

Mascot



The Magazine
of the
Midget & Sprite
Club





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

COMMITTEE

CHAIRMAN	Alan Anstead , Tel: 01322 384050, email: alan.anstead@btopenworld.com
GENERAL SECRETARY	Philip Sellen , 40 Amberley Way, Wickwar, Wotton-under-Edge, Glos, GL12 8LP. Tel: 01454 299222 email: P.N.Sellen@bristol.ac.uk
TREASURER	Natalia Flynn , Tel: 0121 559 3103, email: natalia.flynn@hotmail.co.uk
EDITOR	Gary Lazarus , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: editor@midgetandspriteclub.co.uk
AREA REP'S DELEGATE	Alan Anstead , Tel: 01322 384050, email: alan.anstead@btopenworld.com
TECHNICAL ADVISOR	Mark Boldry , email: mark26r@hotmail.com
MEMBERSHIP	John Platt , 2 Pear Tree Gardens, Bearley Road, Aston Cantlow, Henley-in-Arden, Warks. B95 6HT Tel: 01789 488321 email: membership@midgetandspriteclub.co.uk
GENERAL MEMBER	Mark Hall , Tel: 01296 660103 email: markdhall@aol.com Tim Saunders , Tel: 07968 261990 email: yorkshiremasc@googlemail.com Alan Couch , Tel: 01564 773302, email: roalan@talktalk.net David Dixon , Tel: 01733 222810, email: e-dave@ntlworld.com Geoffrey Hunter , Tel: 01562 851544, email: hunters360@btinternet.com Jim Willis , Tel: 01527 402804, email: jim.willis@tiscali.co.uk

OFFICERS

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

AREA REPRESENTATIVES

BRISTOL	Terry Horler , Tel: 01454 881770
EAST ANGLIA	David Dixon , Tel: 01733 222810 email: e-dave@ntlworld.com
DEVON	Vacant
DORSET	Ian Beaver , Tel: 01722 326840 email: ian.beaver@btinternet.com Bryan Fox , Tel: 01202 683842 home, 01202 674017 work email: susanfox123@btinternet.com
ESSEX	Jane Gates , Tel: 01255 830 509 Email: Jgjanegates257@googlemail.com
HAMPSHIRE	Terry Langridge , Tel: 01252 626063 email: Hampshire.spridget@ntlworld.com
HOME COUNTIES	Chris Jackson , Tel: 01707 261567 chrispatj@btinternet.com
NORTH WEST	or Mark Hall , Tel: 01296 660103 markdhall@aol.com
KENT	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btopenworld.com
LINCOLNSHIRE	Vacant
LONDON	Gary Lazarus , Tel: 020 7700 5696 email: garyfrogeye@gmail.com
SOUTH STAFFS & NORTH BIRMINGHAM	John Collins , Tel: 07970 213084 email: green_mx5@hotmail.com
SCOTLAND	Betty Kerr , Tel: 01357 300355 email: Deansgrove@aol.com
NORTH WEST	Les & Diane Robinson , Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk
NORTHERN IRELAND	Robert Holmes , Tel: 02892 689274 email: robertholmes25@hotmail.com
NOTTS/DERBY	Ian Cooke , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
OXFORD	Grahame Gibbins , Tel: 01865 383199 grahame_gibbins@hotmail.com
SOMERSET	Dave Bearne , Tel: 01823 412004 email: david.bearne@barnwoods.co.uk
SOUTH WEST WALES	David Hill , Tel: 01239 811307 email: david@hill.be
SURREY	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btopenworld.com
SUSSEX	David Southcott , email: dandlsouthcott@btinternet.com
WARWICKSHIRE	Alan Couch , Tel: 01564 773302 Chris Yates , Tel: 01608 665066 email: chris@tiscali.co.uk Andy Cross , Tel: 01225 743554 email: andy@cross743.freemove.co.uk
WILTSHIRE	Caretaker Area Reps: Sarah and Tim Saunders , Tel: 07968 261990 email: yorkshiremasc@googlemail.com
YORKSHIRE	

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

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February's Editorial

1961 a vintage year?

1961 was an interesting year. Not just because it was an “upside-up” year, i.e., one in which the numerals that form the year look the same when they are viewed upside down (the next one will be in 6009 so don't hold your breath), but also because a lot of history happened that year, although you could argue that a lot of history happens every year.

In 1961 the USA severed diplomatic relations with Cuba. President Kennedy took office in the White House and Yuri Gagarin became the first human in space. Closer to home the Beatles performed for the first time at the Cavern Club. The farthing ceased to be legal tender and the government unveiled the new “panda” crossings.

It was also a year in which three babies (amongst others) were born. In Honolulu, Hawaii Mr and Mrs Obama gave birth to their son Barack Jnr. Mr and Mrs Lazarus from London had a baby boy, Gary and in June 1961 the MG division of the British Motor Corporation delivered their new arrival the MG Midget (along with its almost identical twin the MkII Sprite).

But was it a vintage year? I'd like to think so. It seems that some of the new arrivals went on to make a very big impact on the world stage. Young Barack grew up to become the 44th President of the United States while the Spridget twins also became famous throughout much of the world representing to many of us the symbolisation of what great fun motoring at a relatively inexpensive cost is all about.

In this year when Mr President celebrates his 50th, probably with some lavish party, the MG Midget will also have its 50th Birthday. While very few of us if any, will be invited to join the Obamas at the Whitehouse, the other big 50th celebration will be taking place over here at Burghley House on the 12th of June.

The great news is that you are all invited to that one. It's still a select group who will be attending, probably just a thousand or so Spridgets along with their nearest and dearest but it's sure to be great fun and a party to remember for a long time to come.

You can get your special invitation by calling 01954 213125. Tell them that Mr and Mrs Lazarus' son Gary invited you.

Have a great month.

Next month's deadline for articles and reports to be included in MASCOT is Monday the 14th of February.

Gary and Gaps

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.

Cover image: Graham Storry at Prescott May 2010



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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: 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 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://yorkshirerasc.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.freeseerve.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

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

Events

From Richard Flynn & Webmaster Toby Ancombe

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

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

June

Sunday 12th

Midget 50 at Burghley House, Stamford, Lincolnshire Register at the web site and order tickets at www.midget50.com or call the ticket hotline 01954 231125

Sunday 26th

Ecclesbourne Valley Railway Classic Car Day (near Wirksworth). To register an interest please contact Ian Cooke – Event coordinator/Notts + Derby MASC rep. Tel 0115 9383838 or email ilc@bgs.ac.uk Details still being finalised – watch this space...

July

Saturday 2nd –
Sunday 3rd July

Brittany weekend “discovery of the Emerald Coast: Le Mont St-Michel – Le Cap Fréhel” for Midgets, Sprites and derivatives. A 300 km tour in two stages with the charming village of St Briac (near St Malo) as a base. Details from Thierry Schimpff, Member n°4386, thierry.schimpff@wanadoo.fr Tel +33 (0)6 86 41 50 56 or David Dixon e-dave@ntlworld.com Tel 01733 222810

Friday 22nd –
Saturday 23rd –
Sunday 24th July

National / international MASC event of the year at **Silverstone Classic**, the biggest and best classic sports car event in the world including dedicated MASC members infield parking area, celebratory lap of the circuit for Midget 50th birthday, over 6000 classic cars, classic racing and lots more. See further information on Silverstone Classic website and elsewhere in *MASCOT* for booking info or contact David Dixon e-dave@ntlworld.com Tel 01733 222810. Note heavily discounted tickets available to MASC members

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 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

Area Reps please let Richard Flynn (**email: 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.

2011 MG Midget Challenge 35 Years

35th consecutive year of the MG Midget Challenge race series being run



The championship was started by Larry Quinn, a Midget competitor himself, who felt there was enough interest to merit a stand-alone championship for Midgets and Sprites. From the start the cars were basically road-going, with the required safety equipment fitted to comply with RAC MSA rules. After the first year Larry became the co-ordinator for the championship and hung up his helmet for good. After 35 years the championship is still going strong under the ongoing guidance of Larry and his wife Dorothy and with support of the MGCC

Over the years many famous drivers have either competed in the Midget Challenge or raced Midgets/Sprites in one form or another amongst them are, Sir Stirling Moss, John Watson (F1), Alec Poole, Jonathon Palmer (F1 and owner of Brands Hatch Circuits Ltd), Win Percy, Paddy Hopkirk, Mark Hales, Sir John Whitmore, Timo Makinen and Alan Goodwin (Aldon Automotive). I am aware that there are many more that have competed in the cars over the years, my apologies to any I have missed. As the championship progressed the development of the cars also moved forward and after a number of years a three class championship evolved, this is still the case today. The classes are as follows.

Class A These cars are based on the old Modsports cars. Fully modified A series engines up to 1500cc, space-framed rear suspension, up-rated brakes and lightweight Midget bodywork. Up to 10" slick racing tyres. With up to 150bhp these cars are capable of 0 to 60 times of just over 4 seconds.

Class B Fully modified A series engines up to 1380cc, fibre glass front and rear bodywork, up-rated brakes and 6" slick tyres, these cars are only a couple of seconds slower than the Class A cars and are spectacular to watch drifting through corners.

Class C Road-going cars with limited modifications allowed to the engines and besides being lowered and having competition brake linings these cars look totally standard. They are a great way of getting started in motor racing at a reasonable cost.

A number of the competitors have been involved with championship for many years. Most noticeable of these being Edward (Ted) Reeve who has competed in all 35 years of the championship and is still one of the front runners in his Class A car. Another long serving competitor and builder of some of the best race engines and gearboxes is Peter May. Gil Duffy is another well known competitor and has raced from the early days of the championship.

Though fiercely competitive on the track, it is one of the friendliest championships going, with rivals often helping each other to overcome any problems they have with their cars to ensure they get out to race. Along with this each meeting has a great social atmosphere and all are happy to speak to anyone who comes to speak to them in the paddock.

Over the years there have been a number of sponsors of the championship and these have included, Halfords, Actman Eyewear and Devon and Cornwall Surveying. For 2011 the championship has secured the backing of Robin Lackford Engineering and will be known as the Robin Lackford Engineering MG Midget Challenge.

If anyone would like to go and watch and support the championship during the year, all the race dates and venues can be found at the challenge website www.mgmidgetchallenge.co.uk or contact Tim Storrar at timslenham@hotmail.com

For those going to the Silverstone Classic 22nd-24th July, the challenge competitors will be out in force with a packed grid of 30+ cars out for the biggest meeting of the year. You will find a fantastic selection of well prepared cars gathered together in the paddock, don't be afraid to go up and speak to them as they are lovers of Spridgets as well. If nothing else watch them race as you may well be surprised at the speed these little cars can be made to go.

Tim Storrar
timslenham@hotmail.com

See John Baggott's report of the second half of the 2010 season on page 17 of this month's MASCOT.

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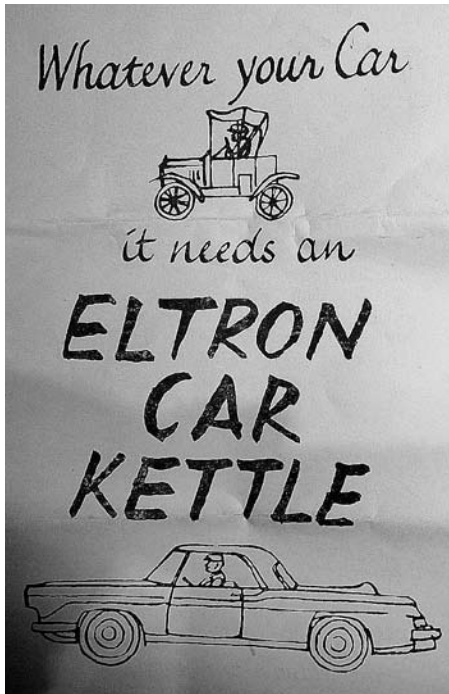
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Letters to the Editor – Part 1

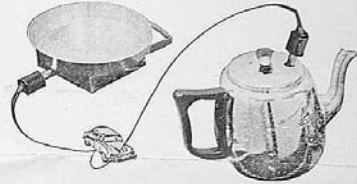
Hi Gary,

I never thought that the attached could possibly come in handy one day, but your feature in the last edition of the comic seems to have proved me wrong. My pretty little Eltron Car Kettle was spotted at an autojumble about 20 years ago, and I recall that its £2 asking price looked a bargain (and possible practical alternative) when compared to a similarly priced tiny Primus stove's throwaway canister I'd recently acquired. Unsurprisingly the kettle remains unused, even retaining its original protective cardboard spout protector collar. The accompanying documentation advertises a rather unfortunately named "CARFRI" companion cooking device. I've seen men shaving on their commutes to work before now, but having eggs and bacon sizzling away on the Spridget's transmission tunnel surely has to be the ultimate in motoring one-upmanship. Keep up the good work.

Chris Tunnicliffe, Wiltshire



ELTRON CAR KETTLE and CARFRI



FITTING INSTRUCTIONS

Fit the socket in a convenient position under the dashboard.

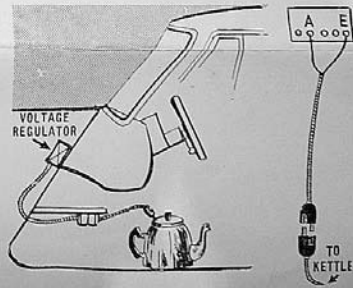
Connect the wire supplied from the auxiliary point on the voltage regulator to one side of the socket, cutting off the excess length.

Connect the cut off length from the earth point on the voltage regulator, or from a suitable metal part of the body-work to the other side of the socket.

If there is no available grummet hole under the dashboard, drill a small hole to take the wire through to the voltage regulator.

If you are in doubt as to how to fit your Car Kettle or Carfri, consult your local garage.

The loading of the element is 200 Watts.



Ed's note: Are there any members out there "lucky" enough to own a "CARFRI"? Please let me know.



Membership Secretary Vacancy

At a recent committee meeting I notified the committee giving 12 months notice that I did not wish to continue as Membership Secretary after the AGM in October 2011 as after 5 years I now need some more time for myself.

I was “encouraged” into the role by the then chairman Bill Mohan to sort out the function as we were not serving our members adequately. The role was at that time split between the Memb Sec and Treasurer, the latter having ceased to function completely with many issues of members cheques not banked, cards not issued and dozens of bank order payers not adjusting their rates. We had one member from Switzerland still paying his joining rate of £8.50!

After about a year we had most things sorted and I enhanced the role to add a welcome to new members, directing them to local area reps and a robust system to “round up” late renewals.

The routine is computer-based using Excel and Word files with communications to our editor, Alan Couch (renewals) Secure web provider and magazine printers.

As I am still “feet and inches” I am sure that someone with better computer skills than me could develop and automate the systems to make it all much simpler.

The job would suit someone early or recently retired and needs attention most days, when eagerly meet the postman and you log in to see what has arrived. Indeed being in a similar position myself the role neatly filled the gap left by the day job but without the commuting.

The pay is poor (non existent!) but the rewards immense with daily involvement with Spridget related matters. You can have a variety of enquiries from around the world,

requests from magazines for cars for articles, offers of scrap cars etc.

You will need to be a committee member as the role is a pivotal part of the club structure and you can count on the support of possibly our strongest and most enthusiastic committee yet.

Ideally you would “shadow” me for a couple of months prior to handover and of course I would be available to answer any queries afterwards.

Should you be interested in taking over the role please contact me for a chat on tel: 01789 488321 / email: johnplatt1275@btinternet.com and I can send you a copy of the routine.

John Platt
Membership Secretary



Stuart Miller

We are extremely sad to announce that long standing member Stuart Miller from Hampshire passed away on Sunday 9 January 2011 following a stroke that morning.

Many will not know that Stuart has generously sent out all the membership renewal letters for many years on my behalf and previously for Nigel Williams. We both appreciated the time that he gave each month to the membership process.

We pass on our condolences to his wife Joan, daughter Karen and all family.

John Platt

New Members



Thierry Schimpff's very modified 1979 1500



Adrian Mills' MkIII Midget

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

Left out from last month

4375 Gary & Sandra Smith
 4386 Thierry Schimpff
 4391 Nick Taylor
 4392 Adrian Mills
 4393 Philip Ogden
 4395 Tim Butler

Essex
 France
 Gloucestershire
 Somerset
 West Yorkshire
 Oxfordshire

Midget Mk 3 RWA
 Midget Mk 3 RWA/Midget 1500
 Austin Sprite
 Midget Mk 3 RWA
 Frogeye Sprite
 Midget Mk 3

And from this month

3961 Jeffrey Taylor
 4396 John Du Heaume
 4397 anon
 4398 Colin Sturgess
 4399 Russell Lay & Teresa Revell
 4400 David & Bernadette Warren
 4401 C Smith
 4402 Graham Wilkins
 4403 Rebecca Webb
 4404 Pete Turner
 4405 Lee Williams
 4406 David Markham
 4407 Crispin Whiting
 4408 Christopher Pass
 4409 Nick East
 4410 Graham Skipper

Derbyshire
 Jersey
 Lincolnshire
 Middlesex
 Oxfordshire
 Warwickshire
 Hampshire
 East Sussex
 Kent
 West Yorkshire
 Hampshire
 Cambridgeshire
 Kent
 Angus
 Hampshire
 West Sussex

Austin Sprite
 Frogeye Sprite
 Frogeye Sprite
 Midget Mk 3
 Frogeye Sprite
 Midget Mk 3 RWA
 Midget Mk 2
 none yet
 Sprite Mk 4
 Sprite Mk 3
 Sprite Mk 4
 none yet
 IOW Frogeye
 Midget Mk 2 / Lenham Sprite
 Midget Mk 3 RWA
 Frogeye Sprite



Gary & Sandra Smith's MkIII Midget

Nick Taylor's 1971 Austin Sprite



Tim Butler's
1968 MkIII Midget



Peter Turner's
MkIII Sprite



Bernie & Dave Warren's
Midget "TB"



Phil Ogden's Frogeye



Lee Williams' MkIV Sprite



Chris Pass' Lenham Sprite

An introduction to the Midget and Sprite Club's Car Register



Hello you fellow Spridget fanciers my name is Bob Clarkson and it is my job within the club to look after the collating of all our cars or as many as I can list. Now I know that this may come as a bit of a shock to you but not as big a shock as me receiving two huge cardboard boxes with endless sheets of paper with details of every type of Spridget possible. I blame Bill Mohan for my predicament as I only mentioned to him about the club keeping car records no sooner had I opened my mouth and bang I was new keeper of said records. That's what you get for speaking to the then Chairman of MASC! How hard would it be thought I as we have a membership in the hundreds and not thousands? So with the boxes opened and paper sheets everywhere I began to sift through all the data. Fortunately the previous registrar had put most onto a computer spread sheet.

The records were very detailed even with a space for "Pet name of car" to which one wag had written I call mine "start you bastxxd". Clearly someone with a sense of humour akin to mine.

In the two years or so since starting to revive the records I have had the pleasure of speaking to a very varied range of owners and spent many an hour on the telephone talking to members about there cars. I remember one person (no names) who

related the story of how they had purchased a Spridget you know the one with the narrow headlights off a well known internet site. Sold by a garage that had done repairs years ago with the customer unhappy and the bill never paid. Our new owners took the car home ready for a full rebuild and applied for a V5C. Several days later there came a knocking on the door the, Yes it was the local Police as the DVLA had been informed that this car was reported stolen by the non paying previous owner. So off to the local police station went our new owner, fortunately the Police helped to resolve the matter and title was granted.

OK so much for the past but what about the records of today? I am aware that may new members and there cars have joined our club but as yet not passed details on to me for inclusion in our data base. So please help me to bring this valued part of MASC records up to date let me have your input. The details I want are all on you v5c or Heritage certificate along with your details etc. Please email or telephone me as my details are below and also on the "Who What Where" page of MASCOT. I look forward to hearing from you all I brace myself for the influx of 700 or so emails! I must be mad....

Bob Clarkson

Tel: 01902 842 643 or

email: raclarkson@tiscali.co.uk

Midget 50 Update

Following in the wake of the hugely successful Spridget 50 of 2008 at Gaydon, and gaining momentum all the while, Midget 50 to celebrate the Golden Jubilee of the MG Midget and AH Sprite MKII, seems set even to eclipse the number of cars which appeared previously. This second celebration for the small sports car that arguably gave enthusiasts the most amount of fun for the least amount of money, is going to be truly international with cars coming from as far as New Zealand, Australia, Canada, Japan and the USA. Plans are now complete for the 12th June at Burghley House near Stamford, where the cars will gather.

Organised jointly by members of the MG Car Club, the Midget & Sprite Club, the MG Owners Club, and the Austin Healey Club, this multi club event is being organised in the true spirit of enthusiasm. Event spokesman Bill Mohan has reported that, "enthusiasm from owners of all the various models has been quite overwhelming" going on. "When we first thought of running this event, we weren't quite sure what the response would be, for although Spridget (50) had been hugely popular, and many folks had asked for another event, you can never be sure. But it's been just great, the best bit being that like before all models will be represented, from Mk1 Frogeyes through to 1500s". Just like before everybody, club members or not, who owns a Spridget or one of its many derivatives, or who is simply a fan of the diminutive machine will be welcome to come and join in, many European Midget & Sprite clubs are coming in groups, and Burghley have promised to pull out all the stops to ensure they will not be disappointed. In fact it features as one of Burghley's major attractions for 2011.

Along with a display of every MG Midget model ever built, (something never previously achieved), will be Arkleys, Lenhams, Ashleys, at least one Atlantis and some Innocentis. Invites are out currently for those with even rarer hybrids. Additionally a large display of famous historic racing cars including



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STOP PRESS Since this cover was first printed a new and more powerful M.G. Midget has been announced, now with 1098 c.c. engine and front wheel disc brakes, plus more luxurious interior.

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Speedwells, Sebrings, Lenhams, some ex-works Warwick and Abingdon cars, and at least one Jacobs coupe, plus at least twenty racing Spridgets and modsports cars spanning the last fifty years. Furthermore, it is intended to bring as many of the drivers who competed with these cars across the generations too for a grand reunion. Personalities will be travelling from all corners of the globe for this very special event. There's even a fully taxed and insured Midget being given away on the day!

Potentially the largest gathering of Sprites and Midgets ever seen, even bigger than Spridget 50, it will undoubtedly be the largest meeting for Spridget enthusiasts in 2011, with over 300 tickets already sold, enthusiasm for these cars has never been higher, and this massive gathering will show all who care to look, that small packages are always the most exciting.



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Letters to the Editor – part 2

Dear MASCOT readers,

I wonder if anyone can help me. I bought my Frogeye in 2005 and having restored it, use it regularly. This Xmas my wife bought me a Heritage certificate as a present. This has set me on a quest to try and find out more about the history of the car. My car is registered RDL 252. The destination dealer is shown on the Heritage certificate as Haigs Motors Ltd, Southsea, Hampshire. The certificate also shows "Selling dealer: Frank Cheverton Ltd, Newport, Isle of Wight to Mr AK Webster". The date of dispatch to Haigs was 1st July 1958.

Might any MASC members know of these garages and any information regarding them? Tracing AK Webster will be a long shot, as it was a long time ago, but you never know.

In addition, the car's registration document shows the previous keeper (to the person I bought the car from) as David Reginald Wickham of Cleave House, Theale, Wedmore, Somerset. I believe that this was in the late '70s.

Any help would be appreciated. I can be contacted on email: ns.tenby@hotmail.com or on 07980 726201. Many thanks.

Neil (3617)



Neil with RDL 252

Hi Gary,

Attached photo of my Midget as it arrived following 18 months storage with previous owner, with my recently restored Mini in the background. Sorry about the Mini but it's the only photo I have and now the Midget is right at the back of the garage under cover. Work is progressing slowly, I have replaced the leaking head gasket and repaired the leaking fuel tank. Jobs to do include full service and overhaul the brakes prior to an MOT, then tidy the solid but tatty bodywork whilst enjoying the car over the summer. (Hopefully)

Regards,

Adrian Mills (4392)



P.S. Current registration is SYC598L, although it was registered from new as OGK234P if any members out there remember the car in a former life.

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.

Meet the Committee

MASC Committee Member Geoff Hunter



Until I retired almost four years ago I was a Fellow of the Royal Institution of Chartered Surveyors and the proprietor of a small company employing five people engaged in all aspects of the business though with a bias towards commercial and professional work throughout the West Midlands and mainly in the industrial Black Country

I have held an interest in various forms of motor sport since the early 1960s which was when I first entered a muddy hill climb in a Morris 1000. Subsequently I joined my home town car club and enjoyed club rallying in the Welsh hills, sprints at Curborough, mostly in Minis and an Ogle SX 1000 and saloon car racing as a spectator at Mallory Park, my nearest circuit.

Family and business took over in the 70s and 80s until the earlier 90s when my interest in classic cars was aroused. In 1997 I went to Olympia and bought another Ogle from the Duncan Rabagliatti collection. This I rebuilt in time for the Mini 40th celebrations in 1999. In 2000 I found a 970 Mini Cooper S in bits

and the remnants of a Frogeye Sprite. I had admired Frogeyes from when they were first produced but at that time when having just passed the driving test and being employed as a trainee auctioneer/surveyor on a salary of £2 per week I had to make do with a moped then a 6 year old Austin A30. So some 42 years later I acquired a genuine basket case which I cloned into a Californian rust free shell and joined the Club.

The car is now a hybrid using a 1275 cc motor with a fast road cam, a three branch manifold, a single HIF carburettor, ribbed case gearbox and a 3.7 diff. It goes very well except in heavy rain when it dies.

I volunteered to serve the club because I and my wife Janet (aka Sug and who has put up with for 43 years and going for gold) have enjoyed innumerable events in the company of delightful folk from Warwickshire/Worcestershire and elsewhere and it is time to put something back. If I disappoint be sure to let me know.

Geoff Hunter

2010 Midget Challenge Season Reaches an Exciting Conclusion



Midget Challenge at Brands Hatch

The second half of the season kicked off with the long haul to Pembrey Circuit, which most drivers admit is well worth it when you get there. Here it was a double header with our friends at the 750 Motor Club. The pole setters for the first race were Paul Sibley, Mark Turner and Tim Storrar. David Weston was slow away allowing Sibley to lead into the first turn, with Gil Duffy in third. Weston closed and next time round took the lead, then lost it again. This procedure continued for the remaining 13 laps, close racing at its best. Richard Perry deposed Duffy for third then handed the place back when he retired after an off at the hairpin. Edward Reeve then took third but Duffy was about to give up. The pair enjoyed some relentless place swapping till the flag. It dropped with the order: Sibley, Weston, Duffy: quite a race.

Group B saw Turner lead throughout, with Nigel Pratt in close company until a spin sent him down the order. Dean Stanton and Tom Neat then had a good fight for second, with Dean managing to stay ahead in the closing stages. Things were a little more sedate with the Road Going boys, where Storrar led throughout, with second and third falling to Peter Hartle and Dave Jenkins.

Poles for the second race were established on the drivers second best qualifying times; Sibley, Turner and Hartle, who eclipsed Storrar by 0.15, to take the spoils. Again Sibley and Weston enjoyed a race long dice for the lead and that is how they finished

when the race was red flagged on lap 12. Duffy and Perry failed to make the start so Reeve was a comfortable third.

The Group B runners enjoyed hectic opening laps, Turner and Pratt indulged in some place swapping at the front and Stanton took Neat for third. Things then appeared to settle down with the order Turner, Pratt, Stanton. On lap 7, Nigel deprived Tom of second, then lost it and did it all again. On lap 12 Stanton had an off at the Esses and out came the red flags, so the finishing order was Turner, Pratt, Neat. It was close; perhaps if the race had run full distance it may have been different! Hartle capitalized on his grid position to head the Group C runners off the line. However, Storrar was soon past and went on to win and set fastest lap. Dave Jenkins was third.



Mark Turner winner of class B



Paul Sibley race winner and 2010 overall and class A Champion



Nigel Pratt 2010 class B Champion

Next the sweeping Cadwell Park circuit in Lincolnshire saw an MGCC double header with a race on each day. Sibley, Turner and Pymm were the pole setters for race 1.

Sibley was never headed in Group A, Weston was close in the early stages but as the race progressed Paul opened up a gap then backed off to win by 3½ seconds, with Richard Perry in third. Dominic led Group B throughout ahead of hard charging Mark Turner. Nigel Pratt was third till lap four when Greame Adams, who had been with him all the time managed to get by and go on to secure the place. In Group C, David Pymm triumphed over Nick Ashman and David Jenkins.

Race two saw Sibley take the lead from pole with Weston close enough to mount a challenge and head the field second time round. Lap three saw Sibley close and by next tour he was in front as the result of Weston's retirement. Group B pole setter Dominic Mooney failed to make the grid. Mark Turner was the early leader but Greame Adams was always right on his tail, it looked to be close. Greame pounced on lap four now casting Mark as the pursuer, not a role he was prepared to accept, after circulating in close company for three laps Mark made his move to take the lead once more. The gap steadily widened leaving Adams a good second from John Collinson. Pymm looked to have Group C sewn up but was forced to retire on lap four as the result of an oil leak. Leaving Nick Ashman to win from Richard Horner.

Early October saw the Midgets and Sprites head for another 750 meeting this time at Oulton Park where Sibley, Turner and Pymm set the three Group poles. Weston got the

jump when the lights turned green and led from Sibley and Gil Duffy who had also made a good start. Sibley got by to lead next time round but Weston stayed with him throughout with the pair swapping places on a regular basis, exciting stuff. However, at the flag the order was Sibley, Weston just over a second apart with Gil in third. Good to welcome new driver Danny Rutta in Gil's old green Midget, which in my day was the "Posh Peg" car.

Turner was the undisputed winner in group B, second place Nigel Pratt was never really close enough to mount a serious challenge with Ian Stagg pipping Paul Newton for third. Initially Pymm headed the Group C, but was black-flagged for a loose exhaust. He pitted and our great marshals tied it up, which enabled him rejoin the fray but had to give best to Richard Horner.

All ten Group B drivers were fired up for a win when the series concluded at Mallory Park, again with 750 MC. Not only was the Group C championship still to be decided, but also the Krissy Duffy memorial trophy was up for grabs. Turner's 54.38 secured him pole, while Sibley set a 50.36 in Group A with Pymm on 57.91 to head the Group C runners. As so many gearboxes had failed off the line this season, Larry arranged for the race to have a rolling start.

Mark Turner showed the other Group B cars a clean pair of heels as they crossed the line for the start of the race. Mooney was close, sometimes very close and it was shaping up for a good race. On lap six Dominic made his move but Mark had him back again on the same lap. Despite piling on the pressure, last year's champion was unable to make another pass and had to settle for second albeit by a scant eight hundredths of a second. Nigel



Dominic Mooney class B

Pratt ran and finished a safe third to secure the 2010 Group B crown by just three points. Turner claimed the Duffy Trophy, the third time he had taken this particular piece of silverware.

Following his last race Greame Adams had started to convert his white Group B car into Group A Spec. Having removed the top he fitted a 1460 motor and limited slip diff from his former Modsports racer that he has bought back to race in 2011. It seemed to work as he planted it alongside Sibley on the front row.



Steve Collinson class B



Ed Reeve class A (33) and David Pymm class C 2010 Champion (6)

Sibley floored it at the start and was never headed for the 15-lap duration. Adams slotted into second with Reeve just behind, till lap four when he passed the erstwhile B car to claim second. Two laps later Duffy thought he would have some too and pushed Adams down to fourth but Greame came back. Then they did it all over again next time round: close racing or what. Next lap, the back markers came into play, whilst lapping one, Reeve was eased onto the grass and had a spin and oh so nearly was collected by Gil! However, he recovered to fourth place. So they finished Sibley, Adams, Duffy, Reeve and Chris Groves. Adams has surely put down a marker for next season. Pymm was the easy winner in Group C leading home Gary Puxty, who was having his first race with us and Richard Homer.

So the 2010 Season of the Surveying Devon and Cornwall MGCC Midget Challenge came to an exciting conclusion. Congratulations to our three champions: Paul Sibley (A), Nigel Pratt (B) and David Pymm (C). Nigel's Group B crown shows that you can come out on top

by consistently racking up the points, but he is determined to take some wins next season. The top six points tally in each group was as follows:

Group A 1. Paul Sibley 159, 2. David Weston 86 3. Edward Reeve 64, 4. Gil Duffy 59, 5. Will Smallridge 35, 6. Richard Perry 24.

Group B 1. Nigel Pratt 131, 2. Dominic mooney 128, 3. Mark Turner 112, 4. Andrew Actman 84, 5. Tom Neat 77, 6. Richard Bridge 64.

Group C 1. David Pymm 115, 2. Richard Horner 76, 3. Ian Langford 71, 4. David Jenkins 65, 5. Tim Storrar 50, 6. Peter Hartle 33.

Thanks to John Collinson and Peter May for sponsorship and MGCC, 750 MC and CCRC for inviting us to race with them. 2011 sees Championship Co-ordinator Larry Quinn take the Midget Challenge into its 35th season. If you would like to be part of it find out more by visiting the championship website www.mgmidgetchallenge.co.uk or ring Gil Duffy 01886 880 882.

Words John Baggott
Photographs Dennis Wharf
Additional images thanks to Ian Woodbridge



Brands Hatch

A Frog for all Reasons

Part 2. Motor Meltdown

By Jeremy Walton



Shortly after drifting to a halt with no oil pressure...

As we left it in our first and last episode (MASCOT November 2010), I had bought the Frog for £7,450 from Rawles Motorsport and now it was time to investigate just what I had bought. Purchased 'As Seen' with no warranty implied this early (July 1958) Sprite came with baggage: a biffed bonnet, low engine oil pressure (20-25 psi under duress), absent unleaded-friendly cylinder head, cloudy (water-damaged) windscreen and brakes that pulled harder left than an old school labour politician. Offsets included excellent dealer standard presentation, new hood and tonneau, plus fresh cockpit trim, including seats and door cards.

The pick-up from Rawles in March 2010 saw just a fun 22-mile drive south within the minor lanes of a sunny Hampshire county down to a smaller specialist. An anonymous one-man band dealing with pedigree Porsche and aged Jaguars routinely. This gent maintained my partner's Range Rover effectively, and had serviced my 25-year old BMW 635. Trusted totally, he also inspected and passed a poverty trim 1997 diesel BMW for £2,500: one that still serves extended family at 150,000 miles. Our man had become as much a friend as the super service technician.

For £205 the basics were covered, including replacing a severely perished fan belt, an oil change to Classic (Comma) 20-50W oil,

Lots of joy rides given over Easter 2010, just before motor disaster





Appearance of cast alloy carb cover far from period, but unbranded air filter (K&N?) works well. Experts say it is more efficient than original pancakes

accompanied by oil filter and rubber O-ring for the original bolted filter case. The combined hydraulic reservoir for brakes and clutch and the operation of the drum braking took road test time, a lazy front wheel cylinder contributing to grabby braking.

Closer inspection of the engine and an absence of past labour bills made me suspect that the motor had been DIY-modified. There were quotes from leading tuners, but no bills for work. Oversize carburettors (1¼ inch rather than original 1¼/8th SUs) and tubular exhaust manifold with home-brewed tail pipe mount were obvious clues.



Mike Rolls with the Haynes 50th Anniversary Sprite prize. Walton too late to enter draw and ineligible anyway!

RBK then parped 55 miles back to my home county of Wiltshire. Verdict: better, but still much to tackle. Braking swerves were reduced, but that exchange motor was heatedly unhappy escalating Salisbury Plain as the oil pressure sank. Overtaking anything travelling over 50 mph required careful anticipation: this 948cc was in dire need of intensive care!

The next 159 miles took in specialists for quotes and a very happy Easter interlude delivering multiple joy rides. I now had a costed renovation plan for body and (motor) soul.

As my son frequently asks, “what could possibly go wrong?”

It was a bright Saturday morning when motor tragedy struck. I took the Frog to Mike Rolls in Dorset, well known for all things MG and early Frogs. Mike was the supplier of a very original Frogeye that Haynes Publishing gave away in their 50th Anniversary competition of 2010. I trundled away from Rolls' rural workshops having accepted Mike's power train estimates, uncertain what do about the body as Mike was too much of a (professional) to accept the idea of trying to rescue the contorted original bonnet.

I was disconcerted by the persistent motor oil leak during that 20-minute halt. Checked dipstick for the second time, still read Full. Encouraged by April sunshine, I decided on the rewarding roads over from Dorset to see Richard Rawlingson of Nadder Valley Classics at Dinton, outside Salisbury. I enjoyed 15 miles, crested a quick B-road curve at all of 50 mph. I looked over the instruments to check water temperature and caught the terminal twitch of the oil pressure needle to zero!

A Frogeye cockpit means everything is handy, but twiddling off the ignition could not be done fast enough. We drifted to a halt outside a farm, safe but sad. A check around the oil filter saw plenty of lubricant outside the motor: dipstick indicated nothing in the sump.

Mobile phones can be annoying, but M.Rolls agreed to accept the car from an AA piggyback. I also organised a lift home in the 50 minutes or so it took to get the efficient AA guy to our B-road halt.

Old racer's pride prompted the stubborn thought that I'd cut the ignition in time to save major damage. Wrong.

Mike ensured I soon knew that just about every major item within the exchange motor had either suffered damage, or was clapped out. He estimated the rebuild would cost around £2,000. The final straw had been the replacement O-ring for the Oil Filter canister, fitted post Rawles' collection, which was not the correct part. That gradual leak became a torrent when the thin rubber ring surrendered a section of its perimeter some 208 miles after collection.



You don't see too many fascias this original, certainly not RBK!



Not much survived O-ring failure, but externals like oversize carbs, exhaust plumbing on original motor and met rocker cover/ cylinder block from £100 spare unit in the reborn 1-litre.



I determined to turn my motor catastrophe into an improved Sprite. Looked around for a spares motor, preferably one with the 9C block prefix, rather than my 8G Gold/Silver Seal exchange motor.

Apologising to Richard Rawlingson for missing my Saturday appointment at his Nadder Valley premises, Richard said casually: "Oh, I've got an original 948 unit at home. Took it out when I put a bigger engine in my Sprite. Can let you have that reasonably, if it will help..."

I set a date to meet motor salvation, before Richard named a (friendly) price!

On its own the Rawlingson A-series would not have been The Answer. It had sat in an admirably dry Rawlingson garage for six years without carburation, exhaust or other ancillaries. Covering 70,000 spirited miles, it had suffered the same saggy 20-psi oil pressures as my Exchange unit, but it was just what we needed for a premium rebuild.

Richard not only charged me the promised 'reasonable' £100 but also had the weighty motor delivered to Mike Rolls.

NEXT EPISODE: The Frogeye Fright's 49-day spell in Intensive Care did result in a sharply improved Sprite, not just in the motor department.

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London Bridges Run

Peter Gardiner in his 1500 Midget crossing Bridges

*I was alone
I took a ride
I didn't know what I would find there...*

So I got up at five o'clock and readied myself for the early morning dash "dahn sarff" and set off at six o'clock for the M6. The googlymaps thingy said I'd need 2hrs 37minutes to get to some strange place south of the River Thames if I followed its plotted route, not very easy when driving alone in a humungous city you don't know. But I went anyway! The long run down the M6 and M1 was fine but why on earth were dozens of miles of motorway speed restricted in the middle of the Bank Holiday period? Unreal and when some of the 50mph works became 40mph I was staggered.

I arrived on the A1 running down to London and as I passed under the Archway (Whittington Bridge) the dawn was lighting up the high buildings in The City showing me the way to go. I love that area of London (as a traveller) it makes me think of the old Madness song "I like driving in my car", passing signs for Muswell Hill in a car that isn't quite a Jaguar. Fearing arriving late, as I passed Highbury I risked a call to editor Gary who amazed me by saying he hadn't started

yet. I gratefully accepted his offer to run to Rotherhithe with him so I backtracked a couple of miles to join him.

As we ran south towards the Thames at Tower Bridge I began spotting places I "almost" remembered from other trips to the Metropolis and we soon drove over the bridge and swung left in search of McDonalds in Rotherhithe. We found a car park with several Spridgets and other classy cars and after a quick brunch we all set off back to Tower Bridge for my second crossing of the day.

I won't spell out crossing every bridge, indeed as I was often separated from the pack in the traffic I actually didn't. I missed two of them (one was Chiswick Bridge, I missed the turning) but thanks to organiser Darren's good route details I managed to pick up the route after crossing a bridge near Kew. I also picked up some of the cars running past Kew Gardens towards Richmond and recognised the final run through to the pub at the finishing line where I met up with so many friends again.

This year I decided to leave the roof up on Lara, so it wouldn't crack or tear in the cold but most of the "runners" were running topless, brave souls, but with a hundred or so miles to go home I decided to opt for the sheer luxury. (Don't tell anyone but there is no heater fan in Lara since I rejigged the brake pedal box and lost the room for the old motor. A newer, later style one is on order (John?) after which I expect some more intrepid rooflessness with toasty hot toes.

Thanks to Darren and his team for the planning and thanks to all my old and new friends I met on the day, it was a good 'un. Rounded off nicely at the Ace Café where Gary and I paused for a light lunch.

Bill Mohan



A Sprite passing Kew Gardens

Like The Phoenix

... But from crumbling rust, not ashes...

There's something intimate about the cockpit of a Midget. It's a little like withdrawing into the seclusion of your bed when you're a young, single man. Perhaps a little like that Beach Boys song "In My Room". A private place from which you view the world and form your dreams!

With the hood down on a summer's day or crisp morning, it's close enough to the road to be "in touch" with the elements. With the hood up on a darkened night I always felt like my own private cocoon. I liked that!



Well, that's how it seemed to me when I was nineteen, and nineteen was about my age when I first bought it. I had a new Mini until then. My dear old Dad encouraged me with assertions that an MG was a real sports car, and that a Midget was the one to have. I think perhaps it was because the proportions and handling echoed the small sports cars from Cecil Kimber's era that he held that view. In many ways he was right.

I first laid eyes on it in a showroom in Haringey. It was quite an ego boost to own it and to be able to pay for it in cash. Beneath the showroom lights its Old English White paintwork charmed me and the test drive was for me a revelation by the standards of the day.

On the night of its purchase Sue and I took a first top down drive in light rain and we

were delirious about the little car. Alongside the river in Putney where Sue lived with her parents and on out into Surrey we drove.

On countless journeys across London in years to come I revelled in the resonance of its crisp exhaust note through the city in times when Sundays rendered it almost empty in the chasms of Threadneedle Street and the like. Through Parliament Square and along the Embankment and Grosvenor Road into Chelsea and beyond. In times that followed it served us faithfully on journeys to Cornwall, Wales and the like where tiny twisting roads suited the Midget's handling perfectly.

It carried us back to Cornwall on our honeymoon having stood proudly outside the church while we were married and it continued faithfully to do so until its value exceeded the required deposit for a house and hard choices came to call.





The new roof, wheels and leather interior



In the years that followed I wondered how the little MG had fared. I still pined for it until the urge to track it down became obsessive, and in the early seventies I did! It was much as I had left it but ravaged by time and use. In short order I managed to buy it back and drive it home in a flurry of 'Rust Dust' from the carpetless footwells. It came home on the night of Sue's birthday, and very emotive it was! It would never leave us again.

In the years we ran the car, my dear old Dad drove it, my mother rode in it as did Sue's non-driver parents. It was part of the very fabric of those times. Those people and times are all gone now.

For so many years I gathered every new part I could find from wherever I could find them, waiting until it could be restored. Not until after I retired could that be achieved. In the autumn of 2010 it was complete. New wings, doors, floors. A new complete rear shroud.

New bumpers and endless new mechanical parts culled from every identifiable source. A new factory diff, gearbox internals, new factory screen and surround and every thing I could think of to bring it back to as near new as possible.

Indulgences like a leather interior and chrome wire wheels were permitted me while Sue's support and encouragement were unstinting. Perhaps it is more of a recreation that a restoration but it looks and drives just as it did back then. Same dash, same alloy steering wheel boss that Sue bought for my 21st. Same Lucas spotlights staring forward. Same view down the same bonnet.

What will the future bring? Much pleasure I suspect. We hope to see many of you in the coming year, not least at Midget 50. I have been fortunate in that I have a couple very nice mechanical toys. I also have five grandchildren. Now which one do you guess they all want when we shuffle off this mortal coil? No prizes given....

Sue and Roger Gray
Essex



Why of all things an MG Midget?



My current Midget since 1984 near Brientz, Switzerland, in the early nineties

In 1957 when I was nine years old, a near neighbour owned a red MG J2 Midget dating from 1932, and although by then reduced to old banger status, I thought it simply fantastic. I only dared look at it over the gate, until invited to take a closer look, and then finally with permission granted, go for a ride alongside its owner. Looking on the bright side, things could've been worse I suppose, but that car and its owner have much to answer for! I was already car mad, knew all the makes and models, but this was something else, it might have been 25 years old, about the same age as its owner, but compared to my Dad's pedestrian Austin A30, it was mind blowing. From then on it became my overriding ambition, when old enough, to own an MG. This ambition was regularly fueled by not only the J2, but also the sight of a beautiful Dove Grey MGA Twin Cam fixed head, when on visits to my Grandmother, and finally sealed beyond any reasonable doubt when my mothers younger brother purchased a brand new Old English White MG Midget in



My two Midgets at rest basking in warm sunshine

1962, coming round to show us the day after he'd collected it. The smell of a new car in those days was heady stuff, but to this by then impressionable fourteen year old, the smell of a new sports car – an MG sports car with wire wheels no less – was beyond my dreams.

My interest in cars and motor sport developed rapidly through the following years, this was the '60s when motor racing and cars were arguably at their most exciting, and although cars like the Mini Cooper S, Lotus Elan, Porsche 356 and TVR Grantura sometimes made me waiver, my affection for MG's always returned. Move forward to 1971, apprenticeship and college finally over and earning reasonable money, I could finally replace that ageing VW beetle, with my own brand new MG Midget. Boy was it worth the wait.



My first Midget when only about three months old in 1971

Pin sharp steering, responsive and alive, B.JN 590K was a revelation. But like many first time Midget drivers I expect, I considered that if an inexpensive little Midget could be this good, what about an MGB, Ginnetta G15, Lotus Europa, Porsche 911 or E type? Through my interests in motor sports, cars, and the friends I made, over time I had the opportunity to try all of these sports cars and many others too, and whilst some had real merits, none had quite the same level of absolute out and out fun of a Midget, save for the Lotus Elan and Europa, which were quite simply fabulous. Sadly though they were terribly flimsy in just about every respect, the few I knew reasonably well continually letting their owners down. Not for nothing were Elans constantly changing hands, a



LYL 411D meeting an MGC in the pits at Reims in the nineties, we were on our way to Italy

one owner three year old example being a rare bird indeed back then, for by three years they'd usually gone through four or five owners if not six!

Although I've owned and own other MG models, including a J2, for the last forty years there has always been a 'modern' Midget in the garage, four in total, with LYL 411D my current BRG MkII, being owned longer than the previous three put together. But why of all things, people have asked, do you still have a Midget? Well as outlined above its simple – above all else the Midget is a true drivers car, just crying out to be driven. Never has there been a car that offered so much fun for so little money, if another manufacturer had ever come up with anything like it, at any price, they would have been applauded from the rooftops. Of course the original MkI Sprite did receive rave reviews on first appearing, which it richly deserved, as did most of the subsequent models. A joy to drive, with easy and inexpensive maintenance, these little machines even today, fifty years after they first appeared, still represent the ultimate



Second Midget owned from 1973 until 1977, it did everything from concours to all night road rallying, plus being my everyday car

enthusiasts all rounder. A true 'sports car' in every sense of the word is what I tell the doubters, and until you've driven one you'll never know.

As for my Midgets, well following BJN came a lovely 1969 Mineral Blue 1275cc model. XYK 824G not only being used as everyday transport, but also for some serious road rallying work, and all manner of other forms of club motor sports. This was followed later by a 1973 Blaze Orange 1275cc round arch model registered KOR 161L. This car was more seriously campaigned, losing its brightwork over time and gaining a genuine set of Minilite wheels, plus all manner of other mods. It was such a good car, and upon reflection I should never have sold it. (How many of us say that about certain cars we've owned).



KOR161L my Midget for 17 years

Which brings me to my current MkII, bought in 1984. Although not used for anything more strenuous than a few autotests, it has carried us many times all over Europe, on more than one occasion climbing a number of Alpine passes in a single day, completed a few laps of the Nurburgring, and Spa, when you could, and generally been enjoyed for what it is. And still it never ceases to amaze me how after all these years of driving them, whenever I head off out and take the S bend at the bottom of the hill, just outside my village, I can't help but smile. Instantly the grip is there, the throttle responds, and the car and I are one. And that smile is still there long after the ignition has been switched off and the engine cooled down.

Like I said, that J2 has much to answer for, but would I change anything? Not a chance – see you at Burghley.

Dennis Wharf

The Other Healey Sprite



THE HEALEY *Sprite*

Some of you may know of the Austin Sprite, produced after the marriage of Austin and Healey was annulled. I'm aware of a few MASC members who actually own one of the 1022 Austin Sprite cars which were produced.

Here in view of the recent weather is the other Austin Sprite. It has the added advantage of being rust proof, although it's absolutely rubbish on winding country roads.

"SPRITE"

OUTBOARD RUNABOUT

The "Sprite" offers sports performance with jet-like acceleration, high maximum speeds with economy and stability in the sharpest turns. The "Sprite" is tops for ski-ing fun or sprinting across the water as a yacht's tender. Individual sports car type bucket seats and fabulous out-of-round wheel offer commanding control at all times.

Length o.a.	13' 6"	Transom height	15"
Beam	6' 2"	Transom width	71"
Weight approx.	385 lbs.	Rec. max. h.p.	65

STANDARD EQUIPMENT includes: Individual sports car bucket seats—Wheel steering—Ski stowage—Flotation cushions—Transom plate—Towing eye—Ski tow rings—Fairleads—Cleat—Heavy duty fendoff—Duo-tone hull/deck combinations.



Moulded throughout with only the finest material, the Healey range requires no painting and with the new type flexible resins a durable and scratch resistant finish is obtained. The Healey double bottom construction ensures maximum buoyancy and easy clean flat floors. Self-draining engine wells and steering to O.B.C. standards ensure safety.

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A great mix of classic cars queuing to get in



Brooklands January 1st 2011

Ann and myself, along with other members of MASC and Harrow Car Club went to Brooklands Motor Museum on 1 January for their annual “interesting” vehicle day (mainly Classics). It was good to get out in the fresh air after all the bad weather and Christmas/New Year activities!

I am sorry to say that I did not go in my Midget due to the fact that I am in the process of fitting the trim/carpets – a job I did not complete before putting the car back on the road three years ago after carrying out a full restoration.

The Brooklands event gets bigger each year and although the weather was mainly grey



The Brooklands Hurricane

with some light drizzle I would estimate there were close to 500 vehicles on display from the early 1900s through to modern day Lamborghinis.

Members displaying their Sprites included Gary Lazarus – Gaps – Frogeye and Mike & Ann Harrison – 67 Sprite fitted with 1.8K series engine, 5 speed gearbox and numerous other mods.

Brooklands is a great place to visit any time of the year and has plenty of motoring and aviation history. To find out more visit www.brooklandsmuseum.com or call 01932 857381.



The Brooklands memorial wall

Keith Warner
HCNW

Motoring in the New Year



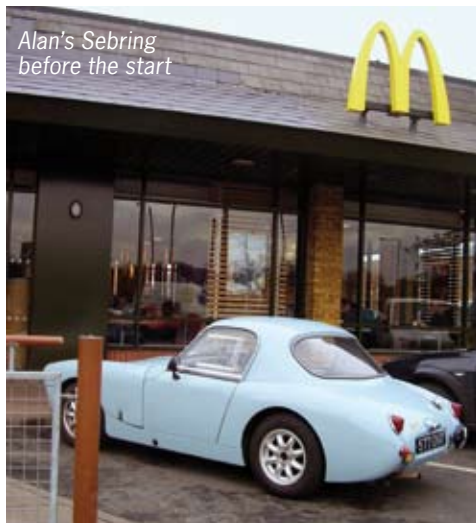
New Year's Eve saw Maggi busy in the kitchen preparing sandwich filling, dishes for nibbles and putting dozens of mugs at the ready. Not for a party evening, but for the following day. On New Year's Day we always go to the VSCC organised car meeting at Barrington which is only a couple of miles from home. This year in our blue and white Frogeye.

Barrington boasts the longest village green in England and a good historic pub, but on New Year's Day there are often 100+ interesting cars meeting on the green, so the usual

excellent service at the Royal Oak is put under severe strain – getting in the door is a feat in itself! There is usually a good turn out of Healeys and Spridgets, with members coming from as far afield as Amersham and Kings Lynn this year, and due to the overcrowding at the pub, over the last few years we have taken to inviting friends and acquaintances back to our home for soup and sandwiches after the meeting. This year we had 25 guests come to the house to warm their toes by the fire, but luckily the soup and sandwiches seemed to stretch around.

Once the last guests had departed, and the dishwasher was busy with the first (of many) loads, it was time to get equipment together for the next part of the traditional motoring New Year, the Bridges Run organised by Darren Tyre for the Midget and Sprite Club. Scarves, hats, camera, route instructions and an atlas were put ready in the hall, and the alarm set ready for an 8 a.m. departure to Dulwich McDonalds the start of the Run. The idea of the run is to drive north across Tower Bridge, then south over London Bridge, north over Southwark bridge etc etc until you get to a nice pub in Richmond for the finish some 12 bridges later.

The day was dry, and the temperature only a couple of degrees above freezing, but this Sprite has no heater; however a missing grommet in the bulkhead did allow a small amount of welcome warm air into the passenger footwell. On arrival at McDonalds we met our friends Richard & Kate Mayes who had travelled down from Letchworth in their Frogeye, plus many MASC members we





The Women of WW2 Memorial

knew. Eighteen cars in all. We just had time to grab a coffee, then we were off. Red Leader set a brisk pace using all 2000cc of his Ford Zetec engined Midget, but with many sets of traffic lights the group was broken up quite early on. We were among the later starters, so in the 20 mph section on Tower Bridge it was amusing to hear a transatlantic drawl declare "hey look, it's another bug-eye....and another...will y'look at this convoy!"

As we drove through the City and on to London Bridge, we were a little concerned that we hadn't seen Richard & Kate's yellow Frog for some while, this being their first time on the event, although Kate had walked the route for charity way back in the 1960's, the couple frequently visit London, and have participated in many international car rallies in their Healey 3000. Darren had produced an excellent set of route directions, that seemed easy to follow except, for example, where the 'left into Mansell Street' was done on a wing and a prayer as, if there was a road name plate, it was not easily visible. This probably accounted for our taking a right too early somewhere in Borough, but ending up with a group of cars who had left the start before us.

As we rarely visit London, we got our first 'live' view of the new memorial to the Women of World War 2 in Whitehall near the Cenotaph. No time to gaze though as road works meant we had to negotiate a complete lap of Parliament Square before we could cross Westminster Bridge. Further on Albert Bridge was closed for works, so Darren had routed us south over Battersea Bridge, round a small block, then back north over the same



On the road – in traffic

bridge. The instructions told us 'don't forget to wave at the Midgets and Sprites coming the other way', and much to our surprise, there were Richard & Kate a couple of cars back from Red Leader going the other way much ahead of us! It was not far from here to the regrouping halt at Wandsworth, and a little mild interrogation revealed that they had realised they were dropping behind, so had 'cut' the route to catch up.

The traffic was somewhat lighter as we rejoined the route heading for Putney Bridge. The route instructions noted many exotic car dealers, pubs and breweries as landmarks to check our position on the way. There were also two cemeteries noted on our way to go over Hammersmith, under Barnes, over Chiswick and Kew Bridges, and then we found the traffic – being a nice dry Sunday, the world and his wife and family had gone to Kew Gardens!

Once out of Kew, it was only two more bridges to the finish at the Rose of York pub



Some of the participants



More of the participants

in Richmond. We walked in past a tempting carvery on our way to some tables at the far end of the pub, but were unable to face any more roast meat so soon after Christmas, so ordered the 'hot sausage sarny' listed on the menu. After some social chat with other participants, and getting collared to write this article, it was time to take our leave. We said

a quick 'thankyou' to Darren for a good day out, and then made our way to the car park. We followed Richard & Kate, to the North Circular and up the A1, then waved goodbye as our routes diverged at Baldock. The day's trip was 157 miles, so we now feel set up for motoring in 2011 – when's the next run?

Roger & Maggi Byford

NW Area Report

January meeting was an excellent turnout with 17 people turning up. We had four new members; Mike, Fraser and wife (can't recall her name, I do apologise) plus Mark.

Now that we have some new members then I guess it promotes Dennis and Daniel to the ranks of regular member status. In fact they also deserve a gold star this month as they were the only ones who turned up in their car (Mk3 Sprite); the rest of us softies all thought it was too cold – what ever happened to the hardy northerners? Old age probably.

Daniel is Dennis's 19 year old son and he is learning to drive in the Sprite, how cool is that, init – notice how I am using some youth talk here to impress Daniel, it's well bad init. Will he be impressed with my hip hop speak, what choo thank? Don't want him thinking I'm just a grumpy old git!

Of course, as we all know, hip hop symbolises the expression of the relationship between urban youth and their environment, sort of art of the streets.

It's only right that we make an effort to embrace the ever developing culture of the youth, after all the youth of today are our future. So when you see me with my jeans half way down my bum and undies showing,

then I haven't gone completely mental but just making a conscious effort to bond with the young people – mind you, not sure that having Primark printed across the back my Y-fronts has quite the same impact than as if it said Calvin Klein. But hey, ya got a start somewhere man.

All this rambling set me thinking to when I was learning to drive, a very long time ago. What car did you learn in? I was taught by my dad in a Rover 2000 TC, lovely, technically way ahead of its time – the car, not my dad!

I will always remember the test examiner's face after we did the emergency stop, not many cars in those days had all-round power assisted disc brakes and I'm not sure he was quite expecting such an abrupt stop!

I was also thinking; what would I say was the best era for the British sports car. For me it must be the 1960's. This was its hey day, there were so many variants and something to suit everyone and not just the well off. Before and after this decade there were certainly cars of note but the '60s epitomises the vision of the British sports car.

What sports car of any era car would I have if money was no object; it would have to be the Ford GT40. A car with no compromise, it has everything, speed, racing pedigree,

absolutely stunning styling that look as good today as it did nearly 50 years ago, brute force, rugged and sexy – a true classic. Not unlike my self don't you think? But as I can't afford one then I'll take second best and keep my Sprite, mind you I'm more than happy with that.

Well that's it for now, Diane has just told me I have to get to Lidl before it closes otherwise I will have no dinners for next week. Plus I have to go and see my mum – I can just hear here now 'for goodness sake Pete pull your jeans

up, I can see your under pants, I hope they're clean'. I know my name is Les, it's my brother who is Peter but even after all these years she still gets our names mixed up. Mothers, don't you just love em.

So see ya later, keep you're stick on the ice init.

Les

Just pulling my jeans up, my bum is freezing!

Tel: 01772 432 138

Email: lesrobinson@blueyonder.co.uk

Bristol Area Report

Now I have to say that our gallant and unflappable editor, Gary Lazarus, was just a trifled miffed to the poor response to his caption competition some issues ago. Gary is, on the quiet, a bit of a caption competition fiend. There is little more in life that Gary enjoys more than pairing words and images in a stylish and imaginative manner. Being the understanding and supportive sort of chap that I am, I have rallied the entire Bristol area membership to help brighten Gary's monthly chore and his hidden passion to match the images and words. Hence, we never submit any images from our cheerful throng (That's 'THRONG' not thong before you look again!). No, our monthly reports are in essence – THE CAPTION. We know that Gary will spend many happy hours trying to find a suitable image to accompany the Bristol area's monthly report/caption to claim the prize. (Not that we will ever award one though). So well done Gary for winning our 'Freezing car' image/caption competition in the January edition.

The entire Bristol membership voted in favour of continuing this policy for 2011, none of us wishing to upset Gary by depriving him of the thing he likes best about being editor – trying to find an image to go with our reports each month.

Now if you are wondering why I have taken up so much valuable space on this little 'behind the scenes' matter, well, it is because Alan Lo didn't attend our January meeting and left me totally without any inspiration for this page. Other than to say it was very wet, seven of us attended and there was not but one Spridgley thing in the car park of the Rose and Crown, that was it. Now find an image to go with that if you can Mr Editor!

Terry Horler

Ed's note: Heigh Ho, if you insist. However I just couldn't find an image of the seven intrepid Bristol members in the rain or in the pub. Luckily my secret Bristol "MOLE" was able to snap this photograph below, actually taken on the night.



Heigh Ho...

*A good turnout for
the time of year*



Scotland Area Report

The last month has seen very few Spridget related activities in Scotland.

The Christmas and New Year social activities, plus ongoing inclement weather, have ensured that there has been little time or suitable conditions for either using the cars or undertaking the various projects and tasks that the members had intended to undertake. Unfortunately, this does mean that I do not have a great deal of news to be able to impart to all our other nationwide Spridgeting colleagues.

The one event that did take place was the Group's regular monthly meeting. The December meeting is however is always somewhat different from the remainder of the year's meetings, which are held at The Garfield House Hotel, Stepps. This one is traditionally held at Betty and John's house at Limekilnburn. Betty is a real aficionado of Christmas and the house, both inside and outside, is always bedecked with lights and decorations. Some twenty people comprising Group members, partners, colleagues and friends gathered to enjoy the superb buffet and hospitality provided. Many thanks, Betty it really is appreciated. Roaming around the house between the various huddles of people revealed that the conversations included the Groups activities in 2010, the programme for 2011

rally car preparation, auto-testing, progress (or otherwise) on the various projects, another classic car that had been purchased, dogs, the weather (of course!) and the usual putting right of all the country's problems, if only we could be given the chance!

A check of the programme of runs for the forthcoming year has just drawn my attention to the fact that our first outing is scheduled for April 24th. The Group's last run was September 19th, and a quick calculation shows that we are over halfway between the two. Thus putting a positive spin on things we are well on the way to being active again. The Scottish Group's programme of runs for the year is listed below and I would reiterate that if any of you are intending to be in Scotland, or would like to make a trip, and would wish to join us on one of our events, please feel free to contact either Betty on 01357 300355 or myself on 01698 814791 for further details of meeting places and times.

All this talk of the imminent arrival of the new season must mean it is time for this scribe to get to work on his own car and ensure that it is ready. In the meantime, happy fettling to one and all!

John Pardo

2011 Scotland Area Calendar

**The contacts in respect
of all of the events are:**

Betty Kerr
01357300355 and
John Pardo
01698 814791.

Date	Organiser	Destination
24th April	John T and Betty	Spring Mystery Tour
15th May	John P	Myreton Motor Museum, Aberlady
3/4/5th June	Betty/John P	Skye Weekend
21st June	John T	Mid Summer – Culcreuch Castle, Finty
3rd July	Michael	To be Arranged
24th July	Steve	To be Arranged
August	Willie	Loch Lomond and surrounds
August	David L	Mull of Kintyre
11th September	David A	Sanquhar and surrounds

East Anglian MASC Report

Not very much going on on the Spridget front in the eastern territories of MASC last month apart from freezing and festering. We did have the post Christmas Mad Cat night with a surprisingly good attendance bearing in mind the time of year, sadly no Spridgets, Dave H had a sad tale of problems with his recent engine work and transplant producing blue smoke. Graham (Bigfoot) Kirkup managed to eclipse Dave with his tale of terminal engine woes and piston disintegration with what was a very nice modern MG (not built like the frog Graham). So we consoled ourselves over a pint or two of Rocket ale, wished one another a great new year and thought about the coming season and what events we should run.

I passed on the main points from the recent committee meeting, not sure I am allowed to say too much but basically we looked at trying to simplify paperwork. You know years ago people didn't need to pass a driving test or have an MOT or insurance in order to drive on our roads and doubtless many were opposed to these things when they were introduced. The world changes (not always for the better) and we sometimes need to adapt to changing conditions, none of us like change but none the less it's necessary, so anything we can do to simplify the necessary bureaucracy has got to be worth doing. We also looked at ideas to help boost the Club's

profile and membership within the constraints of our budget, all good stuff.

Moving swiftly on, I received an email from a club member in St Brieuc on the north coast of Brittany, he has organised a weekend run for the summer (July 2nd & 3rd) along this brilliant stretch of coast, taking in some of France's best attractions. Knowing this area a little myself I will definitely be going, and to have a local Frenchman to show us the way and take us to all the best places coupled with a contingent from the East Anglian MASC (well known for guaranteed top down sunshine on all our events) can only make this a brilliant weekend. My Sprite has visited France more times than I can remember (and certainly more than 10) and I have not once used the hood. The plan is to take the Portsmouth to St Malo overnight ferry on Friday, to be met off the ferry on Saturday morning, to get acquainted over breakfast before starting the run. The run is circa 200 kilometres of some of the most stunning French coast available, visiting some of the most famous sites and places of interest in France including the Mont St Michel, staying overnight in St Brieuc, continuing the run on Sunday and finishing back at St Malo for the Sunday morning ferry after a brilliant weekend of fine food, good wine, sunshine and good company.

See you all at the Mad Cat and beyond

Dave Dixon



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Warwickshire Area

Thanks go to Chris and Sheila Yates who have so ably written this piece for more years than they care to remember. Because we cannot hope to follow such a good example the plan is for a different member each month to write for *MASCOT* thereby, hopefully, giving a variety of different perspectives of life in our area.

The first event of 2011 took place on Sunday 2nd January when 17 people gathered at The Green Dragon for a hastily arranged run to Cleeve Hill in Gloucestershire. Alan had been following the weather forecast and was sure this was to be the best day after the festivities and snow of the previous week, but in deference to those who had survived a variety of bugs any make of car was acceptable. We were hoping to see the new supercar but the roads were deemed too dirty, although two brave pairs did turn up in Spridgets without roofs – even though harvest mice had taken up residence and tried to sabotage Mo and Phil's outing.

We drove first to Dover's Hill with a plan to have a brisk walk to 'blow away the cobwebs' but this was soon abandoned because of the mud and abundance of sheep. A pleasant drive took us along narrow country lanes, including a 1 in 4 climb, and one with a very high grassy central ridge which Geoff reckons did his Austin Healey no good at all. It was probably good that no-one was driving a Frogeye. The plan was to stop for lunch but unfortunately this pub was closed, but at the Pheasant Inn in the next village was able to accommodate 17 comfortably for an enjoyable lunch.

The monthly meet was well attended, despite two couples luxuriating in warm climates on the other side of the world, and was the first chaired by Alan since Chris's 'retirement'. A brief resume of the Committee meeting held the previous Sunday was given to members and as three members

of that committee were present they were able to give an insight into the workings of it. We were made aware that John Platt intends to step down as Membership Secretary in October and that a new person is sought to fill the role. Hopefully by then the role will have been streamlined and that the job will not be as time consuming as it is at present.

As at every January meeting we planned our list of events for 2011 with the usual events pencilled in, which include the MG show at Stoneleigh in February, which Dave Colclough has agreed to co-ordinate, Midget 50 of course on 12th June, Siverstone Classic in July and the NEC Classic Car show in November. Other events being organised by various members include a 'Wet and Wild' Wales trip organised by Chris and Sheila for March, 'Drive It' Day from Geoff in April, a trip to the Rhine Valley at Easter, a Worcs/Shrops run by Stuart and Sybil in June, Cotswold Caper in August from John and Ann Platt, the Coventry Festival in September, and not forgetting the Pershore Plum Festival suggested by new member Tim Storer. There are plenty of other suggested events on the calendar so hopefully all members will be amply catered for. All we need now is fine weather to keep our little cars happy throughout what proposes to be a busy and enjoyable year.

Alan and Rosemary Couch
Email: roalan@talktalk.net
Tel: 01564 773 302



Essex Calling



Yes we are still alive down here in “not-so-sunny” Essex. My members are fed up with me not writing for *MASCOT* so here goes: We are slowly getting more “ACTIVE” and this is “the year”. We have had one run to the Tiptree Jam factory but only three Spridgets. Come on you Spridgeteers, you can do better than that.

We are now planning a run to Aldburgh, Suffolk on “Drive It Day” 17th of April. We are then going to have a run out every 2nd Sunday of the Month, beginning in May to September. So if any member has any suggestions of a run they would like to do, we would welcome it and be accommodating.

We also had an enjoyable Christmas meal with eleven of us in total at the Bell. Tim won the bottle of wine for attending the most meets. Anyway Happy Spridgetly New Year
Bye for now

Jane Gates

Email: jgjanegates257@googlemail.com
Tel: 01255 830 509

Editor's note: It is a lovely part of the country with some great roads and I know that Jane would be delighted for any members hiding in Essex to get in contact with her. Additionally, I'm sure that any members from outside the Essex area would also be made very welcome too.

Market Place

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

For Sale

MG 1500 midget 1979 new engine new hood, new tyres; good mechanical order no tax or MOT on SORN last used 2006. Sale due to age, offers around £1500.

Graham phone 01788 814842

For Sale

Works hardtop restoration project complete with over – centre front catches and side brackets for fixing to hood pivot point. Suitable for Midget Mk3 / Sprite Mk 4 onwards. Collection from mid Essex. £70.

Pair of vgc K&N pancake filters to suit twin 1¼ SU. £50 inc postage to UK.

Contact Doug Plumb 01245 226112;
email – doug@tomtit.fsnet.co.uk

For Sale

Fibreglass Hard Top, believed to be for a Midget 1500. All perspex windows removed, and new Perspex windows and seals included in sale. Seals for the door windows missing. Non-original rear fixing bolts included. Offers.

Please call 07840 777197. East Yorkshire.



The line-up outside
Ye Jolly Farmers

Yorkshire Area Report

January saw our third monthly meeting at our new fixed venue of Ye Jolly Farmers Inn in Dalton. Luckily the snow had washed away, but roads were still icy, as was the pub car park. However despite the weather we had our best recent turn out, with 16 Yorkshire Spridgeteers enjoying the real ale and some new flavours of excellent homemade pie. And amazingly for Yorkshire January weather, four spridgets!

The “Member From Afar” award went to new MASC member Davey from some way north of Newcastle up in Northumbria, who made a lengthy journey in his newly purchased bright yellow, orange juice coloured frog which has a number plate conveniently including the letters “OJ”. Yorkshire is Davey’s nearest meeting with a round trip of 160 miles, and although we don’t expect to see him every month, it was great to meet him and we hope to see him on some of our events in the Spring.

Hardy Rob and Jenny made the journey from York in their K-midget roofless and heaterless, as per usual. Kevin brought his midget up from Easingwold, and Sebrina our Sebring GT Midget started first time and was very well behaved despite being rested since November.

It was also great to see some old faces we hadn’t seen for a while with Geoff and Hilary, Claire and Ian, and Dave Wigley coming in modern transport. Jason and Michelle and Frank Clough also joined us and contributed to the general bonhomie, along with new

members Ken and Julie who joined us for their second meeting.

A lot of discussion focused around Midget 50 and the MASC National event at the Silverstone Classic (*see information elsewhere in this month’s MASCOT. Ed*), and we hope to be able to arrange meet up points en route so that some of us can meet up and travel down together. Watch this space for details of the some spring runs as well!

Hope you can join us at Ye Jolly Farmers on Saturday 12th February – until then, happy Spridgeting!

Sarah & Tim



Davey Gair’s newly acquired and far travelled Frogeye

South Staffs and North Birmingham Area Report

Well the last few months have been a bit quiet. Snow prevented December's meeting from taking place with all sensible people staying at home in front of the TV in the warm. Only daft people would have ventured out in such conditions, which meant I was the only one there.

Anyway, the grotty weather and holidays seemed to put a halt on most Spridgety based things. I know that it was so cold in my garage over the holidays that even the gas in my gas fire had frozen up!

January's meeting soon came round and on arrival, I thought I'd turned up at the wrong pub. It seems that they have given it a make over and tried to smarten the place up. Well it made us feel a bit out of place amongst the soft lighting, and new furnishings.

It turned out that Bill 1 had been out and about giving SS&NB a presence on the annual London Bridges run. He reported that he had a great day out, and enjoyed himself thoroughly, even if the "local" Londoners that



he asked for directions at one point in the run, were unable to assist him in rejoining the pack. It's a good job that Bill has a good sense of direction. I'm sure further coverage of this run appears elsewhere in *MASCOT*.

But back to the January meeting. It seems that we must have been in a start of the year mood as we even talked of the future! Many issues were raised, one being the possible selection of a new venue, however

this threw up concerns about car parking space, room for us to sit together and more importantly, would anyone have us? Possible venues were discussed and homework was set, well homework in the sense of visiting the venues, checking out the car park and sampling their wares.

We also discussed events that we would like to attend this year, the first of which will be the Stoneleigh show in February. Also we did think about a weekend event in a similar vein to our previous Devon weekends, again homework was set for members to have a think about possible locations.

Finally, our annual Tunnels run was discussed. This will take place again this year, although dates haven't been confirmed yet. Bill has a cunning plan for an end of run destination which he will be checking out for us. More details to follow.

So overall, not much has happened, but SS&NB are looking forward to putting some miles and smiles on our cars this coming year.

John Collins

Tel: 07070 213 084

green_mx5@hotmail.com



Bill and Lara venture south to the London Bridges

YOU ARE INVITED

To The Biggest and Best 2011 Classic Sports Car Event in the World and MASC Grand International Gathering at Silverstone

On the 22 / 23 & 24th July 2011 we will be holding our Grand International gathering at the fabulous Silverstone Classic with heavily discounted tickets, dedicated MASC infield parking, access to everything and a parade lap of the track for our cars, most likely on the Sunday (day to be confirmed) to celebrate 50 years of the Midget. This year the Classic will be bigger and better than ever with 6000 classic sports cars on display, 800 additional classic sports and racing cars to get up close and personal with and we will be among the first to sample the delights of the newly improved track and amenities.

The event will include twenty races over the weekend, full access to the pits and grandstands, 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 and worth millions, and all really going for it, often with legends like Stirling Moss (and a host of other famous drivers) at the wheel. Google 'Silverstone Classic' for more details and updates.

This is top-flight big time motoring fabulousness at its best and MASC has brought you the chance to be part of it at a bargain price. DON'T MISS OUT.

Car Clubs Ticket Offer

The matrix below explains the ticket prices that are available to our members during each ticketing period:

	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 event tickets using the **MASC BOOKING CODE C11035** which will include 1 infield car pass for access to our display area and admission for up to two people in the car at the special heavily discounted prices.

**Tickets can be purchased
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