a Spridget you can make at such little cost.

Once the engine and gearbox were refitted complete with new turbo and modified manifold, it was clear the bonnet would not shut properly due to the turbo plenum chamber being too high, in stepped Nick Evans a lecturer at Sandwell college, who thought this would be a good little project for his students to hand craft a bulge in the bonnet to allow for clearance. A great job they did too.



Sandwell College's bonnet bulge

Five hundred miles have now been completed and everything has bedded in nicely, so car polished and running well we took a trip to South Mids classic car meeting, on the journey home a pot hole helped the bonnet catch come undone, thirty seconds later once the wind got under the bonnet it ripped off the safety catch and the bonnet slammed into the windscreen at approx 70mph ! Not a pleasant experience, bonnet pins had been purchased but I had not got round to fitting them!

So obviously pot holes don't just wreck wheels, I didn't bother trying to explain this one to the Highways Agency.

So as this goes to print it's all in bits again, hopefully all done for Silverstone live, the classic car revolving door continues.

Rob Newton

After research on turbos, an uprated Avonbar adjustable actuator was fitted, Ford RS Escort Turbo fuel pump and a modified larger float chamber.

Thermostat was removed and a Kenlowe fan was added.

Next up was a complete new interior to include some nice posterior hugging retro bucket seats from Cobra.

Within the first minute of seeing the car before purchasing it, I thought how good the Midnight blue would look with a white stripe front to back and a white works replica hard top, this image in my head would not go away until the restoration was complete.



Midnight blue with a white hard top

"Gaby" the Austin Sprite



This is Gabby – our 1971 Austin Sprite. Being an Austin Sprite she is one of the rarest breed of Sprigets, with only 1021 other Austin Sprites ever made. She's a 1275cc "square" arched mark IV Sprite. Unfortunately she has lost her Austin badges (how careless of her!) but she is embellished with Austin Healey badges which are close enough and she wears them with pride. We purchased Gabby in autumn 2008, collecting her from deepest Suffolk and driving her back to Lichfield.

This was something of a homecoming as she's spent most of her life in and around Staffordshire and Shropshire, having only moved to Suffolk a couple of years earlier.

It was back in 1997 when a loving former owner from Burslem in the Potteries restored her bodywork, and by the looks of it she's hardly seen a wet day since. The inside of her front wings still display their Rover dealership part number stickers. That owner also collected all his receipts and even had some laminated so we're confident of her history. She's had various cosmetic work in recent years – recovered seat, new mirrors

and other chrome livery, and lots of bits and bobs. When she arrived in Lichfield she was rather lacking in engine oil, and after a few investigations it became apparent that



rather than marking her territory with the usual A-series spot or two, Gabby had quite a taste for it and was digesting it internally in large quantities. That prompted a full engine rebuild, with us removing and disassembling the engine and the engineering work to the block and head done by Rob Walker Engineering of Oxfordshire. The 1275 was rebored to take +40 pistons, has a fully skimmed head, unleaded valve seats.



She still marks her territory though by leaving two spots of oil wherever she's parked up. Whilst the engine was out the engine bay was taken back to bare metal and given a spruce up. The wiring was tidied and she was upgraded to an alternator setup and spin-on oil filter to ease servicing. A pair of refurbished carburettors were fitted too.



After a winter in pieces she was back on the road just in the nick of time in April 2009 to use as our wedding car, and performed perfectly on the day despite having only been put back down on all four wheels in the week preceding the service. She sailed through her MOT in July and a few remaining niggles were addressed last summer with the help of the South Staffs branch of MASC – thanks for all the help guys! She has spent most of the winter tucked up in our garage, bar for an emergency trip to Halfords on a snowy January morning to collect a new battery for our Berlingo which had refused to start.

Right now she's waiting for the 2010 sun to come out to enjoy her 39th British summer, which I'm sure is just around the corner.

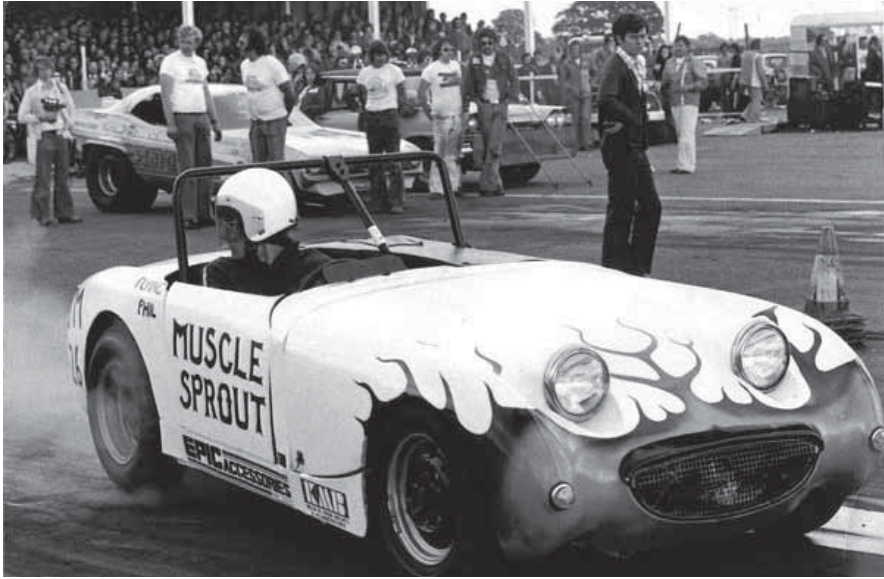
Ant & Fran Allen



Fran, Ant and Gaby outside the church



Healey (and MG) Drag Racing Group Nationals



at Santa Pod – Sunday 22nd August 2010

Classes

Standard* Sprite/Midget – Unlimited Sprite/Midget
Standard* Jensen Healey – Unlimited Jensen Healey
Standard* 100/3000 – Unlimited 100/3000
Pre-AH100 Healeys – Others

*Uses model's standard block and carburation. Turbo/Supercharging/Nitrous/4WD = Unlimited

This is a public run-what-you-brung day (see www.rwyb.co.uk) so turn-up, pay your admission and track fees (around £35), sign-in, race, get your timing slip and show your timing slip to an HDRG official. Race as many times as you want as only the fastest time counts. If the weather is wet and the track cannot be used then Saturday 4th September is the alternate date.

To register your interest please email healeydragracing@hotmail.co.uk
or call Ian Osborne on 07775935205

RWYB Rules & Regulations

1. A full valid recognised driving licence is required to sign-on.
2. Seat belt is mandatory for your own safety.
3. Helmets required for all open top cars, and any vehicles doing 110 mph or more at the finish line. Arm straps required in open top cars (put up your soft top).
4. Before you go on to the track you need to visit the signing on office to sign a declaration form and pay your signing-on fee.

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It's Good to Talk



Taken at Malloy Park

My story begins when I open the garage door to find the Midget is leaning at a funny angle – that's right, I have got a flat tyre and so it's off with the wheel and on with the spare before I set off to the tyre company for them to analyse what's the problem. They say they will have a look at it for me. I help myself to a free cup of coffee and go and sit in the sunshine to wait.

As I am sitting there a chap in a woolly hat comes over and says "nice car mate". It turns out that he is a black cab owner having four new tyres fitted but more important he has a Triumph Spitfire and a MGB at home and has just sold a mint Frogeye to pay for his misses' new kitchen; I guess we have all done something similar over the years. He tells me that he drives a black cab for a living

but he drives his classics for fun. We end up spending a good hour chatting about car stuff and agreeing that if it wasn't for the cars we own we would not have spoken to each other. I don't know about you but in the ten years I have owned my Midget this type of thing happens to me a lot when I am out and about in my little green car and so I think not only are old cars great fun to own and tinker with but they defiantly get people talking.

By the way, it turns out that my flat tyre was caused by the old enemy RUST!! It had caused some of the chrome plating on the inside of the rim to flake off and cut the inner tube.

Hey Ho.

Barry Newton
MASC No 3980



In celebration of the belated arrival of Summer, this Austin Healey Sprite Factory Photo proves the fact that in the 1960's, the sun always shone (in Monte Carlo, not here in the UK).

Joe Coyne Trophy

These pictures were taken at The Ace Café in London and show Editor Gary receiving this award which he won for coming 2nd in the Harrow Car Club Competitors Championship 2009.

The large plates on the Award were won by Joe Coyne at The Cottingham Trial, an event that has also been won by both Sir Stirling Moss and John Sprinzel.



The Trophy



Keith Warner
Midget and Sprite Club
& Harrow Car Club

Keith Warner and Gary Lazarus at the Ace Cafe

Editor's note: Clearly if I can win some silverware, then anyone can!

If you are considering a bit of fun, inexpensive competition in your Spridget why not get in contact with Keith Warner, who will be able to steer you in the right direction.

He can be contacted at mrkwarner@hotmail.com

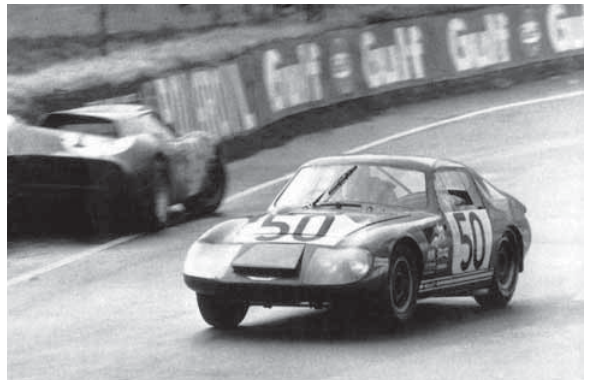
1968 Austin Healey Sprite Number 50

Engine: Austin 1293cm_
Group: SP
Drivers: Enever & Poole

Total Distance: 2013.86
Average Mph: 94.72
Finishing position: 15

Hours	1	2	3	4	5	6	7	8	9	10	11	12
Position	42	39	36	36	35	33	31	30	27	28	26	25
Hours	13	14	15	16	17	18	19	20	21	22	23	24
Position	25	24	24	23	23	20	19	19	19	17	16	15

The 1968 Sprite had a new Lucas fuel injection system which gave the engine more power in the 4000 to 5000 rpm zone and was very fast in any condition. It developed 111 hp at 7000 rpm. That is 5hp more than with the 1967 weber-carb engine. Because it was fuel injection, it was necessary to put the dynamo on the left on the cylinder head hence an ugly bump on the bonnet. This car won 3 trophies in 1968 and Roger Menadue was selected "Mechanic of the race" at Le Mans.



© healeymeetslemans.nl

See a model of this car on the inside of the back cover

HCNW Drive It Day 2010



So after a week of solid sunshine the Home Counties awoke to rain and dark skies, as I imagine many of you did on Drive It Day, but when you have a plan you stick to it!

Our plan was to meet at Steve and Tracy's house in Princes Risborough for a gentle drive around the Buckinghamshire and Oxfordshire countryside. I think Steve was hoping for coffee on the patio as he had set up the garden furniture the night before, but it was coffee and home-made biscuits in the kitchen instead. Very nice.

Most of us arrived in two convoys; I joined mine just outside Tring, tagging on to the back of Andrew and Richard Mumford. Chris was leading a group down from the north of the area. It was a rare occasion as Lily and Vic arrived with their roof up, but no sidescreens, so puddles and passing traffic still meant they were a little damp, but in good spirits.

After the tea and coffee and a group decision that the weather was looking bright enough for all hoods to be despatched, we set off around the lanes to Stone. Then on to Haddenham, touching the outskirts of Thame and up into the hills around Kingston Blount and Bledlow Ridge. Then we arrived at the bottom of Kop Hill for the short but steep climb to the top. Some of you may remember mention of Kop Hill last September as it is the site of one of the oldest hill climb events in the country. Following on from the success of last years commemorative re-run of the hill climb there is to be a repeat event this

September, celebrating 100 years since the first event.

It was then a short hop on to the King William in Speen where we stopped for lunch and liquid refreshment; a nice pub with a large gravel car park providing plenty of room for Spridgets. After a hearty lunch and more than a little chat we said our goodbyes and set off for home. An enjoyable run and eventually the weather was very kind to us, although I did get caught in a short, but heavy, downpour when almost home. Thanks go to Steve and Tracy for organising things for the day.



Lunch stop at the King William

We had the usual lively pub night at the end of April. A good turn out, but a bit cold and wet for any Spridgets to grace the car park. Maybe there will be some at the end of May. Our next run planned by Maggi and Roger will have happened by MASCOT delivery day and June has a number of events pencilled in to the HCNW diary.

On the 1st June the Harrow Car Club have extended an invitation to join their concours evening at the Windmill pub in Chipperfield and visits are planned to Datchworth classic car show and a possible run to Stowe Gardens on 12th and 13th June. Check our website for details.

Importantly please be aware that the June pub night on the 30th will not be taking place! Instead a number of members will be visiting Classics in the Walled Garden at Luton Hoo, again check the website for details.

Mark

markdhall@aol.com

<http://hcnwmasc.blogspot.com/>

Notts & Derby Monthly meets and area roundup

The April meeting at The Sitwell was postponed for a week so apologies to anyone who missed my rescheduling notice. The evening brought out a Mk1 Sprite, a Mk3 Sprite and an IOW Frogeye "Supersprite" and remained dry – apart from inside the pub of course! Pretty much the same turnout for May with Paul bringing one of his other "Supersprites", plus Alan comisserating at having his Midget off the road and Neil and Sue in search of a car.

Local events are now cropping up in abundance. The classic car meet at The Great Central Railway station at Quorn had a good mix of vehicles including 3 Big Healeys

and my Sprite. Although dry throughout the day the temperatures were low, which meant better steam effects from the locos for the photographers. The recently built steam loco "Tornado" was in action demonstrating how the mail was collected on the move. Sorry Gary but whole trains don't lend themselves to "portrait" format.

The "Bridget the Midget" charity talk was well attended, adding to the Unicef coffers. See the exploits of a round-the-world midget at www.bridgetthemidget.co.uk – if any areas wish to have a presentation I can highly recommend getting in touch with Bridget's owner. If anyone plans to attend the Wollaton Park Autokarna on June 6th please let me know and we may be able to get a block booking. Sad news that The Ashover rally is no more, but an alternative event will take place at Renishaw Hall on August 1st for Austins only.

Another plea to all local Spridgeteers – please let me know your email address or contact number if you wish to be kept up to date with events, as quite often there is not enough notice to get into MASCOT.

Farewell for now.

Ian

Tel: 0115 938 3838
email: ilc@bgs.ac.uk



Rolls Royce Museum visit – my Mk3 Sprite and the Isle of Wight Supersprite of Paul Hodgkinson



"Tornado" on crossing



Great Central Railway – my Mk3 / Big Healey / Fire engine



Warks Talk

April is the month when Chris and I undertake to organise a weekend tour for the group and this year we chose the New Forest. 12 cars took part, it should have been 13 but we were sorry to hear that Graham and Lynne were the unlucky 13th with some health issues that prevented them from joining the group. We started with breakfast at a garden centre in Moreton-in-Marsh, which is to the south of our area, but convenient for the direction in which we were heading and ourselves, who are usually the ones travelling long distances to events. The day was warm and sunny, so perfect to take the roofs down for the drive. The route kept us from major roads and bottlenecks, travelling along single track lanes in the countryside to avoid the large conurbation

of Swindon, which could occasionally be seen in the distance. We had instigated the improved practice of not stopping or slowing down to keep together, which in the past has affected other road users, however, we still all arrived at the same time, thanks to the precise route directions. Our first stop was The Barleycorn in Collingbourne Kingston, where owner, Johnnie, made us very welcome and served luxurious chocolate biscuits with his coffee. We travelled through the forest to Lyndhurst, where we stopped for lunch and a wander, then on to The New Forest Wildlife Centre, renowned for its otters and owls. This was followed by the prettiest part of the route, which followed the Rhinefield and Bolderwood Ornamental Drives through the forest to our hotel in St Leonards. Next



At the Barleycorn



Spridgeteers at Bucklers Hard

morning, which was “Drive Your Classic Day”, after exceedingly good breakfasts we headed south to take a coastal route through Milford-on-Sea, where we stopped to take in the view of the Needles off the Isle of Wight, to Bucklers Hard. Many people will know the old boat building village of Bucklers Hard as it is part of the Beaulieu Estate with its Motor Museum, but our welcome and their organisation exceeded all our expectations and is worth a visit by any car group. We were charged a half price entrance fee, it being per car rather than per person and were parked within the village, which not only meant our cars were secure, but also provided an attraction for other visitors. Our lunches at the Captain’s Table, which had been pre-ordered, were ready at the designated time and served immediately. The staff could not have been more helpful. The return journey from Bucklers Hard followed more country roads and scenic landscapes. We were surprised to get a phone call from Alan and Linda, who had used their SatNav and taken a short cut to arrive at The Tally Ho, which is just outside Hungerford, for afternoon tea before us. We spent a lot of time planning a scenic journey with the help of Google Maps and a pre-run to make the tour pleasurable and it was enjoyed by those who toured with us. The warm sunny weather was a bonus, with just one heavy shower on the return journey, which quickly cleared. Although not until Dave had temporarily rewired his Frogeye to get his windscreen wipers working.

We seem to have been lucky this month with the weather, although the forecast for our next event, St Richard’s Festival & Classic Car Rally in Droitwich Spa Town Centre, was dire



Going through Beaulieu Village

with cold winds and heavy rain. Fortunately, the day was mainly warm and sunny, with the rain not arriving until 4.30 pm while we were heading for home. There was more to see and do this year than in previous years, with a wide variety of classic cars as usual, but also a display on the life of St Richard at the Heritage Centre with Medieval-Style Entertainments, an Italian Market, a Farmers’ Market and Craft Fair. Plus, of course, Geraldine’s favourite shoe shop. Our thanks to Roy and Geraldine for organising the day for us, especially pre-booking our lunch at the Hop Pole, which is known for extremely cheap, good food, but very slow service, however, this year we were served immediately!!!

Our next outing is to join the MG Car Club at Berrington Hall. Thanks to Mo and Phil, there will be a significant presence from Warwickshire MASC, who will be sharing a picnic, hopefully outside in the sunshine.

Chris and Sheila

Bristol Area Report



Things had changed at The Rose & Crown since Terry had been away

It was not without some trepidation that I approached the Rose and Crown at Pucklechurch for our May meeting. Having not attended the last two meetings, leaving the usual Mascites without supervision, what would I find? Would the landlord have built a gigantic, anti Spridgley thing speed bump at the entrance of the car park? Would the pub be boarded up, burnt down or displaying anti-Mascite slogans? No, all seemed surprisingly normal, including yet another wet evening to thwart any ideas of a top down spring, evening runabout in the pleasant local countryside. Only Chris Walker and Jim White were hardy enough to turn up in their Sprites. I almost did, but the lure of the Rebel got to me first (a heater and working windscreen wipers tipped the balance). Also joining the

gatherings, Colin Gale, Philip Sellen – Oh yes, we have spotted the hidden tape recorder that is used to report back to the national committee of Bristol goings ons. (By the by, the comments on the editor's Frogeye was Alan impersonating my voice – he is very good at it). Also very nice to welcome some very old members of MASC. By old I mean in membership terms. Ken and Rosemary Brooks and Trevor Large. Which only leaves Alan Lo, ex owner of the 'Oldest Midget in the village'. Yes, MO is gone. Alan was fearful that the usual warm welcome would not be forthcoming but in true Bristol hospitality, we welcomed him and asked him to sit at another table. We were about to add "at another pub" but as Alan came bearing gifts, we refrained. A quick calculation and that was 9 members without one or two of our usual stalwart hard core members, things are looking up numerically if not meteorologically at least.

In a feeble attempt to keep area members up to date of the true state of Mascings in the region, I have just begun producing a local news letter. 'Avon 'appenings' – just to revive the title of our former newsletters of many years ago. This will initially be distributed by email, as we have no local funds for a stamp, so if you would like to be added to the list, please let me know and I will give your application the consideration it deserves.

Terry Horler

Mutual Assistance Directory

Now, be honest. Did anyone miss my MAD slot last month? No, I thought not. Still never mind, I can inflict you all this month. In April, I went away for a four-day business trip to Turkey and courtesy of the Icelandic volcano, it turned into a fourteen day trip and coming home via Spain! The trouble was, the weather in Turkey and Spain was worse than the UK's weather. Wet, cloudy and cool! No justice is there? Anyway I am now back home and looking forward to the many trips out that are planned throughout the UK. Here in South West Wales, we have a good programme of events so no excuse not to get out and about.

We are thinking about re-branding MAD. It has been going now for about ten years and I like

to think that it has been of help to members. Even if you have not called upon another member's assistance, it has been there in the background – rather like an insurance policy. The question is, do any of you have any ideas for re-branding MAD? Please have a think and let me know what you think. My contact details are in the front of this *MASCOT*.

Don't forget, if you don't carry your copy of the Mutual Assistance Directory and you do not have access to the web or don't know someone who does, I will print off a copy and send it to you. Just ask!

Enjoy your pride and joy.

David Hill

East Anglian Report

Please see below a pub meeting report penned by Graham in my absence, as he explains (see photo of Graham in good company at Goodwood).



An Evening Eggstravaganza

Whilst our beloved leader is away with Sprite and Frogs generally we have, in his and Pat's absence, an 'Eggstravaganza' or two of fine seasonal bitter at the Mad Cat.

Hard Top John (or is he going soft?) was sitting quite alone when I arrived at 8pm (7pm by my Jaguar clock on board the Frog).

He, like me thought he may have got the wrong evening, and was thumbing his Oz copy of 'Mark 1' a Frogeye owners dream magazine, just full of Frogeyes from cover to cover.

HTJ and I had a discussion about wire wheels or not on Frogeyes, in John's puritanical view if they were not fitted as standard at the factory then they are to be considered wrong, against my view that aesthetically they are pleasing and thus justified.

Chris arrived in a Spridget with gleaming replacement original front bumper picked up, for a modest sum, at Stonely MG event in February. He says it is more solid than the original and certainly better than some flimsy offerings.

But soon we were in elite company (not my words) as Hubie and Derek (now building a 'Sebring') turn up in tin cans, at which point Hubie ticked me off for not applying for tickets yet for Silverstone Classic, noting that late applications risk not getting in circuit parking, so take note all last minute types like myself.

Hubie is keen to get numbers interested in going to the bubble car museum and Heckington Mill visit on May 16th.

Le Mans Classic 2012 was discussed, we felt that each year it gets mentioned but nothing more, so we will find out a bit more from the club's experience this year to build on an outing in 2012.

Next was the Yesteryear run, consisting of a convoy of nostalgic vehicles (including a magnificent 1912 Flanders and an immaculate Scot twin motorbike) driving through some of the prettier Cambridgeshire villages where enthusiastic villagers line the streets to cheer and wave in appreciation. There was a good turn out of vehicles, despite the less than perfect weather, bolstered up by a sprinkling of MASC members (sprinkling being an appropriate word since it was a day for umbrellas on the back shelf. My spies tell me Chris was not entirely happy until he was parked near the beer (Tring Blond as good as it sounds) at Swavesey VC for an excellent lunch.



A brilliant day was had by all including the spectators and MAGPASS who are the beneficiaries of money raised by this popular event.

The local Aston Martin club rep has asked me if anyone knows the whereabouts of his old Austin Healey Sprite KUR866H, registered 11/08/69, which he would like to purchase back.

See you all at the Mad Cat and beyond.

Graham

Dave Dixon



Sussex Area Report

Finally the sun shone and the cars all came out, well that's most of them, one member had buried his Sprite so far back in his garage and being short of time he had to use his Ferrari. Linda tried the passenger seat and pronounced it suitable for our fleet but too large for the garage. Anybody know a builder specialising in garage extensions?

I've had a sneak preview of yet another car about to be acquired by one of our members. If it arrives on time we should see it at the June clubnight – meanwhile the clues I can reveal are that it has 2 seats, sidescreeens, and although made in Europe was popular in the USA.

By the time you read this Kirk and Gabi will have tied the knot with a fairytale wedding at a medieval castle. Our congratulations and best wishes to them both.

It was nice to see old friends Carole, and Colin & Jude. A warm welcome was extended to first timers Meredith and Jan Hutchins, we hope to see them again soon in their nearly completed Sprite. Elsa & Geoff collected some more signed entry forms for Ardingly show on the 10th and 11th of July, sufficient for MASC to have a club stand on both days. Well done to both for getting this underway, Unless someone can find a heap in their garden we won't have a barn find on show like the NEC stand, but I am pleased we can shout loud for Sussex MASC at such a prestigious show.

Now the summer's finally arrived we need to make the most of our cars, I am always open to circulating details of drives and events, so please e-mail me if you have anything to share.

David Southcott
dsouthcott@ukonline.co.uk



Breaking News

Following on from the election of a Conservative/Liberal Coalition. The new Government rolls out it latest campaign in an attempt to repeal the Countryside Act.

Suitable captions should be forwarded to me editor@midgetandspriteclub.co.uk when the winner and prize will be announced in next month's MASCOT.

Is Your Spridget Properly Dressed?



It is great when we see more MASC members cars in the classic car magazines but so often they are without our badges, stickers or a mention of MASC – These a good publicity opportunities for the club, raises our profile and hopefully results in new members.

Should you be about to undertake a photo shoot for a magazine and need windscreen stickers quickly, please contact Mike Grout or myself and we will rush you a complimentary supply and please remember to give the club



a mention in the text. I do know that some magazines do not like car club badges and have even been known to air brush them out, surprising really when you consider that clubs are the lifeblood of the movement.

We now give all new members a tax disc holder and windscreen sticker, but I notice when scanning through *MASCOT* that not all members have stickers in place and Mike Grout will be pleased to sell them to you.

Also should you be showing your car this summer and would be prepared to distribute some *MASCOT*'s amongst other Spridgets you come across, please contact me for a supply. We really do all need to publicise the club as much as possible.

Some Membership Matters

- 1 A lot of you when renewing with a family member are only paying the single rate. The current membership rate is £25 plus £1 for each additional member.
- 2 We have recently received several wrongly addressed cheques – Please make yours payable to The Midget And Sprite Club, not Sprite & Midget and certainly not to John Platt !
- 3 Despite having discontinued the Bank Order payment system in 2007 some members have still not cancelled their bank orders – Only you can do this so please cancel now as the account is about to close.
- 4 Please try and renew as soon as you get your reminder – I need you “on the books” before the 20th of each month that your renewal is due, when I submit the next month’s mailing list to Quorum Print Services, our printers.

Late renewal involves us sending costly “last *MASCOT*” reminders and delay – Thank you, all who renew on time, it makes the job a lot easier.

John Platt (membership secretary)
membership@midgetandspriteclub.co.uk

NW Area Report

Not much to report this month I'm afraid. Good turn out for club night and another new member; welcome to Alan and his Frogeye.

Breaking News: Rob has finally got the Frogeye sorted, well almost. The gearbox is in but he now has a leaking brake pipe. Surely this can't take him too long to sort out. Neil has finally been able to get a replacement windscreen for his Frogeye so hopefully he can park up the MGB! As far as I can recall everyone else's cars are going OK, although

lan has a squeaky clutch – probably just his age.

IMPORTANT NOTE: for June club night we are changing venue, for this meeting only. As per the last few years the June meeting will be at the Plough Inn at Euxton, situated between Leyland and Chorley. If you live nearer to this area why not come along and join us. Do not go to the Kilten, if you do then you might be very lonely. That's all for now, see you at the Plough on 9th June.

Les

Kent Area Report

25th April was Drive it Day. The regular Kent meet had been cancelled. A goodly number from Kent & Surrey Sections were to attend Hants Chapter's Meeting at Greywell, Hants. An early shower cleared to leave the rest of the day dry. At 1030hrs seventeen cars assembled in the car park of the Grasshopper P.H., on A25, just outside Westerham. All bar Roger "hop along" Grey were in Spridgets. Roger, not feeling too spritely (sic), was in his E-type Jaguar. His rebuild, of his MG Midget, is still ongoing not that he would have been able to drive it had it been completed. A friend had, recently, knocked Roger off his Motorbike injuring his throttle foot. Lucky it was a friend otherwise the clutch foot might have been damaged and that would have been a real disaster. Thank goodness for friends!

Sussex member Tom Tulip came in his Trojan Healey whilst Kent member Neville Plummer had the Geoff Healey authorised I.O.W version. Why didn't more attend from Sussex Section?

At 1045hrs we made our way to the tea and comfort stop at Hogs Back Café to be joined by Sue & Jim Judd. There was, however, no tea and no comfort as the place is closed on Sundays. Oops! Chris Harding, with Carole, sped past in his Ashley bonneted Sprite eager to set up his Club Regalia stall at the event. We joined him there a short while later. I shall leave it to our host and hostess Terry & Harriet to tell of the event. Thank you both, and all at Hants Chapter, for a great afternoon.

Alan Anstead

See pictures overleaf.

Market Place

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

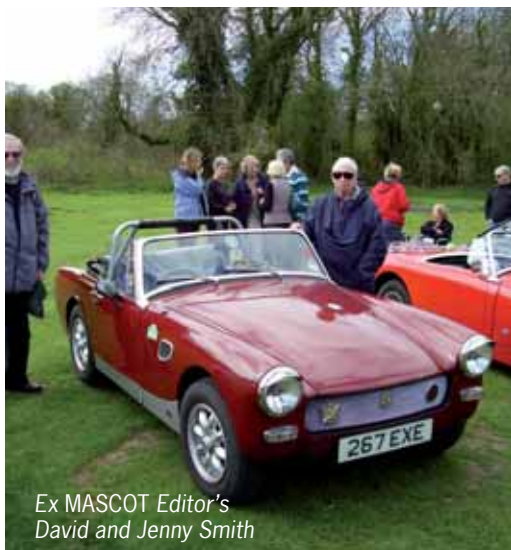
For Sale: 1 No Near Side "early" Spridget wing 2½" between light openings, Red in good condition @ £75 ono
Pair 1974 Midget seats c/w headrests but no runners, 4" slit on drivers side, both will need new foam bases @ £45 pair ono. Pair 1971 Midget Red bare doors in good condition @ £45 pair ono
Tel: John Platt 01789 488321/
email: john@platt2085.freereserve.co.uk
(Warwickshire)

Wanted: For 1500 Midget 2 Fog Lamps. Square or Round. Hella or Lucas. Also driver's seat, black, with hear rest provision. Mr. F. Willett, Glasgow. 01355 233 248.

For Sale: Brand New Chrome Wheel Trims to fit all Midget/Sprite Rostyle Wheels. 4 x Chrome trim rims. A good condition Factory Hard Top in Black with White liner, fit Sprite/Midget. Buyer collects, can supply photos and dimensions etc.

Offers to Robin tel: 02384 77142 (Southampton).

Available: One ticket for car and driver at Le Mans Classic on Spridget Amicale club stand which is located infield close to trackside. £45. Accommodation may be possible, a passenger would need a separate ticket (£54) This is a considerable saving on entry cost, and parking would be another £19. Call Geoff 01562 851544.



*Ex MASCOT Editor's
David and Jenny Smith*



Jerry Diccox MK2 Sprite



Peter Gardiner's RB Midget



*Neville Plummer
in his IOW Frog*



*Ralph Whitmarsh
in his Mki Sprite*



*Mel & Barb Collins
in their Midget*

April-time in Surrey



Outside the Blue Ball

A beautiful spring evening brought a good sampling of Spridgets to the Blue Ball at Walton on the Hill, Surrey, on 20th April.

Third to arrive were Tim & Helen in their Iris blue Frogeye still looking good after repairs to accident damage and a repaint at Dave Groves Garage (past MASCOT Advertiser). Tim had spent the day with Dave Groves chasing a strange squeak now apparently gone. Mice?

Ashley Hinton arrived in a state of excitement that any red blooded male knows can only come from a new mistress. Voices hushed as all were intent on 'getting the goss' from "Ash". "Ash's" new Latin lover is a hot, long legged, fiery, curvaceous, Italian. Wow! Ashley has bought a Ferrari! Fingers crossed for luck. After the initial passion mistresses off' become expensive and leave one heartbroken. Don't ask! Unfortunately we shall have to delay meeting this 'Latin lady' as Ashley was delayed in attending, due to a sickness in the family, leaving no time to collect the car from his collection.

David & Linda Southcott drove up from Sussex in their Midget. Poor Linda, shocked so much, she had to almost be revived. Not so much that Ashley had taken a 'mistress' but the cost involved. As Michael Winner says on TV "Calm down dear".

Talk of Mistresses brings us on to our Regalia man Chris Harding. Chris came unaccompanied in his Ashley Coupe. Chris surprised us with the announcement that, yet again, he has changed lady friends. I must pay attention for fear of calling one by the other's name. Put some side screens on the car Chris perhaps they can't stand the cold!

A Surrey member not often seen (2000 & when?) Bill McDonagh (Hardy Eng – MASCOT advertisers) came in an Austin Healey 100/6 – his Speedwell Sprite currently undergoing an engine change from 995cc – 1293cc. Perhaps we can persuade Bill to write an article for MASCOT, and supply some pictures

of this historic vehicle. Look out for it, on track, at the coming Goodwood Revival meeting.

Another rare attendee John Gibbons came for the first time following the rebuild of his cherry red Frogeye. With cloth cap and period John and car looked straight out of a brief advertising poster. The ten year rebuild of this car by Meacam Spridget has been a triumph over adversity and a story I will try to get John to tell, first hand, in these pages.



Colin's Sprite could be yours

Colin Aldridge came in his blue Sprite. Having owned it for twelve years Colin feels that it is time to 'move on'. The car, with fresh Avonbar engine, and a lot of other work recently completed, is now offered for sale. Haggle around £6K.

Nay & Col came without a suitable car but backed themselves so far into the alcove that I could not get past Pete & Hills (white Frogeye), to speak with them, all evening.

Mike Gorman was in his Austin Sprite. Lastly, outside, was my green Frogeye fresh from a repaint at Fisher Services of Bell Green. Fishers are making a name for themselves in Kent & Surrey Sections. My car is the third total respray amongst Kent / Surrey members, in the past twelve months, with another just arrived for sill replacement. Look out for their advertisement in coming issues of Mascot.

Alan Anstead

Where Are They Now?

“UOC 111H” Austin Healey Sprite MkIV

Here are some pictures of a 1969 Mk 4 Austin Healey Sprite that I used to own and would like to trace. The car was bought by me in 1983 from a girl in Trowbridge, Wiltshire, for the princely sum of £325. My Dad came with me to have a look at this mystery machine that I wanted to buy! Once the deal was done I got the Sprite home and began to dismantle her.



She was originally either flame or blaze red with a black interior and the registration was UOC 111H. Over the next couple of years I lavished all my spare cash on her and finally just after I had joined the RAF I got her MOT'd and running. Being in the mid '80s and before I knew any better I had her resprayed by a local cowboy in 2 pack Glacier White, added a woodrim steering wheel and was in the process of tarting up the wire wheels – hence the different type of spinners on the wheels – before a gorgeous TR6 caught my eye and I sold her to a mate for £900, though importantly I had some good fun in her. Not sure what happened to her after that as the friend sold her to an older chap. Enquiries last year tracked her down to a chap named Kim, whose surname I have forgotten, who deals in Midget parts in Melksham. I think she has gone to the great car scrapyards in the sky, but I would be interested in any last pictures, parts or V5 that might remain.

Jason

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Editor's note: The Kim named in Jason's request is Kim Dear and I have now put the two of them in touch with each other. MASCOT will keep you informed of any developments.

“VLL 958” Austin Healey Sprite MkI



Just wondered if you could help, I owned this car in the late '60s and would love to know if it is still alive and kicking? It was pale yellow and the Ashley roof was not quite a match. Thanks.

Richard Claxton, claxton_52@hotmail.com

The 1970 Sebring Sprites



Photographed at Sebring 2010



Driver line-up



Photographed at Sebring 1970

B&W image © and courtesy of Louis Galanos. USA
 Colour images © and thanks to Mike McKay. USA
 Model images © Gary Lazarus



The number 49 Sebring Sprite

The recent acquisition of a couple of “Corgi Junior” Austin Healey Sprites took me on a search for images of the actual cars. By complete coincidence while looking for something else, I stumbled upon these images taken at Sebring this year by Mike McKay. Mike says he wasn’t expecting to see these cars when he went in to the building. There were also some Jaguars but they were mainly interested in the Sprites since they’ve had a MkII Sprite since about 1975. However Mike is rebuilding it again along with a couple of other cars. His wife bought a 1973 Midget last year which is in very good condition and which gets driven a lot. The number 73 Austin-Healey Sprite was driven by an all-woman team comprised of Janet Guthrie, Rosemary Smith and Judy Kondratiff. The car finished in 19th position but first in P2.0 at the 1970 12 Hours of Sebring. Not bad when you consider they were 50th on the grid. The car had an A Series 1300cc engine and the sponsors were Baker Motor Co. and Ring Free Motor Oils.

Gary



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