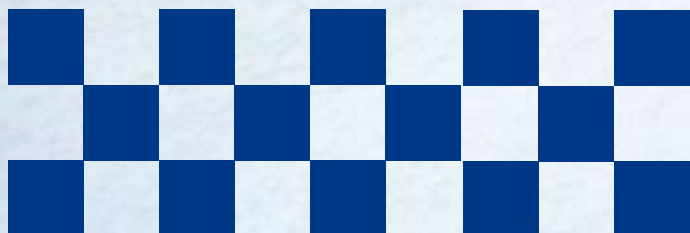


# Mascot



The Magazine  
of the  
Midget & Sprite  
Club





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

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<b>TRADE ADVERTISING</b>	<b>John Clark</b> , 16 Barley Close, Broomfield, Herne Bay, Kent. CT6 7XG Tel: 01227 368638, Mob. 07971 153556 Email: jrclark@sky.com

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<b>WILTSHIRE</b>	<b>Caretaker Area Reps: Sarah and Tim Saunders</b> , Tel: 07968 261990 email: yorkshiremasc@googlemail.com
<b>YORKSHIRE</b>	

Also see the Club Nights section on page 2 for new areas and contacts.

Compiled by Richard Flynn (richard.flynn@live.co.uk). Please advise me of any changes, errors etc.

**MEMBERSHIP RENEWAL: IF YOU EXPERIENCE 'MASCOT' PROBLEMS UPON RENEWAL, PLEASE CONTACT THE MEMBERSHIP SECRETARY OR THE TREASURER STRAIGHT AWAY. The Committee**

© Midget & Sprite Club

# January's Editorial

After the excesses of the Festive Season it's time to reflect on the past year and to plan the upcoming one.

I've had the good fortune to be a member of MASC for 10 years or so, on the committee for about five of those and the Club's editor since my first *MASCOT* in August 2008. This is the 30th *MASCOT* which I have helped to produce. I say helped to produce because my input has simply been to collate the information, take a few photos and write the odd (sometimes very odd) article. The real effort has been made by those people who continuously feed me the articles and reports month after month. Even in December and January when, let's face it, there is very little going on. The *MASCOT* contributors keep the flow of material coming in, which in turn allows me the privilege of putting it together. So I'd like to publicly thank those of you who keep it all ticking along month after month. Once such pairing are Chris & Sheila Yates who are stepping down as the writers of the Warwickshire area reports. I don't know how long they've been doing it, but to give you an idea, I am their fourth editor. Many thanks and enjoy your retirement from *MASCOT* scribbling.

Over the year we've had the joy of welcoming some newborn members though this has been tinged with sadness for those who have passed away. However as a club we end the year with a larger membership than when I wrote my editorial this time last year, which is no mean feat.

Looking ahead to the coming year, the future looks exciting. The major events, Midget 50 (the big one) in the middle of June and our National Club event at the Silverstone Classic at the end of July are well past the planning stage with both already taking bookings. You can read about them (and find out how to book tickets) in this month's *MASCOT*. Please support these two events if you can. They are really not to be missed.

In addition, many of the areas already have their diaries filled with other events and outings. It's always nice to hear about groups linking up for shared events as well as visiting each other's area meetings.

On a personal note I'm looking forward to once again Sprinting my Frogeye and may even attempt the occasional Hillclimb now that I have an ugly great rollbar spoiling the look of the car. However it's the meeting of other likeminded people and their cars which I'm most looking forward to. I find that the Midget & Sprite Club gives me back so much more than I put in. So if you are a member who doesn't generally get down to your local area meeting, why not make it one of your New Year's resolutions to pop along to a club event. You are assured of a very warm welcome.

A very Happy New Year from Gary & Gaps.

**Next month's deadline for articles and reports to be included in *MASCOT* is Monday the 17th of January.**

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**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.**

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Cover image: Steve Murrell's Frogeye, underneath there somewhere!

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# 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: jgjanegates257@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 Green Man**, Middleton Village, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: green\_mx5@hotmail.com
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at grahame\_gibbins@unipart.co.uk
- 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 **East Anglian Area**. Previously the Cambridgeshire Area Meet at **The Mad Cat** pub in Pidley Village, midway between Huntingdon & Chatteris, 8pm
- 2nd Saturday **Yorkshire Area** – meet each month at **Ye Jolly Farmers Inn**, Dalton near Thirsk YO7 3HY – please note new fixed venue – more information at <http://yorkshiremasc.blogspot.com/>
- 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 **Selsey Arms**, Coolham, RH13 8QJ from 19:00. Contact David Southcott at dandsouthcott@btinternet.com
- 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.freeserve.co.uk](mailto:andy@cross743.freeserve.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** – Venue changed. Please contact David Hill for details of new venue, Tel: 01239 811307 or email david@hill.be

Northern Ireland

robertholmes25@hotmail.com. If enough interest, will arrange a meeting.

## Club Website

[www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)

Members Only pages for December,

User name: Micro

Password: Blister

## Events

### From Richard Flynn & Webmaster Toby Anscombe

#### Events organised so far

#### Events 2011

#### February

Sunday 20th

MG Show & Spares Day. 10:00am – 4:00pm at Stoneleigh Warwickshire, CV8 2LZ. For tickets call 0871 620 7067 web address [www.mg-show.co.uk](http://www.mg-show.co.uk)

#### April

Sunday 13th

Hampshire Area "Drive It Day" 12:00pm – 4:00pm approx at the Fox & Goose, Greywell, RG29 1BY. To book phone 01256 702062  
[www.midgetandsprite-hampshire.info](http://www.midgetandsprite-hampshire.info)

#### June

Sunday 12th

Midget 50 at Burghley House, Stamford, Lincolnshire Register at the web site and order tickets at [www.midget50.com](http://www.midget50.com) or call the ticket hotline 01954 231125

#### September

10th - 20th

MIGLIA 2011 For M.G. Midgets, Austin Healey Sprites, & derivatives only. For more Details contact Alan Anstead Surrey / Kent Area Rep. [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com) Tel: 01322- 384050

#### November

Friday 11th

to Sunday 13th

Join Warwickshire at the Classic Car Show at the NEC. Details from John Platt on 01789 488321 or email [john@platt2085.freemove.co.uk](mailto:john@platt2085.freemove.co.uk)

Area Reps please let Richard Flynn (**email: [richard.flynn@live.co.uk](mailto:richard.flynn@live.co.uk)**) have confirmed dates for new events asap.

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

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

# MASC Grand National Gathering



On the 22 / 23 & 24th July 2011 we will be holding a mass gathering of MASC at the best classic sports car event in the world, the fabulous Silverstone Classic. We have managed to secure **two for one tickets**, infield parking, access to everything and a parade lap of the track for our cars to celebrate the fiftieth birthday of the Midget. This year the Classic will be bigger and better than ever with us being among the first to sample the delights of the newly improved track and amenities.

The event will include 6000 classic sports cars on display, 800 additional classic sports and racing cars to get up close and personal with, before and after they are on the track for the twenty races over the weekend, full access to the pits, access to the stands, 100 or more trade stands and stalls, Silverstone's own shops, bars, eating places, two vintage rock concerts, a classical concert, access to the picnic in the paddock, air displays, a free Victorian fun fair, car auctions, art, antiques, all the things I have missed out and those that are still being planned. All this together with a chance to catch up with the guys from other areas of our great little club, compare notes and look at their Spridgets. The racing is a fabulous spectacle with cars (including famous F1) dating from a few years ago back to the 1930s and beyond, all really going for it, often with legends like Stirling Moss (and a host of other famous drivers) at the wheel. Please Google Silverstone Classic for more details and updates.

This is top-flight big time motoring fabulousness and MASC has brought you the chance to be part of it at a bargain price. Not to be missed.

## Car Clubs Ticket Offer

The matrix below explains the ticket prices that are available to the public during each ticketing period: Ticket Price Matrix

	Early Bird Tickets Until 31st March 2011	Advanced Tickets 1st April – 30th June 2011	On-The-Day Public Ticket Prices
Friday	£30	£35	£40
Saturday	£40	£45	£50
Sunday	£40	£45	£50
2-Day Fri/Sat	£60	£70	£80
2-Day Sat/Sun	£70	£80	£90
3-Day Weekend	£80	£95	£110

During the Early Bird and Advanced periods MASC members will be able to purchase 2 event tickets for the price of 1 using our dedicated car club booking code, which will include 1 infield car pass for access to our display area and admission for up to 2 people in the car.

Tickets can be purchased by calling 0871 231 0849 or online via [www.silverstoneclassic.com](http://www.silverstoneclassic.com)

It is essential that you quote the code below

**MASC BOOKING CODE C11035**

For further information contact Committee member and East Anglia area rep David Dixon  
Email: [e-dave@ntlworld.com](mailto:e-dave@ntlworld.com) or by phone: 01733 222810

# Spridget Colour Schemes

## (Part 6. The Rubber Bumber 1500 Midgets)

We conclude the series listing the various colour schemes throughout the Spridget range.



*Carmine Red USA spec Midget*



*Bronze Yellow USA Spec Midget*



*New member Fraser Mitchell's Chartreuse Yellow 1500*

### Midget 1500 GAN6

Body Colour / Paint code	Seats/trim/carpet	Period
Harvest Gold (BLVC19)	Black	Until Feb '76
Damask (BLVLC99)	Black	Until Feb '76
Citron (BLVLC73)	Black	Until Feb '76
Black (BLVLC23)	Black, Autumn Leaf or Beige (2)	Throughout
Glacier White (BLVC59)	Black or Autumn Leaf	Until Aug '77
Bracken (BLVC93)	Black or Autumn Leaf	Until Feb '76
Tundra (BLVC94)	Autumn Leaf	Until Feb '76
Flamenco (BLVC133)	Black	~Feb '75 to Aug '77
Tahiti Blue (BLVC65)	Black or Autumn Leaf	~Feb '75 to Aug '77
Chartreuse Yellow (BLVC167)	Black	~Feb '76 to Aug '77
Sandglow (BLVC63)	Autumn Leaf	~Feb '76 to Aug '77
Brooklands Green (BLVC169)	Autumn Leaf or Beige (2)	~Feb '76 on
Carmine Red (BLVC209)	Black or Beige (2)	Feb '77 on
Leyland White (BLVC206)	Black	Aug '77 to June '78
Inca Yellow (BLVC207)	Black	Aug '77 on
Vermillion (BLVC118)	Black	Aug '77 on
Pegeant Blue (BLVC224)	Beige (2)	Aug '77 on
Russet Brown (BLVC205)	Beige (2)	Aug '77 on
(3) Porcelain White (BLVC243)	Black	June '78 on

1. Hood, tonneau cover, hood cover & hardtop were in black for all colour schemes.
2. Beige (with chestnut carpet) superseded Autumn Leaf from GAN6-200710 (October '77).
3. Porcelain White was also known as Ermine White or Leyland White.

These charts are based on information obtained from the MASC Archivist Terry Horler's book 'Original Midget & Sprite'.

Jim's two Sprites (not that he's a greedy person) and his 1950 Avery Hardoll petrol pump that he had restored a couple of years ago



## Committee Member Profile

**Jim Willis, General Committee Member**

I retired from my business two years ago, having spent 30 years in commercial Insurance Broking, with a view to having more time to devote to all the things that you always promise yourself you will do. How wrong could I be? Time just seems to fly by, and people always said to me "you won't know how you had time to work"!

Last June, I was asked if I would consider joining the committee of the Midget and Sprite Club, and after due consideration I agreed to put my name forward, as I felt I would like to put something back into a club that I really enjoyed being a member of. I elected to become just a general committee member for the time being to get an insight as to how the club is run, the problems it encounters, and to give some of my business experience where necessary (especially on Insurance matters etc). My wife Rosemary is also an active supporter of the Midget and Sprite Club, as are my two boys who are 34 and 31 respectively. They both enjoy the cars when they can get their hands on them!

I have two Sprites, both in very good condition, a 1959 Frog, and a 1962 Mark 2. Both are very standard cars and both have been restored to a very good standard. The Frog has been featured in a few magazines,

Practical Classics and MG Enthusiast magazine, and my claim to fame was being featured extensively in the Haynes Super Profile book by Lindsay Porter in 1983, when I looked much younger! Having owned the Frog for 34 years now, I think I know it very well. The Mk 2 was built up from a rotten MOT failed car that had stood for 25 years, and which started after about 20 minutes of messing about, and it was driven on to a trailer and shipped back to Redditch for a complete restoration job! Such is the quality of these machines, and a feature of why we all love them. I drive them both as much as I can, and I always take the Frog on its epic journey to Germany to meet the Spridget Treffen members each year.

I am an active member of the Warwickshire area group, and enjoy supporting the events that are organised each year. I also belong to the Austin Healey Club, the Mercedes owners club, and the British Mini Club, as I have few other classics in my life ... but that is another story.

I hope that I can make an effective contribution to the club and look forward to serving on the committee.

**Jim Willis**  
Redditch, Worcs

# Technical Articles

For those of you who like to refer to previous technical items and tips, here is a list of those which appeared in *MASCOT* during 2010

Technical Subject	Author	Edition
Oil change for beginners	Anstead	February
Track day preparation	Andrews	February
Gas struts for bonnets (Frogeyes)	Hunter	February
Which choke cable (for year / type)	Rob	February
Diff rear axle oil change for beginners	Anstead	March
Crossflow thermostat housings	Stapleton	March
Basic Oil Changing	Horler	April
(Water) Pumps ain't what they used to be	Green	April
Door mirror upgrade	Plumb	April
Accelerator Return Spring Fitting	Flack	May
Simple Additional fan fitting	Hunter	May
Restoring the windscreen of early Mk1 Sprite	Dybilow	June
Spridget ski holders	Trevorrow	July
What does it do : SU carb dashpot oil	Reprint	July
Accelerator Cable tips	Leib / Young	August
Fly off Handbrake Conversion	Ingall	September
Spridget Colour Schemes MK2 Sp & Mk1 MG	Reprint	September
Spridget Colour Schemes Mk3 Sp & Mk2 MG	Reprint	October
On removing the engine / gearbox	Davies	October
Polybush Frogeye rear spring	Anstead	November
LED bulbs	untitled	November
Spridget Colour Schemes Mk4 Sp & Mk3 MG	Reprint	November
Spridget Colour Schemes Mk4 Sp & Mk3 MG	Reprint	December
Dizzy rebuild	Lee Hull	December

Compiled by and with thanks to Alan Anstead  
 Mail to: [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)



Paul & Pauline Routley's Mk1 Sprite



Mike Gale's Midget Mk 3 RWA

## New Members

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

Due to the large number (33 this month), we have had to carry over some photos to the February issue. We hope that those of you who have submitted photos which have yet to appear will understand.

430	Michael Hobson	Worcestershire	Sprite Mk 4
4364	Ken Cothliff	West Yorkshire	Midget Mk 1
4365	David & Brenda Robinson	Bedfordshire	Midget
4366	Paul & Pauline Routley	Staffordshire	Frogeye Sprite
4367	Nicola Bennett & Eric Booth	Tyne & Wear	Frogeye Sprite
4368	Alexia Groutage	Bedfordshire	Midget Mk 2
4369	Dennis & Daniel Sartain	Merseyside	Sprite Mk 3
4370	Larry Rumbol & Nele Andersch-Rumbol	Hampshire	Midget Mk 1
4371	Mike Read	Northamptonshire	Midget x 2
4372	Paul Rose	North Yorkshire	Midget
4373	Stephen Lacey	Buckinghamshire	Midget 1500
4374	Jon & Vikki Seth	Humberside	Frogeye/Sprite Mk 2
4375	Gary & Sandra Smith	Essex	Midget Mk 3 RWA
4376	Roger Lee	Leicestershire	tba
4377	Fraser Mitchell	Cheshire	Midget 1500
4378	Chris & Simon Wallis	Derbyshire	Frogeye/Midget Mk 1
4379	Craig Tarrant	Oxfordshire	Sprite Mk 4
4380	Derrick & Lesley Stammers	Suffolk	Midget Mk 3 RWA
4381	Karen & Keith Leatherbarrow	Surrey	Midget Mk 3 RWA
4382	Stephen Spence	Derbyshire	Midget Mk 3
4383	Mike Preece	Gloucestershire	Midget Mk 3 RWA
4384	Tom De Paep	Belgium	Sprite Mk 3
4385	Michael Gale	Northamptonshire	Midget Mk 3 RWA
4386	Thierry Schimpff	France	Midget Mk 3 RWA/Midget 1500
4387	anon	Lancashire	Race Sprite
4388	Peter Sturtevant	United States – MA	Frogeye Sprite x 2
4389	Claire Chambers & Andrew Chance	Worcestershire	Frogeye Sprite
4390	David Gair & Anne Humble	Northumberland	Frogeye Sprite
4391	Nick Taylor	Gloucestershire	Austin Sprite
4392	Adrian Mills	Somerset	Midget Mk 3 RWA
4393	Philip Ogden	West Yorkshire	Frogeye Sprite
4394	Max Townsend	Kent	Midget Mk 3
4395	Tim Butler	Oxfordshire	Midget Mk 3



Ken Cothliff with his 1962 Mk1 Midget  
"Little Red"



Fraser Mitchell's 1500 Midget with only 22k on the clock



Craig Tarrant and his Mk 4 Sprite



New French member Thierry Schimpff and his  
wife Delphine in their MkIII RWA Midget. Look out  
for their 1500 Midget next month



New Belgian member Tom De Paep's  
son Titus in their Midget



David & Brenda Robinson's GAN5 Midget alongside  
their Triumph Roadster



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

MASC with Amicale Spridget at last year's Le Mans Classic. Photo courtesy of Sarah Saunders



## Twinning L'Amicale Spridget & Midget and Sprite Club



Is this a first for a Motoring club – to twin with a foreign Motoring club?? For several years I have been fortunate, and privileged, to have made friends with members of Amicale Spridget. I believe I first became aware of Amicale Spridget when I met up with them at Spridget 50. If you were there you may remember seeing their group parked on the rise before the main field. Subsequently when attending the Le Mans Classic Amicale Spridget, and specifically Franck Thibaud, invited the group from MASC, that I took with me, to display alongside them on the infield having first assisted in obtaining, for us, tickets. At Circuit de Remparts, Angouleme, Michel Lebigre arranged for our, MASC, group to display alongside them in a Classic Car specific parking area and later both clubs dined together at a restaurant arranged, again, by Michel.

At Laon Classique this year, Amicale member, Aude Evrard introduced herself as an Amicale Member and invited our group to join her family, for the afternoon, for drinks in the garden of the family home. It seemed only natural to put this friendship on a more formal footing and to that end I suggested that our clubs “twin” to cross cultural and language boundaries and promote friendships within the wider Austin Healey Sprite & M.G. Midget Community. My idea was warmly welcomed by Amicale Spridget.

Now each Club will have a Liaison Officer to overcome language barriers.

**Amicale Spridget** Laurent Derancourt  
E-mail: [derancourt.dnh@wanadoo.fr](mailto:derancourt.dnh@wanadoo.fr)  
Tel: +33 (0) 4 77 73 36 64 06 21 70 90 40  
You can see Laurent's cars at  
<http://sritemidget.over-blog.com>

**MASC** Bethany Tucker  
E-Mail: [Bethany\\_tucker@hotmail.com](mailto:Bethany_tucker@hotmail.com)  
Tel: 07720 288275

Each Club's Liaison officer will be able to facilitate contacts within his / her own Club to assist with regard to, for instance, dealing with technical or geographical enquiries, and extending the benefits of the MASC Mutual Aid Directory (MAD) should circumstances arise. By each club having a Liaison Officer language barriers may be overcome allowing for greater communication.

Twinning will give access to each club's members through Club officials and Representatives. By exchanging Magazines/ Newsletters members of both clubs will be better placed to exchange invitations to events & meetings, technical ideas, etc

Amicale Spridget  
[www.spridget.free.fr](http://www.spridget.free.fr)

Midget & Sprite Club  
[www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)

Amicale Spridget are hoping to announce the twinning of the two clubs when they have a stand at Retromobile Paris on 5th–6th February 2011 when I hope to be there with them.

**Alan Anstead**

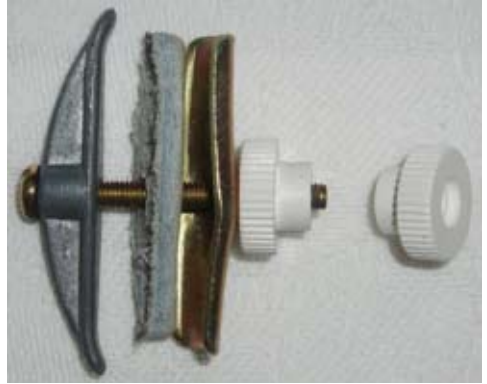
# Wrapped up for Winter

It's that time of year again when you need to do your utmost to keep warm, especially when you're out and about in your classic car. Whilst the heaters in our cars are not bad at keeping us warm, as colder weather conditions persist, the normal engine running temperature tends to drop resulting in a less efficient engine and less heat in the cockpit. Following the very cold conditions we have recently endured, many of you may have already introduced some cardboard or a cloth to reduce the intake of so much cold air through the grille and across radiator.

This uncomfortable inconvenience was recognised during production and BMC made available a custom cover to assist in keeping the engine temperature from dropping too far and adversely affecting performance. These Wintershields were manufactured by Kingsbury and designed to fit on the grille, with flaps which can be opened and closed depending on the prevailing weather conditions. I believe these were always manufactured in black to provide continuity with the black painted area behind the grille.



The first image shows the two halves of the muff, each section is profiled to fit around the curvature of the grille opening and centre plinth with a "lift the dot" fastener on each side of the flap which can be opened. The second image shows the method of securing the muff to the grille; a bolt with



inner locating plate on the inside of the grille, then on the outside a felt cushion and a loose fitting zinc plated plate. This plate is held tight against the grille with a white plastic nut. Four of these fixings are employed per side.

Each Wintershield is now positioned over the protruding bolts and more white plastic nuts are used to hold the muff in place. The idea is that the clamp assemblies can be left in place over the winter allowing you to remove/install the muff quickly as and when you need



to. The final image shows the muff *in-situ* allowing for a warmer and more comfortable driving experience – at least that's the idea!

**Philip Sellen**  
1153

# Rocker Cover Racing at the upcoming Midget 50 Celebrations



For any of you budding racers who can't stretch to a bored out 1380 engine mated to a fully lightened Spridget with trick suspension, this years Midget 50 celebrations (see the inside of the back cover) gives you the opportunity to cheaply and safely compete against other Spridget owners.

The Rocker Cover Racers are basically BMC/ROVER A-series engine rocker covers with wheels attached to the base. These are released at the top of a ramp, and will then continue down a 28ft track. The races consist of two racers at a time, the first to pass the finish line, or the furthest travelled wins!

## ROCKER COVER RACING RULES

### THE COURSE

- 1 The course shall consist of a launch incline eight (8) foot long followed by a level run of twenty (20) foot.
- 2 The launch incline and the track is divided into two lanes. The incline shall be two (2) feet high at the rear most part & level with course at the front edge.
- 3 The start must be by means of a mechanical start operated by the racers taking part.

- 4 The finish line must be clearly defined at the end of the track.
- 5 The track is divided down the middle to prevent racers from colliding and has edging to prevent the racers leaving the track.

### THE RACE

- 1 Cars will be run in heats of two cars, with three runs, first car to win two heats will progress to the next round.
- 2 The cars are launched with their front wheels against the starting mechanism.
- 3 The race will be started by means of trigger mechanism activated by the racers whose cars are on the starting line.
- 4 The start of the race will instigated by a sequence of two lights, red for make ready and green for go.



- 5 The first car across the finishing line will be deemed the winner.
- 6 If neither cars cross the finish line then the car traveling the farthest will be the winner.
- 7 Winning cars will advance to the next round until all but the winning racer is eliminated.

### THE RACER BUILD REGS

1. The car shall be built from a steel "A" series engine rocker cover.
- 2 Racers shall have no more than four wheels.
- 3 The cars shall have no power source whatsoever apart from gravity.
- 4 The maximum overall length will be 14 inches. The maximum overall width will be 8 inches. The maximum height 8 inches.
- 5 The diameter of the wheels must not exceed 5 inches.
- 6 Maximum racer weight of 6 pounds
- 7 All four wheels must have non metallic tyres.
- 8 Diameter of the front wheels must not extend beyond the front of the cover
- 9 Any type of wheel or bearings can be used.
- 10 No electrical or magnetic devices may be used on the cars.



### CLASSES

- 1 The first class will be racers as per above regulations.
- 2 The second class, a concours d'elegance.

# I can't understand why it never caught on

(Or, it seemed a good idea at the time)

Possibly No. 1 in a series of 1.



Flicking through some of my old car magazines (and not bought new I might add). I am always fascinated by the period adverts. Some of them feature products which are familiar to us today, Duckhams Oils, Swarfega, Continental Tyres etc. However hidden among the mainstream adverts are some real gems of absurdity. Here I present one such offering from *The Motor* July 2nd 1958. Printed when the Mk1 Sprite had been on sale for just a couple of months.

## The Electron Car Kettle

The package comprised a 1½ Pint Polished Aluminium Teapot, Heater, Flex, Plug & Socket. Designed to run off your Dynamo and reassuringly with no drain on your battery, it says. At 36/1 (including Purchase tax) it might have been relatively good value. However the sales line "BOILS WHILE YOU DRIVE". Seems to me to answer the question of why they aren't fully available these days. Imagine the kettle perched on your dashboard, arm rest or heavens forbid resting between your legs as you merrily drive around, boiling water sloshing around inside your car.

I suggest it's not one of the automotive world's best ideas.



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**Performance**

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**Electronic Replacement**

We offer direct electronic replacements ignition distributors for all vehicle applications replacing existing points type ignition, giving your classic vehicle the reliability of a modern engine, these distributors can be offered as a full kit including HT coil.



**Complete Replacement**

Because of the shortage in classic and vintage ignition distributors and serviceable parts, H&H use a Lucas based distributor in points and electronic versions as a direct replacement for vintage and classic applications, giving ease of maintenance and off the shelf parts availability.



**Engine Management Systems**

Due to reliability and durability, later model engines are now commonly being transplanted into older vehicles, unfortunately late engines often come with complicated engine management systems, H&H offer a direct replacement mechanical distributor system to replace the engine management on most applications enabling the engine to run with carburetors.  
Note: Engine must have a location for a distributor.



**OE Replacement**

H&H offer a full range of new and reconditioned ignition distributors for all OE applications for British, European and Japanese vehicles.



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81 Somers Road, Rugby, CV22 7DG, England



## Ex Modsports Racing Spridget

I was contacted by MG Midget owner Chris Pilling who has acquired this Midget which looks to have some history as a Modsport racer.

Chris's friend suggested that it may have even been the Janspeed Midget/Sprite driven at the time by John Dale. However Chris isn't convinced as there seem to be a few differences.

I have tried to search for information on John Dale or the Janspeed Midget/Sprite but with no luck.

Would any *MASCOT* readers have information? Contact the editor if you can shed any light on this car or the Janspeed Spridget.

**Gary**

[editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)



# A piece of Midget & Sprite Club History on eBay

Many of the newer MASC members may not be aware that in its early years the Midget & Sprite Club was based mainly in the West of the UK. However in the Midlands a small band of intrepid Spridget owners had formed SMOG, the Sprite and Midget Owners Group, which itself was a UK chapter of the US based club of the same name. To cut a long story short, and you can read all about it in Terry Horler's four part series chronicling the history of MASC (commencing in MASCOT issue no. 287, February 2008). The two clubs merged keeping the name Midget and Sprite Club.

Very rarely a piece of SMOG memorabilia appears. One such piece has done just that. Recently, (in mid December) one of the now defunct club's cloth badges has come up for auction on eBay.

The photo of the badge and description below form the advert.



**“An original, unused cloth badge for the now defunct Sprite and Midget Owners Group (S.M.O.G.).**

**‘SMOG’ as it was affectionately called was disbanded in the 1980s, when it merged with the current Midget and Sprite Club (M.A.S.C.).**

**This is rare piece of Sprite and Midget memorabilia and a ‘must have’ for the serious collector!”**

Gary

## **Ed's note**

*As of last night (18th December), I am now the new owner of this bit of MASC history.*

# Austin AR6-based MG Midget

## What could have been?

Words: Keith Adams Pictures: Roy Axe



The AR6

"It's 1989 – would you have bought this in preference to a Fiesta or Nova?"

The AR6 running prototype was spotted at the Heritage Motor Centre in Gaydon in 2007

looking a little bedraggled, but still very much in one piece. In the flesh it looks pert and attractive. Interestingly, it doesn't sport a K-series engine under the bonnet, but a Maestro/Rover 216-spec 1.6-litre S-Series, and much of the interior comes from a Maestro Vanden Plas donor car.

First thoughts of a replacement MG sports car came as a result of some lateral thinking and the AR6 project – was this what was needed in the mid-'80s?

During the Mid-1980s, Roy Axe spearheaded the revival of the MG marque, by producing concepts wearing the revered octagonal badge. The idea was to produce interesting, affordable and saleable sporting cars using many parts from existing models. The culmination of this philosophy was the EX-E showcar, launched at the Frankfurt motor



The EX-E showcar



show in 1985, but this was not the only car in development. Using the AR6 as a base, the design team was tasked with producing a spiritual successor to the MG Midget.

The car pictured above was the result, and close scrutiny of the picture reveals that it was essentially an AR6 with the roof chopped off. There was additional body addenda



added, and some mean looking cooling slats in the bonnet, but apart from that, the car was almost pure AR6, right down to the individualistic rear lamps and heavily stylised door mirrors. With the K Series 1.4-litre engine under the bonnet, it would have been a very lively drive...

Copyright © 2002-2010 Keith Adams

You can find out more about these cars and the many other models produced by Leyland and Austin Rover by looking on Keith Adam's wonderful website: [www.aronline.co.uk](http://www.aronline.co.uk)

## A bit about Roy Axe



*Roy Axe pictured at Gaydon with two of his creations, the MG DR2/PR5 and the EX-E*

Roy Axe started his career in 1959 with the Rootes Group where he progressed first to 'Chief stylist' and then to 'Design director'. Rootes became part of Chrysler Europe in 1966.

In 1982 Axe moved to British Leyland (BL) where he took over as styling director from David Bache, and was responsible for the building of a new styling studio at their Canley, Coventry plant; the former opened in 1982. He also recruited a new team. Early projects from the new studio included Project XX (the Rover 800) and the MG EX-E concept car.

Axe went on in 1991 to become head of the Warwick-based vehicle design consultancy Design Research Associates (DRA), which resulted from a management buyout of Rover's design studio in 1986. DRA was acquired by Arup in 1999.

Roy Axe died on 5 October 2010 after battling cancer for two years.

*Roy Axe Biography sourced from wikipedia*

*A pretty standard looking Midget*



## Dave Gilbert's 8-port Cross-flow Engine Midget

Every month I look forward to receiving the list of new and rejoined members from membership Secretary John Platt. This month we have 33 new and rejoined members. It's always very nice when we can welcome back old members, especially when they were around very early in the club's history. Once such person is David Gilbert – David had not been a member since May 2000 and used to be Technical advisor, area Rep and Regalia Officer so it's good to have him back.

In the photo which David sent in, his car looked pretty normal and standard from the outside, so I was very excited (and slightly jealous) when he accompanied the images with the following information:

### THE CYLINDER HEAD

The cylinder head is an Aluminium 8-port cross-flow type, and an exact copy of the one re-engineered by BL in 1968/1969. It was originally developed by ARDEN Engineering,

probably about 1967/1968, but in cast iron. This original had four inlets in a "semi down-draught" configuration, (see page 121 "Mini Cooper and S" by Jeremy Walton). The fueling was by Fuel Injection, twin Webers or four Amals. The BL version has the inlets in a side



*Carbs on the wrong side? Must be a cross-flow engine*

draught configuration. The modern versions, of which mine is one, (well, it was a modern one back in 1995 when I did this conversion), were cast in Nuneaton and machined in Coventry, (about a ¼ mile from where I live as it happens). Don't know where they're cast and machined now, IF THEY ARE! But it was originally for the Mini Spares Centre in London.

## MY STORY

This set-up was originally designed for the Mini, so whether it was feasible to fit in a Midget was a case of "suck it and see"... As can be seen in the pictures, it looks though it was designed for it! Having said that, there were a few issues though.

The exhaust branch-manifold was specially made for my car, Mini's being transverse of course...

Then there was the throttle linkage. In transverse form, this "approached" the cylinder head at the back by the heater tap, but I changed it to the front.

With the distributor tucked away under the rear two carbs, electronic ignition was a

must. I've used the Aldon Ignitor. It fits inside the dizzy cap, with just two wires that go to the coil ... EASY!! No amplifiers or modules etc. The actual unit would probably fit in a match box!!! At this time, (1995), it was only available in negative earth, so I converted to an alternator system, as it was still positive earth with a dynamo. They are now produced in positive earth. The front engine plate needed an inch grinding out as the alternator fouled on the front carb float chamber.

I also fitted a brake servo. This initially proved a conundrum; I had four inlets to contemplate. I eventually used a connection to numbers three AND four!

Fuel pressure was eventually found to be too high, so a regulator was bought and fitted. This lives near the wiper motor.

Carb settings were a nightmare... "dyno-people" know all about SU's, Webers, fuel injection, BUT NOT AMAL CARBS !! (Something to do with them being motorbike carbs I think...!). So after about three months of picking peoples brains, (first having to find these people of course !!), I got it somewhere near on a dyno local to me. Having then sorted air filters out, it was ready for a proper dyno set up. Peter Burgess was the man ... and he was excellent!! I originally used K & N's, but have since replaced these with proper Amal "trumpets". The only real problems, was finding TDC, a weak mixture at tick over and retarded ignition. The figure was about 90 bhp at the wheels, though it doesn't feel particularly quick, as I've got a 3.7 diff fitted.

A symptom of the extra power was "crank-case" pressure. This was overcome by connecting pipe work up from the front breather and the early fuel pump "hole" below



the exhaust manifold, to one of the inlets, to, in essence, "suck" the pressure out !! Sounds radical, but it works a treat !!!

The cam is unique for this cylinder head, five port ones can't be used. A couple of other engine mods are a modern rubber rear oil seal, spin-on oil filter, timing chain tensioner, (these last two off a Metro), a viscous fan, (off a Marina Van !!!!!, I've never seen another...), and a VERY RARE EN40B nitrided crank.

## THE CAR



Externally it deliberately looks standard. Apart from the engine, it has:-

Toyota Celica 1600 ST 5 speed gearbox, (bomb-proof!!!!)

Front and rear telescopic shock conversion, the front is the Frontline one, Servo with uprated front pads, (standard discs),

Two speed wipers, though I've STILL only managed to get one speed working at a time Halogen headlights ... Neon or Zenon are on the cards very soon though

165/70 tyres and slightly lowered suspension.

I've also got a nice aluminium heater motor from the early '50s.



Notice the extra hole



Ed's note. No I don't know what's going on here either!

I recently fitted an electric cooling fan, and the rad has a slightly larger core in it.

The dash has been modified to take an extra gauge, but in the style of the original. Most people probably wouldn't notice. Though the extra three gauges at the bottom of the dash are somewhat more obvious.

Leather seats are now fitted, in the style of the originals. Midgets never had a leather option.

The next mod is for telescopic bonnet and boot supports.

New carpets and a respray to the original Tartan Red is due, though the respray may not be for some time £££ the lack of !!!

I've owned this car for 31 years now, man and boy, grown old with it, spent thousands on it ... BUT I LOVE IT !!!

**Dave Gilbert**  
531



A recent photo in the snow, before the planned respray

# Letters to the Editor

## Spridget Tool Kits

Hi Gary,

I had previously contacted Terry Horler about the tools in the past and except for what appeared in the parts guide, info would be very patchy. I know the supplementary tool kit offered varied between the earlier and later cars. It would be of interest if any Spridget owner had one of these so they could have listing and photos of the tools included. A brief basic summary:

Austin Healey Sprite I II III & MG Midget I II (Part No: 97H 524)

COMPRISING

4 SPANNERS

5/16 IN. X 3/8 IN. AF

7/16 IN. X 1/2 IN. AF

9/16 IN. X 5/8 IN. AF

11/16 IN. X 3/4 IN. AF

1 PAIR OF 6 IN. PLIERS

1 ADJUSTABLE SPANNER (7IN.)

1 TOMMY BAR (3/8 IN. DIAMETER)

1 TUBULAR SPANNER (1/2 IN. X 9/16 IN. AF)

1 PHILLIPS SCREWDRIVER

Austin Healey Sprite IV / Austin Sprite MG Midget 111 ( Part No: AKF1596 )

COMPRISING

6 SPANNERS

5/16 IN. X 3/8 IN. AF

7/16 IN. X 1/2 IN. AF

1/12 IN. X 9/16 IN. AF

9/16 IN. X 5/8 IN. AF

11/16 IN. X 13/16 IN. AF

3/4 IN. X 7/8 IN. AF

1 PAIR OF 6 IN. PLIERS

1 TOMMY BAR ( 7IN. X 3/8 IN DIAMETER )

1 TUBULAR SPANNER (1/2 IN. X 9/16 IN. AF)

2 SCREWDRIVERS



Rob's newly acquired MG Midget & Austin Sprite tool rolls from the USA

I believe the makes may vary but the spanners were usually marked TW superslim, the pliers marked TW. As to the rest any info gratefully received. I addition owners often carried Lucas gapping tools. I see that Terry is bringing out another book (Feb 2011?) in the Essential guide series on the abovementioned cars is he going to do an article about it in MASCOT?

Please also see the photo attached of my two tool rolls that I have recently purchased from Carol Mullinix who advertises on eBay USA. Carol personally does all the design work and embroidery. I think you will agree that they are both very smart and practical. I thought other owners may be similarly impressed. If you are interested in acquiring one (or more) of these personalised tool rolls for your Spridget, please contact the editor for contact and pricing details.

Kind regards

**Rob**

member 2606

**If you have any questions or opinions which you wish to have printed in MASCOT, please send them to me. editor@midgetandspriteclub.co.uk**

**Or by post to; Gary Lazarus, 40B Hungerford Road, London. N7 9LP UK.**

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# MASC at the Footman James Classic Motor Show 2010



*Some of the MASC organisers, exhibitors and volunteers on the stand*

The Warwickshire Group again organised the MASC stand at the NEC for the 2010 Footman James Classic Motor Show at the NEC last November.

Our four day event starts with Alan Couch and myself driving to the farm of Jim & Rosemarie Willis in Redditch who kindly store the MASC stand equipment for us. The current check list is 25 items. We load up and drive to the NEC to arrive by about midday. We first have to deposit £50 and receive a timed card which allows us only 1 hour to get into the hall, find our stand marked out with faint chalk marks, drop the kit and rush back to redeem the £50! This deposit system was introduced a few years back and certainly helps to keep things moving and does prevent the aisles from becoming blocked.

Our next job once back on the stand is to check the dimensions and boundaries of our space. We then mark the perimeter of our territory using 2" wide white floor lining tape. We then position the gazebo and lay carpet tiles and erect the gazebo, which is a four person job. Usually by then the first of the displays cars will have arrived and we get help. We then erect the table and display boards and unpack old MASCOTs, regalia etc. When all the display cars have arrived there is much pushing and shoving into final position and we are able to position our two flag poles. Each year I do a scale drawing, which usually works, but I am relieved when all cars are finally in place. We can then relax a little as we look forward to three extremely busy days.

The six stunning cars shown this year were by Andy Smith (Warks) – Frogeye Sprite / Ian Cooke (Notts & Derby) – Sprite Mk 3 / Rob Newton (South Staffs) – Midget Mk3 RWA Turbo / Andy Bourne & Kate Llewellyn (Warks) – Midget 1500 / Ian Ashfield (Home Counties) – Sebring Replica / Cheryl Sowerby & Shaun Rainford (Sussex) – Midget Lenham GTO, which highlight the diversity of cars within MASC.

It always seems to rain on the Thursday setting up day and this year was no exception as all cars had to be cleaned again before placing on the stand. Shaun Rainford had the clutch break on the lorry transporting the Lenham, fortunately just as he entered the NEC having driven all the way up from Sussex.



*Cheryl Sowerby & Shaun Rainford's Midget Lenham GTO*



*Ian Ashfield's stunning Sebring Replica*

Again as with previous years we have tried to involve members from other areas of the country with display cars and personal, we were very pleased to have some 24 members sharing the manning over the three days, something we will encourage again. It is very good to have such enthusiastic support from members who put themselves out with time and money to help.

Another very busy show and early indications from the organisers Clarion Events was that attendance was the equal of last year. Our stand was always busy with some 22 new members recruited and at one point on Saturday I took three simultaneously. We gave out 150 membership forms and back number MASCOTs, so hopefully we can expect some more to join later. Our car



*The turbocharged engine of Rob Newton's Midget Mk3*

owners attended most days and I do not remember seeing Ian Ashfield ever leave the stand!

This year the show had extended opening hours with an extra hour each day on Friday and Saturday but the public did not seem to take advantage of this and we had a very quiet last hour. Lots of Midget 50 leaflets were given out so looking forward to a great Spridget year in 2011. The future for MASC and Spridgets in general looks good despite the economic downturn.

Good to have our regalia officer Mike Grout with us again this year who sold £225 worth of regalia and all visiting MASC members will have been "encouraged" to buy some.

Our newly introduced "Spridget Sales, Wants & Message" board proved very popular with many items finding new homes. We shall certainly repeat this again next year.

Good to meet up with so many members during the three days, some visiting from as far away as Northern Ireland and Scotland, including a lot of our area reps, also to put faces to various contributors from the BBS, all to talk about our favourite cars. Thank you for bringing your advance on-line ticket stubs which will benefit the club £1 each.

Those who used the park and train ride option agreed that it had been a good idea with free parking and a £1.70 return from Hampton-in-Arden against the exorbitant £8 charge and inevitable queues and traffic congestion. The NEC, not the event organiser Clarion, sets the car parking fees.

Many thanks go to the Display Car owners for some interesting Spridgets, Warwickshire members for support setting up and breakdown, Alan Couch for transporting our kit, Ann Platt & Janet Hunter for cakes, Peggy and Alan Corbett for accommodation and all the Guys and Gals from Warwickshire and other areas who gave up their time to man the stand – A very big thank you to you all, as we could not do it without you.

We have already started planning next year's show, having made an application for a 10 car stand to round off the Midget 50 celebrations. We have so far provisionally reserved four cars. We shall have to wait and see what size we are allocated before we can consider the final line up. Put the date in your diary now 11/12/13 November 2011 and join us at the NEC.

**John Platt**

# MIGLIA 2011

10th – 20th September

For M.G. Midgets, Austin Healey Sprites, and derivatives only

This year's event starts at Dover Cross Channel Ferry Port on 10th September. After crossing to Calais drive to Reims. There are two optional routes.

(1) That used last in 2009 via Arras & Peronne or (2) new for this year via Albert crossing the Somme Battlefields.

**Day two** Drive to Mulhouse for either (1) the French Railway Museum or (2) the French national Motor Museum formerly known as the Schlumph Collection.

**Day three** Drive through Switzerland via mountain passes to challenge the famous Stelvio Pass with its multitude of hairpin bends.

**Day four** provides options. Either (1) drive alongside lake Iseo to Mille Miglia Museum at Brescia or (2) alongside lake Como to the Alfa Romeo Museum at Arese.

**Day five** Drive through the Tende Tunnel to have an afternoon exploring either (1) Monte Carlo (as in 2009) or (2) Nice.

**Day six** Drive along the scenic Napoleons Highway.

**Day seven** Drive across hills to Millau Bridge.

**Day eight** Onward to Angouleme for the 'Circuit de Remparts' motor race

**Day nine** Little driving today as there is motor racing to watch.

**Day ten** Drive to Le Mans via Chinon.

**Day eleven** Its homeward bound to catch the return ferry at Calais.

The ferry will be P&O line Dover/Calais. Hotels will be Campanile except for that at Bormio.

**More Details? Alan Anstead Surrey / Kent Area Rep.**  
Mail to: [alan.anstead@btpopenworld.com](mailto:alan.anstead@btpopenworld.com) Tel: 01322- 384050

# East Anglian Report



*East Anglia Area Christmas dinner (photo taken after many had already left!)*

As I write this it is mid December and it seems incredible that 2011 is nearly upon us, and as you read this Spring is just a couple of months away. With the early start to winter and the severe weather with snow and -10C in East Anglia, twice as cold in Scotland (makes you wonder about the logic of wearing a Kilt), there has not been much Spridget activity to report on. A few of our Guys did meet up for a 10 pin bowling session in November, sadly I came down with that flue bug that was going around and missed out on the fun. We like to run a couple of social gatherings in the winter to keep the interaction going between the group, apart from Derek who flies south for the winter, but we are not at all envious (whose turn is it to stick a pin in the Derek doll?).

The bowling (I am told) was great fun and the food quite good, apart from the diminutive deserts. I understand that Nigel had the best score and Chris and Mick acquitted themselves quite well, and even the ladies managed to get into double figures (not sure I should have said that), I understand that next time Diane will be using a ball heavier than she is, possibly not just on the pins. Spridgets were mentioned at least twice on the night, and a few good ideas put forward for 2011 events (including the idea that there should be more of them and of a more varied nature). We have three definite events planned already, namely MASC

National at Silverstone, Midget 50 and a treasure hunt, as well as another social at Peterborough greyhound track in February, so I would suggest we need to plan another seven car events.

Mad Cat night was more about quality than quantity but was well worth running, with a reasonable turn out considering the weather (we normally cancel it since it is very close to the Christmas meal the following Sunday). The main car and club related topics were the Christmas meal, 2011 events (I nearly typed next year's) and a debate about the validity of allowing non-Spridget drivers to join our club, which was brought up by Ferrari driving Derek (it's OK we can talk about him he's in Australia), in his defence he is building a stunning Sebring replica and is a highly knowledgeable Sprite fan.

We had our usual Mad Cat Christmas meal which took the form of a Sunday roast, Graham and Maggie put us all to shame turning up in their topless Frogeye resplendent in its newly refurbished wire wheels. The meal was good and good value as always, the turn out was a few less than usual due to some of our stalwarts having other commitments, but I think a good time was had by all.

See you all at the Mad Cat and beyond

**Dave Dixon**

*Graham & Maggie Kirkup's Frogeye resplendent with its new wheels*



# Wiltshire Area Report

It was a bitterly cold evening when we drove to the Barge at Seend in November, the ducks were skating on the canal, but it was warm and inviting inside the pub. Unlike the Bristol area there was no paperwork to fill in or disclaimers to sign. We just had to decide which delicious sweet to have and what real ale to enjoy. Lots of interesting discussion took place over the next couple of hours; the maintenance of SU carburettors, the fun of road rallying and driving through deep fords, and Colin Gale's success in Healey Speed events this season.

Colin finished 2nd in Class A for Sprites with 52 points with Murray Wakeham 1st with 67 points in the Sprint and Hillclimb competition. Well done Colin.



*Colin Gale on the start line at a very wet Prescott in May*

We meet at the Barge Inn at Seend, near Devizes, on the last Monday of the month at 7pm, all are welcome, whatever your interest.

**Dave and Jill Hansford**

Wiltshire Area Rep: Andy Cross  
Tel: 01255 743 554  
email: [andy@cross743.freemove.co.uk](mailto:andy@cross743.freemove.co.uk)

## Optional Extra



Following on from the photo that featured at the top of page 40 in December's *MASCOT*, I have discovered a more contemporary image of the "Continental" spare wheel kit as fitted to MGs. This one however seems to be attached to an MGB, or is it? You'd think that I'd be able to tell the difference between the back of an MGB and the back of a Midget. Once again, any information regarding this aftermarket extra would be greatly received by the editor.

*Is it a Midget or an MGB?*

# Hampshire Happenings

Christmas is coming and Hampshire members are getting fat – only in a nice way of course, but both of our previous two meetings have consisted of eating quite large quantities of food. The first was a Sunday Lunch outing to the Queens Oak, an old pub near Finchampstead in Berkshire and the second was on our last club night, which included a Christmas meal at our usual venue the Fox and Goose. There was a good turnout for both occasions and as usual took place in the ‘lively’ atmosphere we have come to expect.

We are ‘kicking off’ the New Year with a lunch and quiz afternoon at the house of one of our members and John (our event organiser) has already started compiling a list of venues for next season’s outings. There are some old favourites among them but mixed with some that will be new for us. He thinks we may visit Poole Quay again but might make a weekend of it and incorporate a road run through the New Forest.

Planning has already started for our 4th Open Day on Sunday 17th April. We were thrilled with the turnout last year but it would be great if we could get over 50 cars this time.



*Christmas Meal*

Please see the advert on page 12 of this month’s *MASCOT* and put the date in your diary.

We are also looking forward to Midget 50 and, as most of us do not know the area at all have decided to make a bit of a holiday of it, so we have rented a house in a small village close to the venue. It has accommodation for 18 people and we are staying for the week and touring around, so if any of you can recommend some ‘must see’ places to visit

while we are there then please get in touch with Harriet – friendlyfolk@midgetandsprite-hampshire.info. ‘Little John’ and Pete are frantically trying to get their respective cars on the road in time for the event and are writing an account of their activities. If you would like to follow their progress it is planned to put it within the Hampshire website along with a photo or two.

So lots to look forward to, although if it doesn’t stop snowing sometime soon....

**Jenny Green**

[www.midgetandsprite-hampshire.info](http://www.midgetandsprite-hampshire.info)



# Bristol Area Report

Andy says why put the roof up just because there's a nip in the air



**B**efore I wish everyone a happy new year from the Bristol contingent, how did we end off 2010? Well, our December meeting was just about as cold as cold can get. Just one Spritely thing in the car park of the Rose and Crown at Pucklechurch, of course, it had to be Andy 'all weather' Cross and 'Mildred', his Sprite Mk11.

Gathered within the warmth of the bar, the remaining Spridgateers all arrived in vehicles with heaters, air conditioning, double glazing, cavity wall insulating and warm woolly socks. Are we softies? – You bet! As usual, Alan Lo kicked off with the customary report on Special 'K'. It seems, remarkably, that Alan has now remedied all that was ailing with Special K. Alan is now drawing up a detailed plan to examine all the components that are functioning correctly – in order to find out why these components are functioning correctly. (Not for much longer me thinks). We strongly advise Mrs Lo to buy Alan some handcuffs for Christmas if she wants to see him in 2011 (Oh – but then Alan might get the wrong idea altogether).

After about an hour of banter, we realised that Andy had not been seen. After another hour had passed, we organised a search party. The Rose and Crown was searched from stem to stern, but no Andy. After donning jumpers, coats and clogs, it was out to the car park and Mildred. There was Andy, still in the driving seat. I should point out here that Mildred lives outside and is often full of rain water at this time of year, only now the rain water had turned to ice. Sure enough, Andy was frozen solid to Mildred. Colin offered to get his blow lamp from his van and some pinch bars. After much heaving and tugging and the hardening and tempering of Andy's right leg – we gave up. We did get the engine going for him and de-iced the windscreen so hopefully he got home OK. We are a caring bunch down here you know. My thanks to all who braved the elements to attend and indeed, to all MAScites who have supported the Bristol group in 2010. Which just leaves me to get back to where I started to wish everyone a good new year and hope to see you at the R&C @ P in 2011.

**Terry Horler**



## Scotland Area Report

It's December 8th and I'm just starting to write this report for the January edition of *MASCOT*. The temperature overnight fell to  $-15^{\circ}\text{C}$  and today the mercury rose to the giddy height of  $-5^{\circ}\text{C}$ . It has just been announced on the radio that the Edinburgh to Glasgow Motorway M8 has re-opened after being shut for 48 hours due to the deluge of snow on Monday (6th). All this after last week's snow, which had already involved me in clearing 11" off the roof of my car parked on the garage driveway and a slightly greater depth from the drive itself.

So it is with regret that I must advise those of you who have turned to this Scottish report desperate for an update on the progress of the two Spridget renovation projects that there has been no progress on either. Telephone conversations have confirmed that it has been too cold to work in the garages and even if any work had been completed it would have been pretty well impossible for me to be able to access those garages in order to take any record photographs.

On a more positive note, nine of us travelled to Birmingham for the weekend to attend the

*Scottish Group 2010 Christmas Lunch. The Group held its Christmas Lunch today (Sunday December 12th) at Angel's Hotel in Uddingston. Thirteen people attended, enjoyed an excellent meal and plenty of banter.*

Classic Car Show at the NEC. We all agreed that it was a good trip and a truly wonderful show though, almost inevitably, the highlight of the show varied from person to person. Betty Kerr and myself were both delighted to attend the MASC Stand and to be able to meet John Platt and Gary Lazarus. It means so much to be able to put faces to the names that we have been communicating with over the last few months.

My personal highlight was the receipt of a telephone number at the MASC Stand. Following the initial publication of the photograph of my old Frogeye in the November issue of *MASCOT* and thereafter on Gary's Mark 1 Sprite photographic record site ([www.frogeye.fotopic.net](http://www.frogeye.fotopic.net)), a previous owner had introduced himself at the stand on the Friday and left his contact details.

I have now contacted Duncan Mitchell and, as a result of that telephone conversation and subsequent exchange of e-mails we have agreed to meet up sometime and have also discussed the possibility of an article (or

articles) concerning our adventures, trials and tribulations of owning the same vehicle at different times.

By the time you read this, Christmas and New Year will both be past. I hope that Santa was good to you all and that all those Spridget parts that you have dropped the hints about over the preceding year all materialised under the Christmas tree.

Also, may I take this opportunity, on behalf of the Scottish Group, to wish you all a happy and successful 2011.

**John Pardo**  
(Scotland area scribe)

Scotland Area rep:  
Betty Kerr. Tel: 01357 300355  
email: Deansgrove@aol.com



**A** number of us had entered the Christmas Cracker Run for 5th December, organised by MG Cumbria and Wigton MC. This was unfortunately postponed due to the bad weather. Very disappointing as this is an excellent run, however it is to be rescheduled for the end of January so something to look forward to in the post Christmas gloom.

For December club night we had organised a meal, meeting earlier than normal to give us time to finish eating before any non-eaters arrived at normal meeting time. What we hadn't banked on was the legendary

extremely slow service offered by the Kiltan – it was gone 10pm before we finally finished eating. But end of the day (or should I say end of the night!) it was not a problem and I think we all enjoyed the evening.

So that's it, another year gone by, some good events and memories but now another year ahead to plan for.

Well that's it for this month, see you at the Kiltan on 10th January.

**Les & Diane Robinson**  
Tel: 01772 432138  
email: lesrobinson@blueyonder.co.uk



## Home Counties North West Report

**T**he quiet, dark months are all over us like a cheap suit in the Home Counties. It's either freezing cold, raining or snowing; or a combination of the three. Apart from a trip out for my MOT in November my Frog has been warmly wrapped away for the winter. And with more snow on the horizon a Christmas day trip (a present to me) seems unlikely too!

Our Pub night at the end of November was well attended as always, although a few people were away on other matters (there was talk of Lilly chaining herself to railings!). There were discussions about our Christmas meal, which traditionally we have in mid January, and whether a pub night on December 29th was a good idea. It was decided it was, so the hard core will be there. The Christmas meal numbers are impressive and Chris has sorted a very smart looking place, The Riverside Garden Centre just outside Hertford on the 16th January. Another tradition is a large contingent from Hampshire joining us for our meal and we will be welcoming them again this year. Thanks for organising us Chris.

So, to plans for next year! We have a full calendar starting to build up already. Midget 50, The Silverstone Classic, and a trip to Hampshire on Drive It Day. Trips to some old favourites; Chiltern Open Air Museum, Tewin Village Fete, Knebworth show and some visits to Kent/Surrey/Hampshire and the Ace, of course. Plus a couple of new ideas; Bletchley Park and some others in the pipeline. Let's hope we get some sunshine!

If you are in our area (or nearby) and haven't ventured out with us why not give it a try? If you are not on our e-mail list get in contact so you at least know what we are doing. Hopefully our website will be up to date, so check that out too!

**Mark**

Tel: 01296 660103

Email: [markdhall@aol.com](mailto:markdhall@aol.com)

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

*Ed's note*

*All being well "Gaps" and I should be joining you on January the 16th too.*

The very rare Belgian  
produced Spridget  
(Skoda) Fire Engine/Bus!



## Sussex Area Report

The Selsey Arms provided a warm refuge from the November cold and despite the reduced number of ladies our tables were once again in need of additional chairs.

As the Red Lion is not yet open and volunteers to try out the refurbished experience have not yet come forward; the January meeting will again be at the Selsey. The only December meeting will be at Rowfant Manor for our special Christmas dinner on the 9th.

The five ladies who were absent have filed a full explanation which does include an episode with a vintage vehicle, so I have included it in full below.

The intrepid ladies of Sussex and Surrey have again been on their winter travels. This year five of us went to chilly Prague. Two full days were allowed for plenty of sightseeing around what is a beautiful city. The trip began with a one hour tour in an old, converted, 1927, Skoda fire engine. An open vehicle in November is perhaps not the ideal way to travel, especially when the temperature is in the minuses – but fortunately the threatened snow did not materialise and as we were provided with blankets to keep us warm it was nothing that a good hot chocolate afterwards could not remedy!

Over the two days we saw the famous astronomical clock, (which truth to tell was

a bit of an anti-climax), visited the old Jewish Quarter, crossed the Charles Bridge, went into the beautifully ornate St Nicholas Church and the Prague Castle complex, where we watched the ceremonial changing of the guard. The Christmas market opened on the Saturday which was full of the usual bright Christmas decorations as well as having lots of food stalls with warm, spiced wine, sausages and some interesting pastry snacks which were barbequed on long poles then rolled in sugar. Very tasty. Unfortunately our timing at the market coincided with the switching on of the Christmas tree lights so we spent a fairly anxious half hour totally stuck in the crowd where it became increasingly difficult to breathe and totally impossible to move! Escape only became possible by tailgating a rather large Czech man as he forged a pathway through the crowd!

Our hotel was quite central and we found some very pleasant, small, Czech restaurants where the food was very wholesome with lots of meat and quite large portions so it was as well we did lots of walking to work it off.

As to next year's trip ... maybe somewhere warmer or perhaps a little earlier in the year, all suggestions welcome!

**Helen, Chris, Linda, Julie & Bethany**

# Yorkshire Area Report

We have excellent news: during the last few months, we have had over 15 new members join MASC in the Yorkshire area, so if you are one of them, welcome – we look forward to seeing you sometime this year.

We are now firmly established in our new meeting venue at Ye Jolly Farmer's Inn in Dalton just south of Thirsk, where we always get a warm welcome and the landlady's range of proper homemade pies go down a treat with a half of real ale.

The November meeting saw three midgets out, with Kevin joining us from Easingwold and Rob & Jenny calling in "en passant" on their way home to Northumbria from Uni in York. Rob had just got his car back on the road after carrying out his own K-series conversion and related own-designed telescopic suspension mods over the summer (well, he is an engineering PhD student). Apart from wondering at his engineering and mechanical ingenuity, we were also impressed by Jenny & Rob's hardiness at flying up the A19 at 70mph with the roof down and no heater – when standing temperatures were barely above freezing!

After two weeks of very heavy snow in North Yorkshire before our December meeting, it was a real joy to not only have a turnout of 12 people, but also to actually have a Midget in the car park. Mark and Ken came up from Eccleshill in Mark's Ford crossflow powered



Mark's Atlantis Midget

Atlantis Midget (formerly owned by Anita and featured in various magazines) which has had a full strip-down and bodywork restoration over the summer, and which now looks amazing. Mark has been using it at various Yorkshire historic motorsports events, and in the heavy snow, has also been a taxi for some of his work colleagues whose modern cars have been unable to cope, whilst his 40 year old rally car has breezed through the worst of it!

We also welcomed new members Ken & Julie who have a very original Mk I Midget (safely tucked up for the winter) and Michael & Tina whose Midget is currently off the road pre-MOT. It was lovely to see John & Carol who ventured down from their farm in the Durham Dales (no mean feat given the weather) and John & Jeanette who had made the most of the blue skies and break in sub-zero temperatures to come up from Leeds. Ken kept us entertained with tales of the Canadians who had occupied most of the airfields in the area around Dalton during WW2, and he is interested in organising a Spridget run next summer around various airfields and places of interest.

We look forward to seeing more of you over coming months, and if the weather is bad, you don't have to bring your Spridget – just yourselves and a smile!

You can keep up to date with what is going on in the area, at the area website at <http://yorkshiremasc.blogspot.com/>



Inspecting Rob's K-series conversion

**Sarah & Tim**

Tel: 07968 261990

[email.yorkshiremasc@googlegmail.com](mailto:email.yorkshiremasc@googlegmail.com)



*The MASC stand at the 2010 NEC show*

As this will be the last regular report that we write, I tried to locate our first report, but failed, the earliest copy I could find was 2001. We started writing while John Canning was chairman and Jenny Smith was the editor, before Mike North's time, when a paper copy of the report had to be sent by post with attached photographs, it is of course all done electronically now and we have coloured photographs in the magazine which has improved so much it is almost unrecognisable, thanks to the dedicated work of our editors past and present, especially. Whenever it was, it is certainly time for new blood to add another dimension to the Warwickshire reports.

This month finished with our Christmas dinner, held instead of our usual meeting.



*Quiz Winners with Runners Up*

Alan and Rosemary provided the quiz, which as always had a car theme. The winners this year were Roger and Sue, with Stuart and Sybil as the runners-up. As it was Chris' last meeting in the chair, Chris and I were delighted to receive a very large plant pot, big enough for a small tree, with vouchers so that we can choose our own plant. We thank everyone for their wonderful and unexpected gift and for being so willing to help with organising events, which has made Chris' job so much easier.

The first event of the month was the Classic Car Show at the NEC, which John Platt organised, with support from our members who set up the stand and helped to man it during the day. In reminiscing mode it was one of the first NEC shows we attended as members of the club when Margot Healey visited the stand and had a long conversation with Chris.

We wish every one an enjoyable new year, with fine weather and safe motoring.

**Chris and Sheila**

### **Ed's note**

*I would just like to personally thanks Chris & Sheila for continually supporting MASCOT month after month (and year after year) with their Warwickshire reports. If the magazine has improved it is purely down to their effort and the efforts of other members in a similar position. Your reports will be missed. Many thanks once again. Gary*



# Midget 50

Sunday 12th June 2011

At Burghley House, Stamford, Lincolnshire

The venue is superb and we are hoping to attract in excess of 1,000 cars to equal the Spridget 50 event held at Gaydon in May 2008.

Attractions so far, will include (in no particular order)

- 1 Gymkhana competition.
- 2 Concours d'elegance, and Pride of Ownership competition.
- 3 A display and line up of every model of MG Midget from 1928–1980.
- 4 Talks by guest speakers, one with a racing theme.
- 5 Rocker box racing
- 6 Endorsements of local road runs to finish at Burghley House.
- 7 Display and talks on Williams & Pritchard Spridgets.
- 8 "Two for one" entry to Burghley House on the day.
- 9 Hog Roast.
- 10 Picnics available by pre-order.
- 11 Commemorative memorabilia to record the day.
- 12 All profits to go to the AIR AMBULANCE organisation.
- 13 Traders both large and small.
- 14 A Saturday evening concert held by Burghley House to be held in the grounds.

I hope this gives a taster of what is to come.

Register at the website and order tickets at [www.midget50.com](http://www.midget50.com)

Please have a look. The website will be updated regularly with items of interest.

The event is being organised jointly by the Midget and Sprite Club, MG Owners Club, M.G. Car Club and the Austin Healey Club. We do hope that you can help celebrate the Golden Anniversary of the M.G.Midget and Austin Healey Sprite Mk II.

**Ticket Hotline 01954 231125 or via [www.midget50.com](http://www.midget50.com)**

## Market Place

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

### **Wanted**

Midget 1500 for project, MOT failure, any condition. Mike 07970 045649, email [mikeread1441@talktalk.net](mailto:mikeread1441@talktalk.net)

### **Wanted**

A set of Midget wire wheels in good condition. Contact Trevor Dear 01462 816346 (Bedfordshire)

### **For Sale**

1960 Frogeye for full restoration. Complete (near original) car but stripped to last nut & bolt. Lots of work required. Many spares

available. Not touched for last 13 years. Heritage certification. Photos available. £1450.

Contact: Rob Duxbury 07801 349259/  
e-mail: [leavale@blueyonder.co.uk](mailto:leavale@blueyonder.co.uk)  
(West Midlands)

### **Wanted**

Two brackets for mounting a 'Factory' hardtop, to a Spridget Mk IV. Please contact: [mikeward-sale@talktalk.net](mailto:mikeward-sale@talktalk.net) or 01273 479143 (Sussex).



## Celebrating 50 Years of the MG Midget

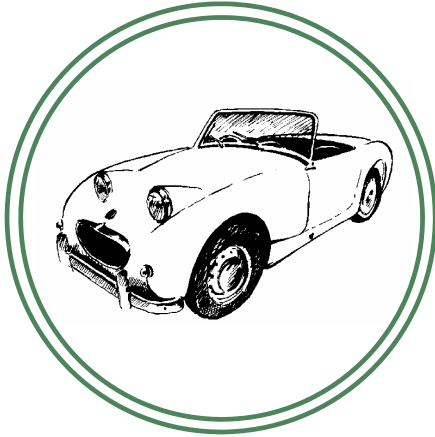
Burghley House, Stamford, Lincolnshire  
Sunday 12th June 2011

Entry £16.50 per car

Visit [www.midget50.com](http://www.midget50.com) for more details or  
call the ticket hotline on: 01954 231125



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