

April 2012

£2 No. 337

# Mascot

*The Magazine of the Midget & Sprite Club*



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





British Motor Heritage Approved

# Parts 4 Sprite & Midget Cars



MGA | MGB | MGC | Midget | Sprite | MGF/TF TR2-8 | Spitfire | GT6 | Vitesse | Dolomite  
Welcome to Abingdon MG Parts Ltd!

We currently have over 28,000 lines of stock in our Warehouse with many parts on our shelves today to keep your Sprite or Midget in first class condition (or on the way to it!)

As part of the David Manners Group we have massive buying power to bring you the very best deals, some of which you can see here. We offer a worldwide delivery service with a next day service available to many countries.

For UK deliveries we offer several next day delivery options including a before 12 noon and before 10am service.

To see our full product range and prices please visit our website.



## Part of the David Manners Group

991 Wolverhampton Road, Oldbury,  
West Midlands B69 4RJ  
Open 9:00 till 5:30 Mon-Fri  
9:00 till 1:00 Sat

Parts 4 Jaguar | Daimler | MG | Triumph  
Mini | Morris Minor & MX5 Cars



**0121  
544 4444**

<p><b>Heating &amp; Cooling Parts</b></p> 	<p><b>AEA301</b> Fan Blade A Series</p>  <p><b>£10.20</b> inc VAT</p>	<p><b>AEA306</b> Thermostat Housing Sprite Mk1 948</p>  <p><b>£16.50</b> inc VAT</p>	<p><b>88G588</b> Heater Tap Brass Midget</p>  <p><b>£9.60</b> inc VAT</p>	<p><b>37H7914</b> Heater Matrix Sprite</p>  <p><b>£46.80</b> inc VAT</p>
<p><b>Braking Parts</b></p> 	<p><b>17H9438</b> Brake Caliper Midget 63 Cn</p>  <p><b>£45.50</b> inc VAT</p>	<p><b>GBH1575S</b> Brake Hose Stainless Steel Sprite 62-80</p>  <p><b>£14.50</b> inc VAT</p>	<p><b>GWC1111Z</b> Wheel Cylinder Midget 61-62 Rear</p>  <p><b>£11.95</b> inc VAT</p>	<p><b>GWC1102Z</b> Wheel Cylinder Sprite 63-74 Rear</p>  <p><b>£4.80</b> inc VAT</p>
<p><b>Lighting Parts</b></p> 	<p><b>BHA4175</b> Rear Lamp Sprite Mk2 - Mk4</p>  <p><b>£63.50</b> inc VAT</p>	<p><b>127916LUCAS1</b> No. Plate Lamp OE Various Models</p>  <p><b>£18.00</b> inc VAT</p>	<p><b>13H23</b> Rear Tail Lamp Sprite Mk1</p>  <p><b>£18.00</b> inc VAT</p>	<p><b>1B9100</b> Side/Flasher Lamp Sprite Frogeye Mk1</p>  <p><b>£9.50</b> inc VAT</p>
<p><b>Fuel Parts</b></p> 	<p><b>17H98</b> Fuel Pump Midget 948 - 1078</p>  <p><b>£30.00</b> inc VAT</p>	<p><b>21A168</b> Tank Sender Unit Sprite 62-67</p>  <p><b>£40.80</b> inc VAT</p>	<p><b>GSS154</b> Locking Fuel Cap Sprite Stainless Steel</p>  <p><b>£19.80</b> inc VAT</p>	<p><b>WZX1859X</b> Genuine SU Service Kit HS2-HS4 Genuine</p>  <p><b>£36.00</b> inc VAT</p>
<p><b>Electrical Parts</b></p> 	<p><b>13H5952LUCAS</b> Starter Solenoid Midget 1500 &amp; GT6 Mk3</p>  <p><b>£6.00</b> inc VAT</p>	<p><b>GXE3101NEW</b> Dynamo NEW Various 1098 - 1275</p>  <p><b>£53.50</b> inc VAT</p>	<p><b>13H632</b> Rev Counter Drive Sprite Mk1 - Mk2</p>  <p><b>£72.00</b> inc VAT</p>	<p><b>GXE4418X</b> Hi Torque Starter Various</p>  <p><b>£162.00</b> inc VAT</p>





Receiving the Briault Trophy from Bill McGovern, outright winner of three British Touring Car Championships  
*The Needham Award*



We are being warned about imminent hosepipe bans, solar flares are bombarding the planet and heavy rain showers have been falling over London. This can mean only one thing. British summer time has arrived. Did you remember to change the clocks on the 25th, or did you turn up for work on Monday and hour early?

As it's now officially summer time (yes I know it's cold), we have no excuse for leaving our cars in the garage, unless of course your pride and joy happens to be spread around in various boxes. Those of us with cars all bolted together with most of the bits in place, should be out and about cruising the highways and byways of the UK enjoying the pleasures of classic motoring.

As you will see in this month's events section, there is plenty to do, in addition to which many of the regional areas have their own schedule of events. Make sure that you contact your area rep to find out what's going on and if you have any interesting events coming up, do let us know.

Do you ever look at the front of the magazine and think "I would like to see my car on the front cover." Yes? Well all you have to do is send me an image of your pride and joy and I'll do my best to put it up there over the coming months. The image has to be in colour, portrait and over 1mb in size (preferably bigger). It also helps if the photo is clear, unless it is artistically blurred on purpose. Once your car has been immortalised in print, you will receive a high resolution copy of the magazine cover which should be large enough for you to take to

your local printers to be blown up, should you wish to place it on your garage wall.

I'll now sit back in the sure knowledge that I will be inundated by all three of the photos which will be emailed to me.

Gaps and I had a very enjoyable March and by some strange fluke we have managed to collect another couple of bits of silverware. I think that one was for driving around more dangerously than other people. And the second one was possibly for having a car almost completely held together by dirt which looked like it was going to disintegrate at any moment but actually didn't. Either way, were feeling pretty pleased with ourselves if not a little surprised.

Have a great month and what ever you do, don't forget to write a few words about it for next month's magazine.

**Gary & Gaps**

**The deadline for articles and reports for inclusion in next month's magazine is Friday 13th of April**

---

**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: Austin Healey Sprite on the banking at Brooklands, New Years Day 2012

# Comparing the Price of Petrol

**THIS WILL MAKE YOU THINK!**

**D**o you think a gallon of petrol is expensive? This makes one think, and also puts things in perspective.

Diet Apple Juice 16 oz £1.29 ... £10.32 per gallon.

Ocean Spray 16 oz £1.25 ... £10.00 per gallon.

Brake Fluid 12 oz £3.15 ... £33.60 per gallon.

Vick's Nyquil 6 oz £8.35 ... £178.13 per gallon.

And

Evian water 9 oz £1.49 ... £21.19 per gallon.

£21.19 for WATER and the buyers don't even know the source. (Evian spelled backwards is Naive.)

You don't even want to compare it with perfume or after shave.



Image © Roger Gray, see pages 16 & 17

Ever wonder why printers are so cheap? So they have you hooked for the ink. Someone calculated the cost of the ink at (you won't believe it ... but it is true ...) £5,200 per gal ... (five thousand two hundred pounds).

So, the next time you're at the pump, be glad your car doesn't run on water, or Tippex, Pepto Bismol, Nyquil or, God forbid, ... Printer Ink!

Just a little humour to help ease the pain of your next trip to the petrol pump.

With thanks to Colin Gale for passing this on.

## Mike Hawthorn Collection

10<sup>th</sup> June 2012



**On Sunday 10<sup>th</sup> June 2012 we are privileged to be allowed to attend a private collection of cars and artefacts paying tribute to the achievements of Mike Hawthorn.**

**Mike was the winner of the tragic 1955 Le Mans Race, with D type Jaguar, and 1958 Grand Prix World Champion with Ferrari.**

**We will R.V. at Newlands Corner (time T.B.A) and drive to a location between Dorking & Reigate, Surrey. £3 minimum donation (non refundable) required before the event. Bring a picnic**  
**(alan.anstead@btopenworld.com)**

# 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: [jjganegates257@googlemail.com](mailto:jjganegates257@googlemail.com)
- 1st Wednesday **Devon Area** – **The Dartmoor Lodge Hotel**, Ashburton, TQ13 7JW 1930 – 2200. Please contact Dave Price for details, 01805 603133, [daveprice@daveprice.plus.com](mailto:daveprice@daveprice.plus.com)
- 1st Wednesday **South Staffs & Birmingham** – Meet at **Whitacre Ex-Service & Social Club**, 66 Station Road, Nether Whitacre, Coleshill, Birmingham, West Midlands. B46 2EH, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: [green\\_mx5@hotmail.com](mailto: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](mailto:grahame_gibbins@unipart.co.uk)
- 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](mailto:garylazarus@blueyonder.co.uk)
- 2nd Wednesday **Heart of England**, covers Worcs, Warks, West Midlands and surrounding areas – Meet at **The Green Dragon**, The Green, Sambourne, Redditch, B96 6NU, at 8.30pm as usual.
- 2nd Wednesday **North West Area** meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The Rose and Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770
- 2nd Thursday **Notts/Derby border Area** at the **Sitwell Arms** at 30 Wood Lane, Horsley Woodhouse, Derby, DE7 6BN from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838  
[ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)
- 2nd Thursday **East Anglian Area**. Previously the Cambridgeshire Area meet at **The Ferry Boat**, at Holywell, 8pm
- 2nd Saturday **Yorkshire Area** – meet each month at **Ye Jolly Farmers Inn**, Dalton near Thirsk YO7 3HY – please note new fixed venue – more information at <http://yorkshiremasc.blogspot.com/>
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at Holiday Express, Keith Street, Hamilton 8:00pm. Contact John Pardo on 01698 814791
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.00pm onwards. Contact Mike Gorman, [mike@birchwood44.freemove.co.uk](mailto:mike@birchwood44.freemove.co.uk) Tel: 01737-552256
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00. Contact David Southcott at [dandsouthcott@btinternet.com](mailto: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 Angel**, Addington Green, West Malling, Kent, ME19 5BB at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050.  
[alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail [andy@cross743.freemove.co.uk](mailto:andy@cross743.freemove.co.uk)
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email [mike@mgahan.demon.co.uk](mailto:mike@mgahan.demon.co.uk) or on 07850 488636.
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton sub Hamdon at 7pm for those wishing to eat or at 8pm for those not. Phone Ray Darch on 01460 72040 with any queries and to ensure we will be there!  
[robertholmes25@hotmail.com](mailto:robertholmes25@hotmail.com). If enough interest, will arrange a meeting.
- Northern Ireland  
South West Wales Non regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: [david@hill.be](mailto:david@hill.be)

# Club Website

www.midgetandspriteclub.co.uk

**Members only pages Password: Ribcase (which is case sensitive)**

## Events

Area reps please continue to make Richard Flynn aware of any events already in your diaries for 2012, so that they can be added to this "Events" section of the magazine and the website.

For the magazine Richard can be contacted at Richard.flynn@live.co.uk or 0121 559 3103

For the website Richard Mumford can be contacted at richardmumford@me.com

### April

- Sunday 8 Heart of England Area, visit to **Midget and Sprite Challenge**. Contact Tim Storrer [timslenham@hotmail.com](mailto:timslenham@hotmail.com)
- Sunday 22 Heart of England Area, **Drive it Day**. Contact Geoff Hunter [hunters360@btinternet.com](mailto:hunters360@btinternet.com)
- Sunday 22 Notts & Derby Area, **Drive it Day**. Group meet and drive to Calke Abbey. Contact Ian Cooke 0115 9383838 [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)
- 22 Essex Area are having a run to Constable Country, Dedham and Flatford. **Drive it Day**. For details contact Jane Gates on 01255 830509 OR email [jjjanegates257@googlemail.com](mailto:jjjanegates257@googlemail.com)

### May

- 5 East Anglian Area, **Donington Historic Festival**. Convoy organiser Graham 01223-511835
- Saturday 5 / Heart of England Area, visit to **Donington Historic Festival**. Contact Alan East-Jones  
Sunday 6 [alan.east-jones@ntlworld.com](mailto:alan.east-jones@ntlworld.com)
- Sunday 13th Heart of England Area, visit to **MG in the Trees**. Contact Alan Pritchett. [alan.pritchett@bt.com](mailto:alan.pritchett@bt.com)
- Sunday 20 Notts & Derby Area, **UK Slot Car Festival** at Heritage Motor Museum, Gaydon. Large annual event with stalls and numerous layouts to try, and the museum! Contact Ian Cooke 0115 9383838 [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)
- 27 East Anglian Area, **Enfield Car Show** – Mick & Nigel 01223-263697 or 01954-789503

### June

- 2-4 Notts & Derby Area, **Wollaton Park Autokarna and Diamond Jubilee** NG8 2AE. Probably the largest Classic vehicle event in Nottinghamshire. I plan to pre-book a club area for a fixed number of cars if enough interest. Call me asap! Contact Ian Cooke 0115 9383838 [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)
- Wednesday 6 Notts & Derby Area, **Renishaw Hall Classic Car and Bike Show** near Chesterfield – S21 3WB From 3pm. Contact Ian Cooke 0115 9383838 [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)
- 10 East Anglian Area, **Luton Car Show** – Nigel 01954-789503
- 23/24 **MG Live Silverstone** (see ads in *MASCOT* for contacts)

### July

- 6-8 Notts & Derby Area, **Le Mans Classic**, France. Contact Ian Cooke 0115 9383838 [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)
- 15 East Anglian Area, **Kimbolton Classic Show** – Dave 01733-222810
- 20-22 **Silverstone Classic** (see ads in *MASCOT* for contacts)
- 29 Notts & Derby Area, **Ashover Rally** S45 0JP <http://www.ashoverclassics.co.uk/>

### August

- 5 East Anglian Area, **Duxford Car Show** – Diane, Nigel, Mick & Tricia 01223-263697 or 01954-789503

### September

- 8 Notts & Derby Area, **Bicker Steam Threshing**, Lincs on A52 SW of Boston (in the East Anglian Area) A great relaxing day out! Contact Ian Cooke 0115 9383838 [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)

### October

- 21 Notts & Derby Area, **Stoneleigh Restoration Show**. Contact Ian Cooke 0115 9383838 [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)
- tb Notts & Derby Area, **Donington MG and Triumph Day** in the Exhibition Hall. Contact Ian Cooke 0115 9383838 [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)

### November

- 16-18 **NEC Classic Car Show** (MASC stand)

# BEST OF BRITISH

Est. 1975

Parts & Accessories for Classic British Cars



Moss Europe sponsors of Youles Racing  
(JT 51) www.youlesracing.com



**Leather pilot helmet**  
Various From £79.96



**MG leather travel bag**  
GAC9815X £189.95



**Dynamat Insulation**  
Various From £14.95




Order online [www.moss-europe.co.uk](http://www.moss-europe.co.uk)

**Free parts & accessories catalogues**



Either complete & return the form, call 0800 281 182, email [catalogues@moss-europe.co.uk](mailto:catalogues@moss-europe.co.uk) or visit [www.moss-europe.co.uk](http://www.moss-europe.co.uk)

for catalogue, send coupon to: Customer Services, Moss Europe Ltd, Unit 16, Hampton Business Park, Bolney Way, Feltham TW13 6DB 

Mascot October

**Sprite & Midget**  **Restoration Tools**

MG, Classic Mini, Morris Minor & Triumph catalogues available

Name \_\_\_\_\_ Email \_\_\_\_\_

Tel no. \_\_\_\_\_ Address \_\_\_\_\_

Postcode \_\_\_\_\_

Moss Europe will not share your information with any other party. Moss may use it to send you product and special offer information. If you would prefer not to receive this please tick here   
Product prices include UK VAT and are correct at time of going to print. For the latest prices please visit our website. Moss Europe Ltd. E&O.E. 2011

**London**  
020 8867 2020  
[sales@moss-europe.co.uk](mailto:sales@moss-europe.co.uk)

**Bradford**  
01274 539 999  
[bradford@moss-europe.co.uk](mailto:bradford@moss-europe.co.uk)

**Bristol**  
0117 923 2523  
[bristol@moss-europe.co.uk](mailto:bristol@moss-europe.co.uk)

**Manchester**  
0161 480 6402  
[manchester@moss-europe.co.uk](mailto:manchester@moss-europe.co.uk)

# A Sprite of Many (additional) Parts

## Part 2 (The Interior)

You may remember (and how could you forget) the “augmented” Mk1 Sprite which appeared on page 16 of last month’s *MASCOT*. In part one, I described a few of the added extras which appeared on the exterior of Reg Imry’s Exeter based Frogeye. The fact that I can now tell you the owner’s name is thanks to Spridget expert Mike Authers (read more about Reg and his vehicles in the Letters pages of this month’s magazine). This month I conclude my description by highlighting more of this highly individual car’s interior features. Some of which may be useful aids to driver and passenger comfort and safety. And some less so. Hold on tight ... here we go in no particular order.

Sticking out through the rear shroud, we have a pair of chrome roll bars. I have no idea whether they have any structural rigidity, but in the event of the car ending up the wrong way up, the fact they are below the level of the headrests means that they would provide next to no driver (and passenger protection). The adjustable headrests themselves look to be bolted to the underside of the rear shroud. However, I may be wrong on that. The seats look like very nice period buckets seats. Perhaps the eagle eyed among you can put a name to them. There also looks to be a racing harness fitted.

The centre console has three switches and a round thing. “Round thing” isn’t the manufacturer’s official name for it, it’s just that I have no idea what it might be for.

Moving forward we see a chromium plated gearlever turret, embellished by a later rubber gaiter and a “T” shaped gearknob, whilst tucked to the side is what looks to me like a chrome ashtray.

The inside of the doors have pull handles, padded pockets and the passenger door has another ashtray.

The windscreen has Perspex sun visors/wind deflectors which really are a really useful addition. There are two rear view mirrors, one with its own anti dazzle filter and a very



rare period Helphos spot lamp, beloved of 1960s rally drivers.

Moving on to the dashboard, the fun really starts. As well as the usual four clocks. Speedo rev-counter, fuel gauge and dual water/oil gauge. I have counted an additional ten gauges and clocks. Some of which I recognise such as a Vacuum gauge, an Amp meter and a clock. The other seven are a bit of a mystery to my untrained eye. I can count seven dashboard knobs on top of the usual Heater, Washer, Wiper and Starter knobs and a couple of extra switches thrown in for good measure. There looks to be four separate interior lights including the map reading light, a push button radio, an extra dashboard grab handle on the drivers side (perhaps as an aid to getting in and out) and finally a very nice period Formula Steering Wheel.

The car really is a tour de force and clearly the owner has spent many years getting it exactly as he wanted it. I'm not quite sure how the battery and dynamo handles all the additional electrics, perhaps it has more than one battery. I'd also be intrigued to see what lies under the bonnet. Maybe a supercharger, which would definitely explain the purpose of at least one of the additional clocks. Perhaps someone out there has the answer?

Once again my thanks to John Short, for permission to reproduce his photograph.

**Gary**

# Mad Hatters

**W**hat do you wear on your head when driving or as a passenger in a Spridget with the hood down?

Does the male wear a cheese cutter cap and the female a headscarf as in period advertisements?

Do you wear nothing, on your head, preferring to feel the wind through your hair?

Baseball cap, woolly hat, a reversed cheese cutter cap as once worn by racing drivers before crash helmets became the regulation.

At a recent drive through the countryside, on a MASC run, showed a wide range of headgear.

So what do you wear? Join in this informal survey and send a picture of your headgear to MASCOT Editor.



*Alan Anstead's flying helmet & goggles*

**Alan Anstead**  
Kent Rep.



*John's woolie hat and Carole's carpet hat*



*Richard Hassell's MG logo baseball cap*



*Mel – hat type not known*



*Ron Edwards' Russian Hat*

# Frogeye Windscreen Washer Bottle Holder

I was recently asked where someone might buy a new windscreen washer bottle holder for a Frogeye Sprite restoration project. Well, a well known parts supplier lists the bracket at £27.50p and the plastic washer bottle at a staggering £30.60p. I should at this stage point out that the Frogeye Sprite has a quart water bottle as opposed to the more common half pint bottle.

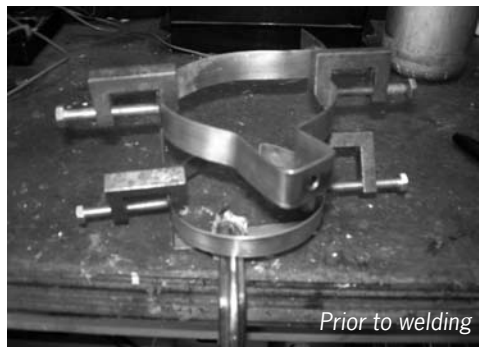
I offered to fabricate the bracket which I made out of three strips of steel – two at 12 x ½ inch and one at 20 x ¾ inch. The lengths allow for trimming.

I had some sheet steel in the garage but if you cannot find some at a local supplier then discarded washing machines or clothing lockers are about the correct gauge of steel. Waste not, want not, and recycle as Gran used to say!

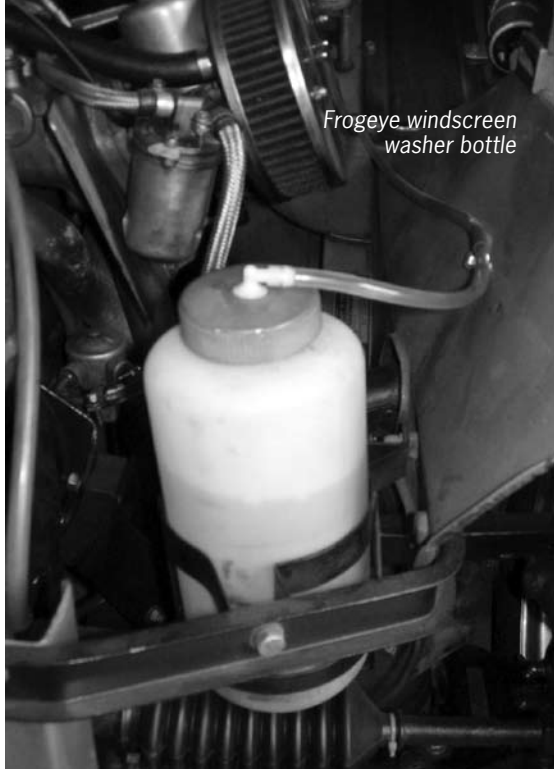
I had a template made from a coat hanger that I used previously to make a holder for my Sebring replica so if you fancy making a holder



*Drilling mount hole*



*Prior to welding*



*Frogeye windscreen  
washer bottle*

for yourself then just ask a Frogeye Sprite owner if you can bend a template copying the original. Using the template the 20 x ¾ strip is bent to shape. I used a vice and some odd bits of wood lying around the bench as formers.

The photographs most probably show, far better than I can describe in words, how the strips are assembled. Final assembly needs tack welding with gas or Mig or a spot welder but ask around at any club meet and you are sure to find someone who can weld for you.

Try an auto jumble for the bottle, they can sometimes be had for pennies rather than pounds, which is how I came by the last one I bought.



*Finished Frogeye  
windscreen washer bottle  
viewed from inside*

**Alan Anstead**



Cliff & Karen Spooner's  
Sprite MkII

# New Members Feb-Mar 2012

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

4569	Phill Haward	Isle of Wight	Sprite	Mk 1
4570	Dean Burné	Middx	Midget	Mk 3
4571	Colin & Elaine Blackford	Essex	Midget	1500
4572	Andrew Mortimer	Essex		
4573	Alan Bradley	Surrey	Midget	
4574	Michael Palmer & Daniel Palmer	Shropshire	Sprite	Mk 3
4575	Paul & Liz Benson	West Midlands	Midget	1500
4578	Cliff & Karen Spooner	Hereford	Sprite	Mk2



Alan Bradley with his Midget



Michael & Daniel Palmer's Mk III Sprite



Phill Haward's Mk 1 Sprite



Dean Burné in his new Mk III Midget

# The Great **LOPSIDED** Debate



*On the left is Rick Bastedo's 1964 MK2 Sprite and on the right is a '69 Sprite belonging to Bill Masquelier. Image © Rick Bastedo*

I seem to have been drawn into the debate on front sidelight/indicator light unit height.

Spridgley thing folklore would have us believe that the light units were dropped around an inch lower beneath the headlight units upon the introduction of the HAN10/GAN5 facelift versions. A slimmer front bumper dictating that the lights be lowered to even up the aesthetics. The sidelight units were in fact repositioned prior to this, from HAN9-77591, GAN4-66226 (December 1968). The facelift HAN10/GAN5 did not appear until October 1969. Certainly, some production changes saw a period of overlap as revisions were introduced. Somehow, a period of around 9 months seems excessive for the sidelights to be lowered in readiness for the facelift's slimmer front bumper.

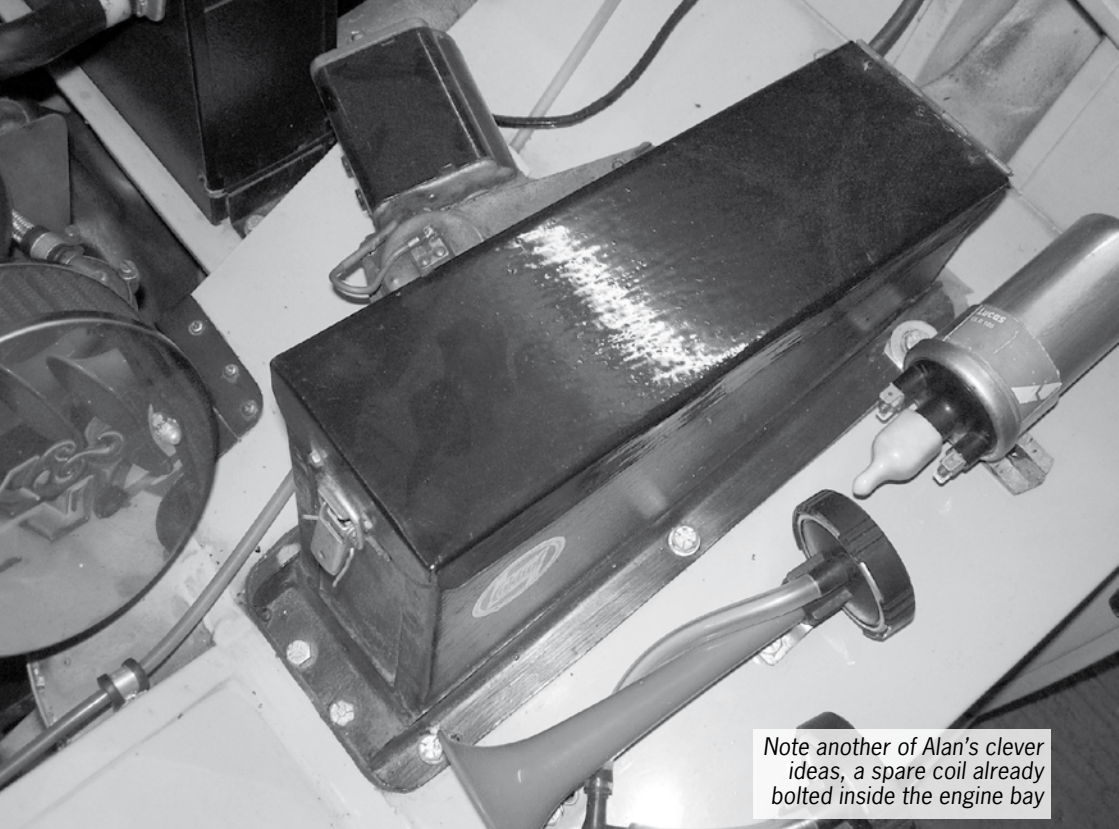
I must confess that I believe there was another reason but I know not what. To hazard a guess, probably a change in North American lighting regulations. At the same time (December 1968) the Midget lost the bonnet centre chrome strip. Rumour has it that a frontal impact test saw the trim strip forced through the windscreen. Safety conscious U.S.A. then demanding it to be

deleted. North American regulations generally governed the way in which Spridgley things were to evolve from the late 1960s so I think there may be the real answer.

On a defensive note concerning Clive Wagstaff's mineral blue Sprite on page 86 of Original Sprite & Midget – yes, it did slip through the net. I failed to spot it before going to press, so did Clive. I caught up with Clive some months later at an event and confessed my lack of attention. Clive gave me a funny look, gave his Sprite a funny look – and groaned. He had not noticed either. He spent the rest of the day sat on the front wing hiding the cause of the embarrassment. Certainly, Clive was not alone, for some years, the early 'high light' wing was not available from stock and so lopsided Spridgley things were not at all an uncommon sight.

Editor Gary sprang to my defence in the March edition, saying I was 'young, impressionable and needed the money'. Two out of three is still true – I will leave you to work that out.

**Terry Horler** (Age 63)



*Note another of Alan's clever ideas, a spare coil already bolted inside the engine bay*

## Under Bonnet Toolbox for Mk1 & 2 Sprite and Midget Mk1

From the very first time that I saw Alan's Sprite with its bonnet up, I have admired his ingenious method of storing "extra stuff" in the engine bay, where it is so easily accessible yet doesn't interfere with the mechanical bits or detract from the look of the engine bay. In fact I'd go so far as to say that it makes the under bonnet area look more functional.

Perhaps if BMC hadn't been so keen to keep costs down, they may have even considered adding the tool box inside the engine bay of the early Sprites and Midgets. I would guess however, that the reason that it was never fitted as standard is simply that no one other than Alan has ever thought of the idea before. So I asked him if he would be kind enough to write a small article about his under bonnet toolbox (let's hope that yet another can of worms hasn't been opened here.)

Sprites and Midgets don't have a lot of space for luggage, especially if the spare wheel is carried.

I am sure to attract bad luck now but never in all my travels abroad, over the years, have I had to use the spare tyre. But I would feel naked and vulnerable if I left it at home. I could take a can of the stuff you inject into a flat tyre but again, I would rather keep to a spare wheel.

It's not so bad travelling alone but bring along 'her indoors' and she thinks we are emigrating. This she needs and that in case, that as a spare, again in case the former gets dirty or perhaps subject to some other disaster, this for a warm day, that for a cold evening, another (for an arctic convoy?) and she must take that in case we meet royalty. Pyjamas in case of a stay in hospital! I do object to finding room for the tiara!

All that stuff rammed into the boot and not half of it will be worn. It will all have to come out if I need the spare wheel which will be buried beneath it. What if I want to top up the engine oil or brake fluid?

So where do I put the spares and some oil for top ups on our marathon adventure. Adding my 10% of luggage, for that is all I can now fit in. There is little room for ought else. If I can fit anything else in it will be in the furthest depths of the Frogeye boot and do remember that the Frogeye has no boot lid so that spare wheel, luggage, and anything else has to be removed, and loaded, from behind the fold forward seats. To reach fully into the black hole, that is a Frogeye boot, requires the agility of Houdini and the mining expertise of a 'Bevan Boy'.

So where else can we look to place some oil, perhaps some brake fluid and one or two other bits for another epic adventure at home or abroad.

There is a blanking plate on the 'footwell top and L.H.' as it says in my supplier's catalogue – the one where the master cylinder would sit on a left hand drive car. It has a blanking

plate that does nothing other than seal the hole, so why not use the hole for something else. An under bonnet toolbox perhaps?

The toolbox has been mistaken for a military ammunition box but it is scratch built, by me, to suit the hole. There is no fancy engineering so anyone can make a copy. All that is involved is some measuring and marking, of a sheet of steel, and then cutting and bending. It's as easy as 1.2.3.

Once I had cut and bent the metal I tack welded it all together but it could be spot welded or even riveted. The box holds three one pint milk bottles, firmly, that are filled with oil and a bottle of silicon brake fluid. Various odds-n-sods sit on top of the bottles. The lid of the box is hinged at one end and is held down at the other end by a clasp.

With the weather improving and the daylight lasting longer and those warm touring days getting closer there is no excuse not to get out in the workshop and get making unless, of course, you prefer touring solo.

**Alan Anstead**  
Kent Rep.



*Toolbox with pint milk carton filled with motor oil*

## Tarty Froge



*Celulose or two pack, you decide*

Hi Gary

I spotted you asking about the owner of the embellished Sprite.

The owner is called Reg Imry and lives in Exeter. My Father knows of him although they don't get on!

Reg must be 88 or 89 years old and has always been deaf. He has a large collection of motorcycles and a few cars. All are similarly decorated!

All the bikes are in a museum called World of Country Life, Sandy Bay, Exmouth. My father and the owner of the museum put together the collection but Reg's vehicles are just on loan.

Although the car is quite over the top, it is amazing how he could find so many accessories especially when you see all the other vehicles. He used to do lots of European tours with his vehicles.

My children have a 1972 Midget they too have decorated although quite different and it only gets driven around our fields as they are only 12 and 13. They have driven Midgets since aged 9. Photo attached.

Regards

**Mike Authers**

*Ed's note: Read Part 2 of a description of Reg's Frogeye in "A Sprite of Many (additional) Parts" on page 7 of this month's MASCOT.*

## An Update on the Blue Sprite Restoration

Restoration of Iris the 1965 blue Sprite continues at the normal slow pace. After completely stripping what was left of the old body shell, it was taken away for scrap. The new heritage shell was away for painting, and I started by restoring the monobloc brake and clutch master cylinder, the pedal box assembly. Stripped to bare metal, undercoated and painted, new seals etc and finished.

Of course, when the body returned I realised that the pedal box could not be more different. Doh! The captive nuts and aperture will only take the later pattern pedal box, and twin metal separate master cylinders. Of course I should have known ... but did not. So, what to do? Perhaps if I just cut out the required oblong aperture (disturbing the paint), but even then the area would need to be 'beefed up' to accept the monobloc tray. I decided to source a later pattern pedal box assembly – which if nothing else, at least would fit properly. This has now been stripped ready for paint and new seals etc.



At this juncture, I must mention that my son has just presented me with THE most useful of workshop delights. Nothing less than a Grit Blasting cabinet. I am enclosing a couple of pictures to show just how fantastic these things are for removing crud, rust and old paint, and very quickly! I have previously used all sorts of rubbing down equipment – all of which are time consuming, and even then, some areas are difficult to get in to. Not with

## Wings



this though. Each cylinder took under ten minutes to clean back to bare metal. The rebuild continues, anyone need a rebuilt early type pedal box assembly!

**John Hutton**  
4464

Dear Gary

Further to the letter in last month's *MASCOT*, by your eagle-eyed correspondent Ian Cooke, in which he noticed that one indicator light is lower than the other on our Mk 2 Sprite. He is indeed right, and I cannot believe that we didn't spot this during the bodywork restoration, even though we were aware of the problem with these later wings. My only defence is that the offside indicator light had never been fitted (and still hasn't), so making the imbalance less obvious. The later wing we know was fitted by my father-in-law in about 1971 following a slight shunt, so has been with the car for the best part of 41 years and is now part of it. We may now do something about it, but if we don't, I really don't think it will detract from the enjoyment of driving it when it is on the road.

**David & James Maskell**  
East Anglia. Member Nos. 4535A & B

**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.**

## WANTED

### Midgets and Sprites

Excellent prices paid for properly restored cars

Especially Frogeyes, Original or IOW Frogs

Even unfinished restorations and Heritage Shelled cars



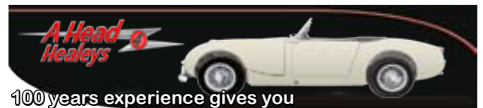
Call Mike Authers Classics on Abingdon

Tel: 01235-834-664

Mobile: 07703 465224

or

[www.mgmidgets.com](http://www.mgmidgets.com)



100 years experience gives you access to the most knowledgeable team of Austin Healey experts in the world. Always competitive but without compromise to quality

YOP 4110 R/H  
YOP 4120 L/H  
Front Wings  
£235.00 +VAT each

YFL4510  
Heatshield - Carburettor  
1.1/8" Carbs  
£28.90

YBP 4010  
Bumber Blade  
£143.18 +VAT

YBP 4015  
Over Rider With Bolt & Seal  
£25.25 +VAT



**Supporting British Manufacturing**

A Head 4 Healeys 81 Somers Road, Rugby, Warwickshire,  
CV22 7DC, England

Tel: 0044 (0)1733 565000 Fax: 0044 (0)1733 565001

E-mail: info@ahead4healeys.co.uk

# March's Caption Competition

I know that I am a fool to myself. Even as I write this I'm sighing inside in the full knowledge that this is a fruitless exercise and no one is really interested in Caption Competitions in these days of ipads, set top boxes and gramophones (that last one was just to test that you were paying attention).

Nevertheless I will persevere for the amusement of the two people who will contact me with a witty repost in reply to this month's caption competition.

So if you can think of anything humorous to attach to this image. I'd like you to send it me [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)

You never know, there might be a little something in it for you.



## Déjà Vu Again

Polperro is dear to us. It is the archetypical chocolate box Cornish fishing village. Its harbour nestles between ancient buildings with strong links to the fisherman that are now gone and the smugglers that preceded them. At times perhaps, one and the same?

Steep flanks of hillside and cliff that dwarf the village rise up to embrace it. Nowadays the celebrities of our society are among the few who enjoy the dramatic seascapes the hillside properties afford. At night in mid-summer, when the nights are clear, the lights from such properties



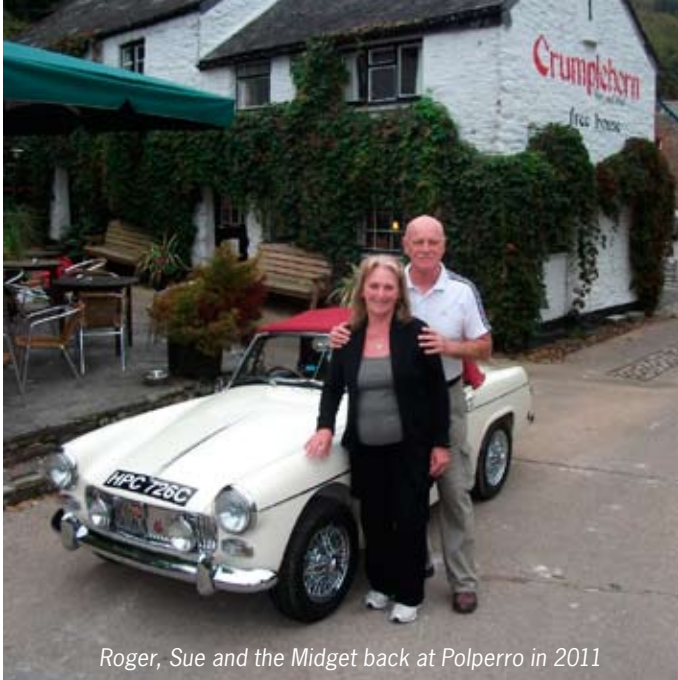
turn Polperro into a sort of Disneyesque wonderland.

For several years we went back there in the mid '60s. We stayed in an accommodation with the Puckey family, with whom we formed an enduring friendship, particularly with their matriarch Hilda, who gelled with Sue in particular. For several years we corresponded, but things do slip!

The Midget carried us there without protest all that time ago as it wove the fabric, formed the bond and connection that means it's still with us today. Photos taken then close to the harbour then show it looking pretty much as it does today.

Several years ago we went back and enquired after the Puckey family. Then it was in a drophead of a different persuasion. A BMW, and I have to admit it was a lovely car. We parked and walked into the village and around the harbour to the small museum. It took little time to ascertain that Dulcie Puckey worked there. As we entered she recognised Sue instantly, which after something like 40 years, was amazing. She was as sharp as new pin.

Sadly Hilda had long departed, but then she was an old lady even back in those early years. Sadly also Joan and Doug who had been our hosts and in their forties when first we stayed there. We resolved to get the little MG back there one day. In 2011 ... we did!



*Roger, Sue and the Midget back at Polperro in 2011*

Regrettably now even Dulcie has gone but another generation of Puckeys carry on and our friendship with Judith and Danny who carries on the blood line is established. Other members of our own family joined us there and a very enjoyable weekend was spent. The sea air must be good and truly bracing as my niece is now pregnant!

The locals loved the car and the story. Then a most delightful small boy of Anglo-Maltese parentage with impeccable manners begged to be photographed with the car on the edge of the harbour. In fact he was pictured in it, that small harbour as a backdrop. We took those photos again with the originals as a guide.

The scene is very identifiable. We got them as close to the originals as we could. There's a bit too much shadow here and there though.

I think we might have to back again this year and try again...

Déjà Vu again ... indeed!

**Sue and Roger Gray**



# It Runs in the Family



*The finished car, back on the road after just over a year's worth of work*

**M**y Dad has always been interested in classic cars since a young age and has owned midgets for 30 years. He owned an Austin Healey Sprite in the 1980's after restoring a very tatty example, which when my Grandad first saw it said "what have you bought that heap of scrap for!" He sold it after getting married and ever since has wanted to get hold of another such car, the prices since then, however, have rocketed. Fortunately the opportunity arose when another tatty Frogeye came up for sale in the north east pre-War Austin Seven magazine, my Dad went to have a look at it and bought it there and then.



*My dad's Sprite wearing its winter bonnet in 1981. Does anyone know where it is VJG 373?*

The car was rough, the bodywork rotten in many places and it obviously needed a lot of work doing. The car was very original and came complete with matching engine, body and chassis numbers as well as its original 1 1/8" carbs. We first stripped down the engine bay and all ancillary components. Then the next task was to brace the cockpit of the car (from transmission tunnel out-over as well as door gaps and bulkhead) just to keep everything nice and square when we began to chop out the old corroded steel and weld in the new. We also fabricated a



*The car as it was*

means of rolling the car over using some 2" greenhouse heating pipe through the transmission tunnel and bracings made to various points of the car.

Next the floor and sills were cut out as well as the spring hangers. We jiggered the position of the springs and then tacked the new inner and outer sills into their correct position. I then fabricated new metalwork to replace the old and welded it all in.

I then relieved the underside of the car of a good helping of underseal which some previous owner had applied. This revealed the true condition of the car, the wheel wells both front and back were in a poor state, but fortunately the boot floor was sound where the petrol tank had been. All rotten tin work was completely removed, thus avoiding the need to over plate. I set about making new panels and plates for these areas as well as the foot wells and engine bay. Last of the bodywork to get attention was the important parts (the bits you can see). The best way to describe this is that I replaced the lower 8 inches of the car as well as repairing the scuttle, replacing the wheel arches and wing beading. I fabricated all the tin work except



*After the removal of the old spring hangers, next to go will be the sills and the remainder of the floor, but not before everything has been jiggered*



*Springs jugged in position along with the new sills and some plate work*

for two rear lower wing repair panels which I bought (but these were far from the correct shape and I modified these to fit).

It would have been nice to get the car sandblasted but as anyone who knows me would tell you I am far too tight to do that. Throughout the build I wanted to save costs wherever possible (but then again not to fall into the trap of false economy and not replacing parts when they were beyond repair). Instead I prepared the car back down to bare metal throughout using a DA sander to avoid introducing scratches. I fitted a fibre glass bonnet to the car and made a steel frame to support this (I wanted it to be good and rigid as well as to open as a Frogeye bonnet should). I shall get around to repairing the steel bonnet as a future project. My dad and I then prepared the body for painting and after many early mornings sanding with 1200 grade wet and dry paper, as well as bucketfuls of soapy water, my dad applied the last coat of paint and we were happy with the finish.



*Preparation of the first coats of top coat*

My next task was to clean up, renew or replace all the ancillaries. This is where a lot of people seem to really overspend, in my eyes it is far better to have a working car than a car which you are scared to touch or drive. I dismantled the engine, luckily it did not need to be rebored or the crank ground, instead just the usual: skim, decoke, ground the valve seats and replaced gaskets, oil seals, water pump etc. as well as rebuilding the carbs.

Then came the reassembly, to say everything fitted smoothly would be a lie, but with all old cars you have got to expect new parts not to fit first time. I fitted disk brakes to the front of the car and midget 1500 brakes to the back (I didn't want to use the fiddly micram adjusters). We replaced the windscreen since a small chip in the centre would not have been to the MOT man's pleasing, this gave us some nervous moments since we were working with the old rubber seals, but it went surprisingly smoothly. One of the jobs which was most time consuming was getting a suitable fit around the doors and bonnet, but this is a job which is definitely worth while taking your time doing. Also, in the future I am going to fit a remote bleed valve to the clutch line, the original position of the bleed not being in the most accessible of places.

The wiring loom was surprisingly immaculate except for the bonnet section where damp had got to the wires making the copper look an unhealthy black colour. I made up a new front harness and finished wiring the car. The last job to do was the interior where my brother was an invaluable help. We only purchased new carpets and made up the remaining trim panels ourselves, in my opinion this is the best way to get a really smart finish. I got a second hand wooden steering wheel for my birthday and my Grandad made me a nice wooden gear leaver knob to finish the job.

I am very pleased with the look of the finished car. I started work on it the day after my 18th birthday and it took just on a year to complete (which was lucky since I wanted to get it finished before I needed to go to university). I would like to thank all of my family and relatives who have helped me with the project and I could not have done it without them. The majority of spares were sourced from the Frogeye spares company and the MGB hive.

**Adam Cumbor**

# 752 JGX 'Stanley Sprite'

## Background

Having helped my father rebuild a Triumph TR2 back in the 1960s, I sought a career in the motor industry. After leaving school at 16 I became an MG technical apprentice at the MG factory (1967 to 1972) and worked there until just before it closed in 1980-1 where I then moved to Austin Morris at Cowley, I left Cowley in 1987 and started working at Unipart in 1989.

During the 1970s and 1980s I owned an MGB GT for over 12 years and regrettably had to sell it when the family came along. So always have had a hankering to again own a 2 seater.

## February 1995

So it all began one Sunday morning in February 1995, Sue and I were at our friends Iain and Dawn's when Dawn said wouldn't it be a good idea for Iain and myself to restore a classic car as we had been on about doing a project for a while. About a month later Iain phoned me and said I have found us a project, I will collect you and we will go and see it, about 2 hours later Iain and I arrived at the Frogeye Centre on Enstone Airfield to be greeted by 'Stanley Sprite' in all his glory.



## March 1995

Stanley was light blue in patches, brown in other patches and had a dark blue hardtop with enough crazing to make a good spider's web! Many original features still remained on him although a previous owner had added switches and other bits.

We then tried to start Stanley to no avail and on looking under the back saw that the fuel tank was doing a good impression of black Gruyere cheese, no way any fuel would stay in the tank long enough to be pumped to the carbs! After a short conversation regarding when Stanley last started and being assured he did in fact run we then spent a while haggling, a price was finally agreed and on 17 March 1995 Stanley was ours, Iain and I having half shares each with our wives putting up most of the cash! Subsequent

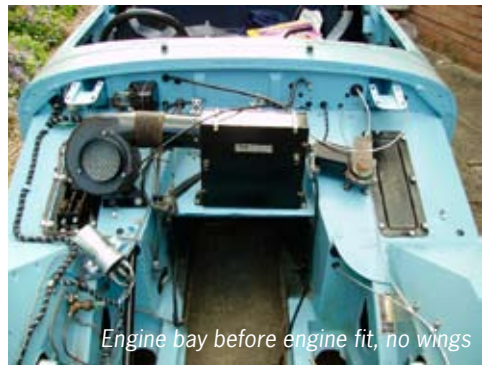


*Engine before and after rebuild*





Missing floor



Engine bay before engine fit, no wings

finance being negotiated when asked where the money was coming from.

Stanley was delivered to Iain's house a week later and soon after that we started a minor strip down as on first inspection, Stanley did not look too bad! **Caution** first impressions can be misleading! Having noticed when we purchased Stanley that the fuel tank looked more like Gruyere cheese and we then noticed that the loom had melted into one mass tucked under the front wing due to an alarm not being fitted correctly in the past. This led to a discussion and after further removing of seats and mats, it was decided to completely strip Stanley down to a bare body and carry out a complete restoration. After all it would only take us a couple of years longer than the original estimate of a year!

The strip down was completed late in 1995 (to the original time plan) and upon review of what we had left it was decided that we would replace both sides of the floor, inner and outer sills, bottom section of both rear wings (inner and outer) also the inner wings needed patching along with the battery support panel and other small patches. With the winter setting in we decided to wait for the spring to start the body work (never one to work in a cold wet garage).

### May 1996 – December 1997

Started the body restoration by first removing the R/H outer and inner sill leaving the floor in place, bracing the door aperture then replacing the inner and outer sill the R/H floor was then removed and replaced along with the floor strengtheners (original timing plan now shot away!)

### January 1998 – December 2000

L/H inner and outer sill replaced, L/H floor replaced, L/H inner wing and

other minor panel repairs. Battery support panel replaced (timing plan now thrown away... Oh well not to worry it will be finished in a couple of years.).

### January 2001 – December 2001

This year was spent sealing seals, under body protection coating and R/H inner wing and other minor panel repairs (where did this year go!).

### January 2002 – December 2003

Both rear wing bottom panels inner and outer replaced, engine bay primed and painted in Iris Blue ready for the installation of new brake pipes all round. Engine bay brake pipes made and fitted to the engine bay down to the fixings on the body by both front suspension mountings and the rear axle connection.

A break then ensued as Iain and Dawn were having an extension built which meant the garage had to be demolished!!! This meant that Stanley then had to be moved to my house for the remainder of the rebuild, but I



New front suspension fitted



*Engine in now car but less the radiator*

a quick look appeared to be OK. **FIRST BIG** mistake as I was to find out later when driving Stanley. Steering rack rebuilt and refitted with new track rod ends and steering rods. **FIRST BIG CALAMITY** our friend who had been looking after the front wings and front valance had lost them during his two house moves over the last five years, so a quick call to British Motor Heritage to purchase replacements! **OUCH!** Aren't panels expensive. Collected panels not only expensive but also heavy!

had a problem in that my garage was full of children's bikes etc, so an extension to my shed had to be built first before we moved Stanley, and the garage cleared. Stanley was moved mid 2003 in several pieces with some of the parts remaining at Iain's.

#### **January 2004 –December 2004**

Things really starting to move now!! The rear axle was cleaned, de-rusted, painted and rebuilt with new bearings, brake drums, brake shoes and wheel cylinders.

Both front suspension units were also cleaned, de-rusted, painted and rebuilt with new bearings, brake drums, brake shoes and wheel cylinders, these were fitted and Stanley now could be moved on special castor frames I had built. Other small parts were being restored during the rest of the year.

#### **January 2005 –December 2005**

New loom purchased and installed, trim material purchased dashboard and trim panels re-trimmed, carpet set purchased and fitted. Boot area and door shuts cleaned, primed and painted. Fuel tank installed and new fuel pipe work installed. Dashboard installed and harness connected up.

#### **January 2006 – December 2006**

Brake and clutch master cylinder re-bored and rebuilt, engine stripped down bottom end and head. New thrust washers fitted to crank (old thrust washer on one side had been fitted wrong way around!) New base tappets fitted, head cleaned and rebuilt, gearbox was only cleaned up as it was a gold seal unit which on

#### **January 2007 – December 2007**

Engine and gearbox fitted with all ancillaries. Re-cored radiator fitted, front wings, bonnet and valance fitted, wheels de-rusted primed and re-finished in silver (not sure of colour but as Stanley came with Silver wheels we kept them the same as no evidence of any other colour) and shod with new radial tyres. All lights fitted and wiring checks carried out, everything seemed to be working as expected.

Filling Stanley with a gallon of super unleaded (with lead additive) eventually started after getting the plug leads correctly fitted to the correct plugs and the distributor timing right! Rest of year spent on odds and sods and getting Stanley ready for the MOT next spring.

#### **January 2008 to May 11th 2008**

Preparing Stanley for the MOT test.





### 12th May 2008

First MOT Speedo reading 4160miles. Must be a new Speedo or had been round the clock. Looking at old logbook not able to determine but suspect a new Speedo has been fitted due to engine bore wear.

Following the MOT which Stanley passed with flying colours, came the time for Road Tax. On visiting the local post office to tax him the clerk asked for £110, I replied that it was a classic car and therefore was tax exempt. I know said the clerk but the logbook says it is a PLG vehicle therefore £110, he then helpfully said if I visited the Vehicle taxation office they would correct the logbook and issue me a FREE licence. The taxation officer was very helpful and issued the correct log book and tax disc.

### July 2008

Stanley goes for re-spray, super job done on him and he is collected on a sunny day to return home and guess what it rains on way back! No hood with us so stopped for petrol then a quick dash home, to arrive in brilliant sunshine!

Spent next few weeks putting back all the exterior fittings and getting new hood to fit.

Summer was awful on weekends when we could have gone out so only 125miles covered this year!!

Typically the only part of the car not stripped at all was the gearbox (gold seal unit so assumed OK) so 1st gear and reverse sounded like a bag of nails, rebuild was undertaken during the winter months, the old box was a 1098 unit which proved difficult to purchase parts at an acceptable cost so

purchased a second hand 1275 box and rebuilt that instead, this extended well into the spring hence the MOT date came and went!

### 18th June 2009 2nd MOT 4285 miles

Rebuilt box now installed and so quiet, but not all well as it jumps out of 3rd on overrun, looks like a job for next winter maybe or I could just hold it in gear!!

First Meeting of the Oxfordshire branch of MASC was a great success with visitors from London, Warwickshire and Hampshire boosted the Oxfordshire contingent.

First night time run shows Stanley is not charging sufficiently when the lights are on, oh well another job for the winter (cured by connecting up the regulator cables the right way round. Tip make sure you can see the wire colours in the dark!!!).

### 25th May 2010 3rd MOT 4607miles

A dry (partly) summer saw Stanley out and about around the Abingdon area and late on in the year went to the MASC annual General meeting at the Transport Museum Coventry, following the meeting Stanley died on the Coventry bypass!! Luckily Alan Anstead came by and towed us to the nearest petrol station, we then got a tow home.

Following inspection the fuel pump was found to be the cause with a large amount of silt in it so a new mechanical pump was fitted Stanley was rearing to go. Let's hope for a hot summer in 2011!!

### 2011

Stanley again died several times on the on the way to the 50th anniversary meeting at Burghley Park resulting in us abandoning and returned home (without further failure!!) and failed again going to a Oxfordshire meeting at 'The Pudding Club' for Sunday lunch, it was fuel problems again. This was after a new mechanical fuel pump had been fitted. So it was decided to fit an electrical pump which was fitted in the engine bay as a temporary measure to see if this cured the problem. To date it has, so will be moving the pump to under the rear of the car and refitting the mechanical pump minus valves and actuator so the engine bay looks correct. A job for the winter.

**Grahame Gibbins**  
Oxfordshire rep



# Cambridge Rebores Ltd Engine Reconditioners

## Quality You Expect On Time

see our website for more information

### www.cambridge-rebores.co.uk



Some of our services include: **Unleaded Conversions, Hot Pressure Testing, Refacing, Flywheel Grinding, Line Boring & Honing, Con Rod Reconditioning, Crankshaft Regrinding & Dynamic Balancing, Reborning & Sleeving.**

**Phone: 01638 743797 Fax: 01638 743781 Email: sales@cambridge-rebores.co.uk**  
**Unit 1 Broads Road Business Park, Burwell, Cambridgeshire CB25 0BT**



**IGNITION SOLUTIONS**  
*the only solution to your ignition problems*



*the only solution to your  
ignition problems!!!*

#### Reconditioning Service

This is a complete over haul of a customers own distributor, including replacement of all serviceable parts, shot blasting and re-plating of all bolt on parts, available for conventional and electronic ignition systems for classic and modern vehicle applications. 48hr turnaround on most units.



#### Performance

H&H can customise advance curves for use on mild fast road, fast road, race and rally spec engines, matching the distributor exactly to any modifications made to the engine, this service is available on all H&H distributors for all vehicles applications.



#### Electronic Replacement

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



#### Complete Replacement

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



#### Engine Management Replacement

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



#### OE Replacement

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



#### Competition Starter Motors

In addition to H&H ignition distributors we also stock a small range of reduction gear high torque starter motors as direct replacements for performance engines and OE applications



#### Light Weight Race Alternators

For all applications in cast aluminium or chrome show finish.



Unit H Fens Pool Avenue, The Wallows, Brierley Hill, West Midlands, England, DY5 1QA

T: +44 (0) 1384 261500 M: 07787 114417 / 07989 744351 E: ignitionolutions@tiscali.co.uk W: www.h-h-ignitionsolutions.co.uk

Terms of Trade: Carriage is at additional charge on individual orders. VAT charged at the current rate at time of purchase. Accepted methods are credit card or pro forma other than these methods account terms apply

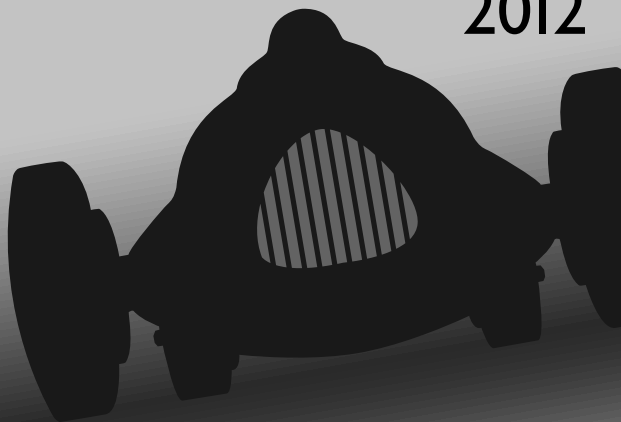


# DONINGTON HISTORIC FESTIVAL

SATURDAY 5<sup>th</sup> MAY &  
SUNDAY 6<sup>th</sup> MAY

2012

Principal Partner



## Donington Park's historic motor racing festival



Over 300 world-class historic racing cars



100s of cars on display from classic car clubs



Historic karting



Trade village featuring memorabilia, art, photos, books, clothing, classic car mart and autojumble



Kids' zone



Cafés, bars and food outlets



Access to all areas including spectator zones and paddocks



Free parking

### A packed programme of historic races from the 80s back to the 20s, including:

- Group C sportscars
- JD Classics Challenge for 66 to 85 Touring Cars
- HSCC Historic F2
- '1000km' for pre-72 sports-racing cars
- U2TC, Pre-66 under two-litre Touring Cars
- E-type Challenge
- Pre-63 GT
- Stirling Moss Trophy for pre-61 sportscars
- RAC Woodcote Trophy for pre-56 sportscars
- 'Mad Jack' for pre-War sportscars

### Special Midget & Sprite Club member offer:

We have put together a special package for members of the Midget & Sprite Club, to give you discounted tickets plus dedicated members' parking and club display areas. Buy one advance one-day ticket for £18, or one advance two-day ticket for £30, and get another FREE! Children under 16 also go free. **QUOTE REF. MSCDHF12** when booking by phone or through our website.

**24hr ticket hotline: 0844 873 7355 or [www.doningtonhistoric.com](http://www.doningtonhistoric.com)**

For general enquiries please telephone: +44 (0)1379 678 787 or email [enquiries@doningtonhistoric.com](mailto:enquiries@doningtonhistoric.com)

Our partners



Bonhams

Octane

MOTORSPORT

PistonHeads.com



LANDS' END  
CORPORATE & TEAMWEAR



ANDRUM  
CONSULTING

Donington



## MASC at the MG International Spares Day 2012

February 19th was the day of the first big MG event in 2012. Planning had started early as among the cars on display this year was my Frogeye, which among the parts I am missing is a body shell as the original had rusted away. It was decided to build some wooden display frames and present a ghost car!

The morning of the Show started bright and very very cold! Luckily we were able to park near our stand which was much bigger this year and better shaped.

Very soon the first complete display car arrived! Dave Colclough drove in, in his green Frogeye, which parked next to my project was a before and after Show.



*"The invisible Frogeye"*

### The cars on display

Dave Colclough  
Stuart Watson  
Geoff Hunter  
Alan Pritchard  
Dave Puzey

Dark green **Sprite Mk1**  
Tartan red **Sprite Mk3**  
White de-rubbered **Midget 1500**  
Pagent Blue **Midget 1500**  
Blue **Sprite Mk1** (well it will be one day)



The other cars followed and with the Club gazebo and old flags, together with the brand new Heart of England sail making its debut we had a very visible stand.

The day progressed with visits from numerous club members and several new ones were signed up as well as plenty of regalia sold. The stand proved very popular, and with the new sail it was highly visible from all round the hall. Quite a few parts

were purchased by various Club members; I managed to do a good deal on a radiator right at the end of the Show.

Very soon it was closing time and with a rapid dismantling of the stand we were able to make a speedy exit.

Thank you to all those members who bought their cars for display in very cold weather and all those who visited the stand on the day.

**Dave Puzey**



# East Anglian Report

A quiet month again on the Spriting about front, I did give the beast a brief outing on one of those rare sunny dry days and almost attended the Inn night at Holywell in the Sprite, however it started raining just as I was leaving. I also have a problem that the Sat Nav is pretty much useless in the Sprite since it is the incorrect polarity to plug in to the cigar lighter that I don't have, and even if I did I still wouldn't be able to hear the instructions in an open Sprite (and before you say anything HTJ even this is not worth the sacrifice of putting up with a plastic lid), one day I will find five minutes to look at a map, but I haven't managed to yet. I have been getting to grips with my project car. My welding skills are coming on a treat since I got some pointers from my tame expert (Clint) (I was born under a welding star a welding, welding star).

The Inn meeting was well attended (you could almost call us an Inn crowd) although I didn't have to feel guilty about not turning up in a Sprite, since everyone had made the same decisions as me (maybe next month). It was quite lively with several conversations going on at the same time, however we managed to sort out a couple of event related issues and I apologised for the computer glitch or whatever that has prevented our events getting on the events page of MASCOT for the past couple of months. Talking of events if you haven't yet ordered your Silverstone Classic tickets you need to get a move on to make sure you don't miss the discounted ticket deal (you may already have missed the very best deal, but they are still relatively cheap for the next month or so). As normal we had diverse discussions about all sorts of strange and varied topics including how wonderful it is to drive your Spridget with a hard top fitted, just shows that we respect the views and opinions of all members (however wrong they may be and irrespective



*Spridgets at Silverstone in 2011. Don't forget to order your ticket for this year's event*

of whether the person delivering them is Australian or not).

Derek was telling me how badly designed the Sprite / Spridget was being cobbled together from leftovers from the Morris Minor and A35 parts bin and how much better thought out the MGB design was. I suppose it all comes down to the design brief, which was probably "how can we fill this obvious gap in the market for an affordable sports car and make some money out of it" (it's easy to forget that classic car manufacturers were at the time our cars were produced commercial companies designed to make a profit). My personal view is that the designers did a stunning job, since the cars sold very well (so well in fact that other manufacturers tried to get on the bandwagon), not only that but to create something so brilliant to drive (it ran rings around the TRs. MGBs and big Healeys of the time on anything but motorways) out of what they had kicking about can only be described as generous! Regarding the MGBs, although I am an incurable classic car fan, I only drove one once, and it was so poor when compared to my Spridget that I would never consider buying one.

See you all at the oldest Inn in England and beyond.

**Dave Dixon**

THE WORLD'S BIGGEST CLASSIC MOTOR RACING FESTIVAL

**TAKE ADVANTAGE  
OF THE CLASSIC CAR  
CLUB DISPLAY PACKAGE  
BEST PRICES IF YOU  
BOOK BEFORE  
31<sup>ST</sup> MARCH  
2012**



- Be part of the biggest display of classic vehicles in the UK - 7,000 in 2011!
- Over 1,000 historic and classic race cars competing in 22 races -  
- Sports and GT cars, Le Mans classics, F1 and Super Touring Cars.
- FREE LIVE MUSIC featuring Mike and the Mechanics on Friday,  
Adam Ant on Saturday, and Sunday afternoon classical music.
- Venue hotel and camping facilities bookable when purchasing your tickets.
- Retail Village and Classic Car / Motor Memorabilia Auction.
- FREE Fun Fair, Air Displays, Track Parades & Demos, Off Road, Beauty Salon.
- Access All Areas with our fleet of Classic Double Decker Buses.

**FOR TICKET SALES : [WWW.SILVERSTONECLASSIC.COM](http://WWW.SILVERSTONECLASSIC.COM)**

**TELEPHONE : 0871 231 0849** BOOKING CODE: **C12134**



## Oil ... drip, drip, drip

That's what was happening at tick-over at the rear of the engine sump on my 1970 1380cc Midget (not unusual, I hear you say) but at the rate of 1 litre of oil every 100 miles, I thought it was time I should save some of the earth's fossil fuels and do something about it!

I was not convinced it was all coming from the rear of the sump because there was not an oil slick on the underside of the car, just the usual amount to stop it going rusty. The first job I did was to check the engine breather. There were no blockages but I left the pipe to breath to atmosphere and sealed off the carb breather inlets. With this amount of oil usage I would expect the car to be blowing blue smoke continuously but it was not, so having spent more time arguing with myself over what the problem could be, because the engine had only done 4,000 miles since I rebuilt it, the next job was off with its head to find very oil blackened combustion chambers and piston crowns with a tell-tale clean ring around the top of the pistons, normally a sign of piston wash, not a term I was familiar with (until now). So next job, out with the engine and gearbox and strip it down. The machine shop I am using this time (a different one to who did the machining before) is Bob Harman Performance, Watford, Herts – 01923 224303 – who I would recommend for all your machining, servicing and MOTs.

The problem incurred from having piston wash is that the piston rings do not bed-in to the bores, causing them to glaze and in so doing allowing oil from the sump to get past – so why was it not smoking? Some of the reasons you may get piston wash are:

- Bores not honed correctly.
- Too much fuel/oil in bores during initial start ups with new engine.
- Not using running-in oil (I used Castrol Classic).
- Excessive crankcase pressure – blocked breathers.

The following work has been done to hopefully cure the problem. The pistons and bores were well within their size tolerances.

- Hone bores with a course stone.
- Replace piston rings.
- Fit 8 new valve stem oil seals (I only had them on inlets before).

Other work carried out during the rebuild was:

- Fitting the crankshaft rear main oil seal conversion.
- Fitting an additional engine breather via the hole where the mechanical fuel pump would be fitted – I had to have the block machined to be able to do this.
- Fitted an updated oil filter head to enable me to use spin on filters.



Keith with Midget engine

Needless to say, this job has run away with the £££s but all that's left to do now is get it all back together and enjoy another good Sprigeting year and hope we do not have to do it all again in another 4,000 miles!

**Keith Warner**

*HCNW – all welcome to our monthly meetings full details of which can be found in the front of the magazine.*

PS I am not a technical author so if this does not read right that is why, but if I can put a few words together I am sure others can so let's try and support Gary and other Area Reps.



# Wollaton Park Autokarna Nottingham

Sunday  
3rd June 2012

The annual Wollaton Park Autokarna is organised by The Pre-War Austin Seven Club, this year celebrating it's 50th anniversary. Running from Saturday 2nd June, it will incorporate The Queen's Jubilee celebrations on Monday 4th and also the Nottingham Evening Post Motor Show.

Set in scenic parkland with the Elizabethan hall as the backdrop, (open to the public) the range of classic vehicles includes buses, army trucks, cars, motorcycles and bikes, from traction engines to Jeremy Clarkson's favourite – caravans! The Austin Sevens will be there in greatest numbers, with modern representation in the form of the Motor

Show area from local dealerships. There are fairground rides, activities and an autojumble.

The Notts & Derby group are hoping to get a group "Club Paddock" area (awaiting confirmation at time of going to press) for the Sunday and we extend our invitation to all areas to join us there.

Entry fee is £5 (covers all 3 days) with classic car **booking deadline by 30th April**. Please allow additional time to book through me as there is an entry form to fill and send in!

**Ian Cooke**

Notts/Derby area rep  
0115 9383838, email: [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)

## Notts/Derby Report

The forecast was for showers. So top down for a blast of solar flares! A good turnout for March, with new members Nigel and Linda joining us in the search for Frogeye restoration inspiration. Hope it wasn't all too much for them to take in!

A number of winter improvements are now coming to fruition. Alan has converted his 1500 Midget to a 5-speed box, and I am in the middle of an engine, gearbox, and rear axle change which is long overdue. Paul has improved linkages on his loW Frogeye rear axle and claims to have "transformed the handling". We await the report...

We discussed which events we are likely to get to this coming year, with the aim of trying to increase our presence at some of the



larger local classic car events by pre-booking and displaying as a group rather than our usual scattering.

"Drive it day" on 22nd April will hopefully involve a road run to Calke Abbey (tbc) and we plan to be at Wollaton Park for their annual "Autokarna" on Sunday 3rd June. (See ad. above)

We would like to see members from further afield this year – please keep up with our events listings on the website and in MASCOT.

After Easter many local pub meets for classic cars start again for the summer, so you can catch up with the latest news of these at the area meetings. The next meeting at The Sitwell Arms will be **Thursday 12th April**.

**Ian Cooke**

Notts/Derby area rep, email: [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)



# From the BOWELS of Bristol

*In spite of intensive training, two members of the Pucklechurch Pounders fast reaction snatch squad still seemed incapable of securing adequate transport*

In all probability, this edition of MASCOT will be tumbling through your letter box on the 1st of April. By now, you will be wise to this. "Oh where has our editor included the utter tosh, the urine extract, the Michael taker, the total fabrication, the fable, the farce and the totally unbelievable?" Well fellow member, I know not where but be rest assured, the Bristol and most ancient of MASC branches, will not be party to such shenanigans. As tempting an opportunity as it is to have a little literary fun on the 1st of April – not on our patch. No, I will uphold our staunch policy of reporting our branch activities exactly how it is, no holes barred, factual and fair no matter who I upset. If some of my fellow members make stupid comments and perform daft deeds, it is my job to share this among you. April firstings aside and left to others, here is where we are at –

I have been under considerable pressure to name names. Namely, our 2 members who have been conscripted by the Parish Council for 2 years of servitude into the Pucklechurch Pounders Morris dancing squad. Believe me, I would tell if I could, but Parish bye laws forbid. The identities of the P.P.s are secret, like a squad of Stigs or members of

the SAS, the P.P.s are anonymous. Hence, they perform with darkened faces, masks or balaclavas, they are given numbers, not a name (A strange parallel twixt Pucklechurch and Port Merion in North Wales if you remember the 'Prisoner' TV series. Even the families of the P.P.s don't know what they get up to, indeed, our pair have told their families that the B of B meet 17 times a month to disguise their 'training sessions' with the P.P.s.

I have also received some concerns about Gertrud of the W.I. mud wrestling team. Yes, she is still strapped to the entrance gate to the South southeast corner of the village green to prevent the P.Ps from performing the 'H gate 50' – backwards. She intends to stay there until October to ensure that we don't invade their territory. She is fine by the way, if a little thinner, I will keep you posted. Talking of 'H gate 50' and 50 years of the ribbed case gearbox, it will have to be a ticket only event, and the numbers will be limited. We have a really big surprise in store too, more details on this next month.

**Terry Horler**

# Scottish Area Report



*Spridgets at Glamis*

**A**t the February meeting of the Scottish Group we agreed a preliminary programme of runs for the year, which is itemised at the end of this article. As in previous years, if anyone from other groups wishes to join us either because they are on holiday in Scotland or if they just fancy a day's jaunt over the border from the North of England, then please don't hesitate to make contact and we will be delighted to see you and show you part of this country. It is hoped that additional runs will be added to the existing list as peoples family holidays and other commitments are arranged and identified and other suitable dates identified for "Spridgeteering."

I have been contacted by Chris Pass, a member of the Scottish Group, who's racing Spridget was highlighted in a previous issue of the *MASCOT*, with an offer to submit periodic reports on the various races being held at the Knockhill Motor racing circuit in Fife in which he, and a number of other Spridget owners, will be competing. I have gladly accepted his offer and hence hope in the future to have additional material to incorporate into these articles rather than them being totally my ramblings.

The approach by Chris and his Spridget racing activities set me thinking. Over the last couple of years and in 2012 we have, or are about to celebrate the 50th birthdays of Sprites, Midgets, Spitfires and MGB's. These affordable, mass produced, readily available sports cars were entered into all aspects of motor sport in their heyday. They

performed in trials, rallies (up to, an including international events such as The Monte Carlo Rally), sprints, hill climbs and circuit racing and achieved considerable levels of success. Now here we are 50 years on and the various makes and models are still performing credibly in all aspects of motor sport. How many of today's mass produced sports cars – MX5's, Z4's etc. even compete in motor sport let alone could still be competing in 50 years time? Are we really progressing?

Over the last few weeks I have seen more and more classic cars back on the roads and people enjoying the wind in their hair (if they have any!). Looking out at the garden, it is now obvious that spring is with us and thoughts turn to getting out on runs and hopefully enjoying some good weather, indeed I have even managed a couple of "shakedown" runs in my own car. There can be no doubt about it, driving these cars in good weather is a pleasure, whilst driving in pouring rain, behind tiny windscreen wipers, can best be described as an experience! So on a positive note and looking forward to many runs in great weather I'll leave you with a picture of Midgets on a dry, cool day at Glamis.

April 29th	Loch Tay Area	John
May 13th	Kippford, Dumfries	Ricky
July 15th	The Trossachs	Willie
August 5th	Fife	Steve

**John Pardo**

Contact: 01698 814791  
E-mail: [jp1kg@talktalk.net](mailto:jp1kg@talktalk.net)

# The Key to low cost insurance

for Midget and Sprite Club members



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



**Quoteline Hours:**

Mon to Fri 9am-7pm  
Sat 9am-4pm  
email: [quotes@adrianflux.co.uk](mailto:quotes@adrianflux.co.uk)

## 0800 089 0035

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

Authorised and Regulated by the  
Financial Services Authority



**ADRIAN FLUX**  
modern approach, traditional values

# “Guten Tag” from Bavaria



*Horst's Midget*

**M**y name is Horst and I am a MG Midget (MkIII) owner from Friedrichshafen in Southern Germany on the shores of Bodensee (Lake Constance, you call it in UK).

Since seven years I own my blue MG after giving up my NSU R080 which decided finally to break for ever. The roads where about I live are perfect for my little MG which is benefiting from a 1275 engine upgrade and it is only a drive of a short distance to the borders with Austria and Switzerland. So I can say in honesty that I have taken my little car to many countries Ha Ha.

The reason for my writing in the Mascot club magazine is so to understand if there are many/any others like me with Midgets and Austin Healy Sprites in my district. I have seen some big Healys and some MGBs but they are not my “cup of tea”. See how owning a British car makes me speak better English.

I have visited Munich and seen a green Austin Healy Froschauge (Frogeye) but when I lit my lights and waved at him he didn't wave back

but I was in my mothers BMW so perhaps he thought I was a mad man.

I have joined the Mascot Club just now and would be very happy to be in contact with other drivers in the South of Germany (or from other places in Germany). If you wanted to come to my district from England I would also be happy.

The other reason that I write this is because my father had as his first car a yellow Austin Healy Sprite like my MG Midget. For his Seventieth birthday suprise I would like to change my MG Midget to a Austin Healy Sprite like the one that he used to drive. It is easy for me to change the paint (it has a different front window but will not do that) but what others like badges and things like that do I have to change over. Is there a good place to buy these things or even better is there someone in the Mascot Club who wishes to change their Austin Healy Sprite to a MG Midget the opposite way to me. This would be the less expensive idea. Please let me know before two months because his Birthday August and I need the time to change my car paint and bits.

You can see a foto of my car and my father in his car from about 1969 driving in the Tirol.

Grüß Gott

**Horst Menuir**

*Friedrichshafen, Germany*

*Ed's note: I have Horst's contact details in case anyone wants to get in touch with him.*



*The Austin Healy Sprite of my father*

## As seen on the Internet

As is usual, I have spent a good deal of time trawling the internet looking for interesting and occasionally horrible Spridget related items.

This Rally Plaque which recently sold on eBay caught my eye and firmly falls into the category of rare items.

Here is the seller's description:

**This is a genuine competitor's rally plate of the 1961 edition of the famous Liege Rome Liege rally, also known as the Marathon de la Route. This year the rally had Sofia as a turning point.**

**As you can see in the photos the car was an Austin-Healey Sprite with registration 9643 NX. Drivers were Norman Blockley and Sydney Broomfield.**

**The plate with race number 74 is used in the rally and shows the signs of that, but it is in**



**a very good and unrestored condition. 100% original! A fine piece of motorsport history.**

**The plate is made of metal.**

**The measures are 43 x 19 cm (17 x 7.5 inch).**

It was sold from Holland and the auction ended on the 4th of March. After 30 bids, the winning bid was \$361.00, approximately £228.00. Quite a lot of money but a very rare piece of Spridget history.

I have no idea if "9643 NX" still exists but it would be lovely to think that the two have been reunited.

Does anyone know?

Gary



# Hampshire Area Report



*Jeremy & Sarah – delighted to be declared the winners of the Piston Broke Trophy and organisers of next year's 'hunt'.*

## Hampshire Quiz

After a very nice lunch (thanks everyone for your contribution) 19 of us gathered in the lounge for the 2nd Hampshire Quiz afternoon. With eight topics from Disney to Science including vexillology – no we didn't know what that was either, there was plenty to keep us busy for a good couple of hours. After some good natured 'debate' over the answers the scores were added up and Terry & Harriet were declared the winners.

## Treasure Hunt

Nine cars left the Fox and Goose in sunshine to take a leisurely 25 mile drive around the lovely country lanes of North Hampshire. John and Vic had planned the route for us, posed 20 questions to be answered along the way and even made a superb winner's trophy. Luckily the roads were practically free from traffic so we could crawl along looking for the answers; sadly that didn't stop us from taking a couple of wrong turns so although we, among others, scored 20/20, our mileage was way above that of Jeremy and Sarah who arrived at the car park in the beautiful village of Chawton in just 25.4 miles. So well done Jeremy & Sarah and many thanks to John and Vic for organising a fun afternoon's entertainment.

## Windscreen Vinyls

We ran out of our stock of windscreen vinyls advertising the Hampshire Chapter website

earlier this year, but due to popular demand we have ordered another supply and these will be available at the monthly meetings from December. They will cost just £1.50 each, will have white lettering and can be supplied to fix to the inside or outside of your windscreen (ideal for modern cars that have an anti-glare strip along the top). If you can't make it to the meetings but would like a 'banner' please contact Barry on:

[barry@midgetandsprite-hampshire.info](mailto:barry@midgetandsprite-hampshire.info)

## Show Cards

The Event Season is about to start for 2012 so if you would like a 'Show Card' to put in your windscreen to tell the public a little bit about the history of your car, or if your current one needs updating, just email me up to four high-resolution photo's of your car (in various poses) and a short history, or anything you think may interest the viewing public. We will put it together and send you a PDF file. When you are happy with the result we will print it onto photo paper, laminate it and either give it to you at a convenient meeting or pop it in the post. The cost is just £5 and any profits will go towards the out-of-pocket expenses incurred in the day-to-day running of the region. (A record of income and expenses is available at every monthly meeting.)

Send your photos and info to:

[barry@midgetandsprite-hampshire.info](mailto:barry@midgetandsprite-hampshire.info)



# Kent MASC Old Boys Day Out

*Roadside halt*

Isn't retirement grand! Do what you like when you like. Ron Edwards was wanting to put some miles on his resto' fresh Frogeye prior to his joining us on the Loire Valley / Le Mans Classic Tour so what better way than a run out, in our Spridgets, through the Garden of Eden that is Kent.

We mustered five cars at the transport café near our old Kent area meeting place The Moat, Wrotham Heath whereas we were meant to meet opposite in a lay-by but each "Old" seemed to suffer a 'craft' moment when it came to finding the lay-by (clue: cant remember a .... ..). At least everyone remembered the start time. Ron – Frogeye, John – Frogeye, Self – Frogeye, Mel – Midget, Richard – Midget.

Ron had gone to much trouble drawing a route, through Kent, that was intended to take us out of Kent and into Sussex to Winchelsea but John Clark was the only one to bring his carer/nurse (Carole) to accompany him.



Assuming Ron to be the youngest, a decision was made to let him lead and if the rest could concentrate long enough we would follow.

It worked, we stayed together all the time that we were meant to. Ron did a sterling job. An interesting route on a really pleasant day.

We stopped at Winchelsea Beach to meet up with John Baggot, with his spridget, who was out alone or was he AWOL?

Richard Hassel had to leave us at Winchelsea and venture home alone. The rest of us then visited the old town of Winchelsea accessed via hairpin hill and entrance Tower for this haven of peace and tranquillity was once a walled bastion with its own harbour, before silting took its glory and then moved it inland.

Lunch was taken, after an exploration of Winchelsea, at nearby Rye Harbour, another town to lose its importance to silting of the harbour that was once a Cinque Port. On the way we passed a new Weslake industrial estate, remembering Weslake's ,who held many patents on A Series engines, and who were once located here.

Our run ended where it had begun – well almost. We drove into the lay by to bid our farewells.

A precedent has been set and two further, mid week, runs are being planned.

**Alan Anstead**  
Kent Rep.

Tel: 01322-384050 (answer phone)  
Mail to: [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)



## Kent Area Report

**W**ow! What superb weather for this time of the year. Not one car arrived at the Angel, Addington Green, Kent, for the monthly Kent meet, with its hood up.

Not only, but two, Isle of Wight Sprites came; Crispin's T9 five speed and Neville & Pam's standard 4 speed. Frogeyes a-plenty Ron's, Ralph's, and mine.

New member Richard Hassell paid a fleeting visit in his Mk3 RWA Midget, just to show his face and say a quick "hello", as a commitment deemed he be elsewhere.

Mark Adams, who found out about us from the M.G. Enthusiast's Website BBS, brought along his Sebring Bonnet Midget, on only its third day on the road, although he has, apparently, owned the car for some twenty three years. Let's hope we can entice him out more often. Who knows we may encourage him to join our group.

Rylan brought only his computer laptop. His car is still a work in progress but progress is indeed being made. Perhaps the car will make a show next month? I dare say some of us can recall our own youth when cash was short and experience had to be gained by doing it wrong before doing it right.

The road to experience is not always smooth! Rylan was able to show a prototype for a Kent Area website so maybe we will be able to bring it to fruition quite soon.

Mel & Barb's car seems, always, to have something new, in this case a windbreak of an unusual design but perhaps I will leave it for Mel to explain in his own words in a later article?

I counted a total of eight Spridgets! Others boosted our number without bringing a Spridget but that matters not. Geoff Allgood brought a file of photos and documentation as I was to inspect his Frogeye on the morrow. Geoff has owned his car for 40+ years but life's intrusions caused it to come off the road and unfortunately it has deteriorated badly and needs a thorough rebuild. Over the years that it has lain dormant pustulating with rust, and being home to an infestation of rats, the registration has lapsed. Thus it was to be that I would examine the car to confirm its bona-fides in order that MASC Archivist Terry Horler can reclaim the registration number and registration.



*Geoff's Frogeye soon to emerge from the dark*

Mark from MG Specialists Fishers Services, Bell Green, brought the company van which made it look as if we had our own technical support unit. Which got me to dreaming of a Speedwell blue A35 van fitted with 1275 and T9 / 5 speed with the club logo proudly emblazoned on each side. Maybe one day!

John Clark was unable to attend this meeting but you can follow the work that John, and I, are doing to restore his spare Frogeye bonnet on our French twins website Amicale Spridget (just Google it) where the pictures have English and French subtitles.

**Alan Anstead**

Reader's Views on the  
New MG Midget  
Motor Sport Magazine  
August 1961

#### READERS' VIEWS ON THE NEW M.G. MIDGET

Sir,

I am one of numerous M.G. Midget owners who regard the "New Midget" with an air of disdain. I say the "New Midget." Mr. Courtenay Edwards, the motoring correspondent of the *Sunday Telegraph*, calls it "the Austin Healey Sprite wearing a false moustache and dark glasses," which I feel is a much better description.

A better performance it may well have over the old M.G. Midgets, but better quality in construction and coachwork!—Never! When the new Midgets are falling to pieces, the old ones will still be around, their bodywork as sound as ever.

I am, Yours, etc.,

Anglesey.

R. GOWRING (Plt. Off.).

Sir,

Until this month I have been able to look upon the many different makes of sports cars and find something characteristic in the design of each of them. However, during the last week I have inspected both the Mark II Sprite and the M.G. Midget and find that there are slight differences in upholstery, instrumentation, grille and chrome work, other than these minor points the cars seem to be identical in every way. In effect the famed Midget has been revived as an Austin Healey in disguise. It seems that B.M.C. are not content to standardise their saloon range but also their sports cars.

I cannot help expressing my disgust and sorrow in this latest development. Both M.G. and Austin Healey are famous throughout the World for their performances, past and present, and it is a great pity therefore that B.M.C., with its great resources, could not leave the Mark II Sprite with its individuality, and at least have given the famous M.G. Midget a different body design.

I realise B.M.C. are after the export market, but is standardisation really necessary?

I am, Yours, etc.,

Windsor.

A. J. BEERE.

## Market Place

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

### For sale

**1974 Midget 1275cc.** Blaze with minilite wheels (powder coated Bostyles available), new Don hood and chrome. Re-built with Heritage shell years ago – no rot and decent paint. New unleaded-friendly engine, clutch, alternator, carbs, sports exhaust, tyres, interior trim and many other parts. Re-built 3.7 diff, and all suspension and brake parts replaced/overhauled. Only about 600 miles since all this work was carried out. One lady owner for 25 years (1977-2002). Selling in order to concentrate efforts on modifying my Frogeye. £6,975. Phone Stewart on 01788 891740 (Midlands) for further details and photos by email.

**1974 MG Midget** in Blaze Red. This solid Midget has been fitted with a Smith and Deakin fibreglass front, it requires the headlights to be fitted to complete it. It has been on SORN for the past 5 years and was in full working order prior to that. A new

interior was fitted, along with a new exhaust. The car comes complete with a hardtop. £950.

Contact Mike (07785 902090)  
or Gerri (01925 711888)

**Frogeye 1959** Red, lovely condition, reliable Heritage Cert. MOT £9250.00. Maurice Godden (Club Member) 01442 842509 Herts.

**Garage clearance**, after two restorations some years ago, John and I are at last clearing the final batch of spares! Need a spare half shaft? Want to adapt a prop shaft, or refurbish a shock absorber? We've got them all! Reasonable prices, send for list to David, 01903 746101, or [davidandchrisw@btinternet.com](mailto:davidandchrisw@btinternet.com)

### Wanted

**Five steel wheels** for a Frogeye.  
Tom Harford; [tom@harfordthompson.com](mailto:tom@harfordthompson.com)



# Autosolos

**A**utoSolos, to use the MSA's official term, are a relatively new form of low cost, non specialist motor sport for the UK, using roadgoing cars, and equally enjoyable for novices and experienced competitors. The relatively low speeds and tight corners means that our Spridgets are ideally suited to these types of events, often embarrassing much more exotic machinery.

An AutoSolo has a series of timed, all-forwards courses, on hard surfaces. The routes are made as clear as possible, so you can concentrate on achieving your best time, rather than on remembering the way. Compared to traditional autotesting, the tests don't involve specialised techniques such as spin turns, are significantly longer, and can involve a little more speed through the corners.

Cars must be taxed, insured, have an MOT certificate if their age requires, and be driven to the event. Safety and organisational requirements are similar to autotests, which keeps costs and entry fees low.

Helmets and overalls aren't needed, and for AutoSolo's which run under Clubsport permits

you won't need a competition licence, just your membership card of the organising club, or one of the invited clubs. In fact, it couldn't be easier to enter these events....

As well as awards in each class, there's an overall Fastest Time of Day award, for the lowest total time.

The inspiration for AutoSolos comes from the USA, where they're mainly known as 'Solo 2's' (but sometimes as Autocross, and in Canada, AutoSlaloms).

One of these events is due to be held by the Harrow Car Club and Middlesex County Automobile Club on Sunday, 29th April at Bovingdon Airfield, near Hemel Hempstead, Herts.

It really is great fun and a safe yet exciting way of enjoying the excellent roadholding of our little cars.

For more information, contact MASC Home Counties North West member Keith Warner on:

01923 672917 or 07800 875835.

Alternatively by email:  
[mrkwarner@hotmail.com](mailto:mrkwarner@hotmail.com)

*Photos: MASC members  
competing in their Spridgets  
at the HCC Brakefast  
Autosolo at Bovingdon*



# AH SPARES LIMITED

The Original Austin Healey Parts Specialist

Westfield Road  
Kineton Road Industrial Estate  
Southern, Warwickshire  
CV47 0JH  
United Kingdom

Tel: 0044 (0)1926 817181  
Fax: 0044 (0)1926 817868  
Email: sales@ahspares.co.uk

Looking For Quality?  
Look No Further!

Stockists For:



## Premium Sprite Parts!

A.H. Spares has been in the Austin Healey Sprite market since 1972 and we have grown to become one of the world's largest suppliers.

**XGRL101P - Frogeye Grille**

MKI  
Sprite

In our mission to provide the best quality parts available, we have introduced a range of high quality chrome plated parts which are distinguished from the standard part number by the addition of the letter 'P' standing for PREMIUM QUALITY.



**XBMP101P - Front Bumper Blade**

MKI  
Sprite

Pressed in one piece to the original steel gauge.

All parts designated as 'PREMIUM' have been triple plated for a long lasting and deep lustre finish.



**XWHE130P - Hub Cap**

Sprite

These items will be the finishing touch to your prized Sprite!



## Looking for Quality?

### Look no further...

Our team are ready to assist with our fast and friendly service. Our vast stocks, knowledge and our order fill rates are unrivalled by any other Healey parts supplier. So why go anywhere else?

Contact us now for a reassuring service from a company that stands by its unrivalled quality, service and expertise!

**WWW.AHSPARES.CO.UK**



Find us on  
Facebook

All major credit cards accepted



Follow us on  
twitter