

Mascot

The Magazine of the Midget & Sprite Club



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

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Also see the Club Nights section on page 4 for new areas and contacts.

Compiled by Richard Flynn (richard.flynn@live.co.uk). Please advise me of any changes, errors etc.
MEMBERSHIP RENEWAL: IF YOU EXPERIENCE 'MASCOT' PROBLEMS UPON RENEWAL, PLEASE CONTACT THE MEMBERSHIP SECRETARY OR THE TREASURER STRAIGHT AWAY. The Committee

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March Editorial

This month's editorial is about saying thanks.

Two and a half weeks ago, as you are reading this, the committee had their first meeting of the year at General Secretary Jim Willis' house. You may have thought that we simply hire a suite at the Dorchester and have our drivers deliver us and our PA's to an all expenses paid MASC funded shindig. However, the truth is far less impressive. I left London at 8.00am on a cold wet Sunday morning in the middle of February for a 100 mile drive up the M40 to the Midlands. Others drove even further, arriving (on time, I might add) from Yorkshire, Bristol, Bedfordshire and East Anglia.

Seven hours later, the meeting successfully concluded; we all retraced our journeys back in the opposite direction, only this time the rain was replaced by varying levels of sleet and snow.

I personally left the meeting very satisfied and happy in the knowledge that the club is continuing in great form and still (unusually in this economic climate) growing, not only in membership numbers but also in financial stability. It seems that we are bucking the trend.

You may be thinking, "ah", he wants to thank the committee for giving up their Sunday and driving halfway across the country to suffer on behalf of the membership. But actually it's quite the opposite. I can't speak for the other members of the committee, but I had a really great time in the knowledge that I'm participating in the running of a living breathing entity which is the Midget and Sprite Club. Membership (and even more so since joining the committee) has allowed

me to come into contact with so many nice people who share a similar interest. Sometimes our only similarities are our love and enjoyment of our cars and our shared hobby.

Being the editor means that I enjoy receiving letters and emails from people all over the world and it has even allowed me to meet some of my boyhood heroes!

So my thanks is to the membership of the Midget and Sprite club who continue to give us their vote of confidence by renewing their memberships each year and to those of you who support the magazine by sending in your reports, articles and letters month after month.

But my biggest thank you this month goes to Jim's wife Rosemarie, whose committee meeting lunch alone, was well worth making the journey for.

Have a great month

Gary & Gaps



The Committee arrives at Jim and Rosemarie's in the rain

The deadline for articles and reports for inclusion in the April edition of Mascot is Thursday 14th of March

The statements and opinions expressed in each and every issue of 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: Alan Bradley's Beautiful MG Midget which I asked about in last month's editorial. Look out for more about Alan's car in next month's Mascot

Chairman's Chunterings – March

Once thought the club kind of ran itself, well actually I just didn't think about it at all. I just got on with enjoying my car, my insurance discount, meeting up with a great bunch of like-minded Spridget owners, taking part in runs, gaining access to all sorts of places that are off limits to Joe public but are magically available to club members and so on. Well after 10 or so years of membership I somehow got press-ganged on to the committee and I suddenly saw the club and how it works from a totally different point of view.

Our great little club is an entity, it has a presence, and that opens doors and creates opportunity, you can ignore a lone soldier but you have to take notice of an army. What binds the club together is the area reps and officers, and the committee just maintains the framework that supports them. There are quite a few bureaucratic tasks that have to be done and a few decisions that have to be made to keep the club healthy, on the right side of the law and to look after the interests of the members with the correct insurance policies and so on.

The other really important thing is communication, which is why I thought I would write a brief account of what went on at the first committee meeting of 2013. We had a packed agenda with all the standard procedural things like approving the previous meeting's minutes and the formal financial and membership reports. The bottom line being that the club is currently on a sound financial footing, and although there is a bit of churn in the membership the overall membership numbers continue to grow at a slow but steady rate. So the club is in good health.

Moving on to more specific items, you will be pleased to know that Gary is happy to continue the sterling work he does for us all in editing our magazine, which I still believe is the main organ of communication for the club. We do have a healthy amount of trade advertising within the magazine which we limit to a few pages so that the majority of the magazine space is available for club related issues and information.

We clarified the rules regarding temporary membership for potential new members and guests wishing to take part in club runs and

events (details will be available through area reps).

I am currently negotiating with Silverstone to see if we can arrange a parade lap at Silverstone Classic in honour of our clubs 30th birthday (details to follow).

We are looking at cost effective ways to broaden the appeal and raise the profile of our club to attract a bigger and more diverse membership via the Internet and targeted advertising highlighting the diversity of Spridgeting activity embraced by our club.

We discussed and agreed ways of providing more help and support to our areas via the area reps, who are recognised as the backbone of our club.

We are going to provide a link to the club clothing supplier's website and instructions on the procedure for obtaining clothing with the club logo on it in the club online shop, and periodically repeat the details in *Mascot*. (If anyone is having difficulties obtaining club clothing please contact me and I will be glad to help).

We agreed to explore our options regarding the upgrading of our club exhibition equipment, which is starting to show its age.

There is a definite will among the committee to modernise the club image a little to bring it more in keeping with the 21st century and attract more new members. This is just a brief outline of five hours of lively discussion, which I hope shows some positive progress and helps keep you informed.

If you have any views or ideas on how we can improve the club then please contact me or any committee member to put them forward to the next meeting, or better still stand for committee membership later in the year and put them forward yourself.

Thanks for your continuing support of our club.

Dave Dixon,
Chairman.



Club Nights

- 1st Tuesday **Essex Area** – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex Cm8 3BL. For further details contact Jane Gates Tel: 01255830 509 or email: jgjanegates257@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
- 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
- 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
- 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, garyfrogeye@gmail.com
- 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
- 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 lunchtime from 12:30pm at **The Nags Head**, Pickhill, near Thirsk, YO7 4JG – more information at <http://yorkshiremasc.blogspot.com/>
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at **The Windmill Tavern**, 4 Thorniewood Road, Uddingston G71 5QQ at 8pm. Contact John Pardo on 01698 814791
- 3rd Tuesday **Surrey** – Meet at **The Chequers**, Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF. 7.00pm onwards. Contact Mike Gorman, 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
- 4th Thursday **Hampshire** – Meet 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
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.freemove.co.uk
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email 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!
- Northern Ireland robertholmes25@hotmail.com. If enough interest, will arrange a meeting.
- 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

Club Website

www.midgetandspriteclub.co.uk

Members only pages: Password: Dipstick (which is case sensitive)

Events

Area reps please make Gary Lazarus aware of any events already in your diaries for 2013, so that they can be added to this "Events" section of the magazine and the website.

For the magazine Gary can be contacted at editor@midgetandspriteclub.co.uk

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

- 1 April **Spring Vehicle Meet**, Wyke Down, Pickets Piece, Andover . SP11 6LX Hants area attending. Contact John Foard Tel: 01420 87947 events@midgetandsprite-hampshire.info
- 3rd, 4th & 5th May **MASC at 2013 Donington Historic Festival**. www.doningtonhistoric.com Contact Masc member Alan East-Jones for details: alan.east-jones@ntlworld.com
- 5 May **Duxford Car Spring Show**. East Anglia area attending. Contact David Dixon 01733 222 810 email e-dave@ntlworld.com
- 18/19 May **Bill Targett Rally**, Highbridge Farm, Highbridge Road, Eastleigh SO50 6HN Hants area attending. Contact John Foard Tel: 01420 87947 events@midgetandsprite-hampshire.info
- 27 May **Enfield Pageant of Transport**. East Anglia area attending. Contact David Dixon 01733 222 810 email e-dave@ntlworld.com
- 9th June **Bromley Pageant of Motoring**, Norman Park, Bromley, Kent – www.bromleypageant.co.uk
- 22/23 June **The Dene Steam and Vintage Rally**, Ropley SO24 9SQ Hants area attending. Contact John Foard Tel: 01420 87947 events@midgetandsprite-hampshire.info
- 30 June **Bletchley Park Picnic**. East Anglia area attending. Contact David Dixon 01733 222 810 email e-dave@ntlworld.com
- 13/14 July **Steam and Vintage Gathering**, Barr Field, Farnham Road, Liss GU33 6LA Hants area attending. Contact John Foard Tel: 01420 87947 events@midgetandsprite-hampshire.info
- 14 July **Kimbolton Charity Classic**. East Anglia area attending. Contact David Dixon 01733 222 810 email e-dave@ntlworld.com
- 21 July **Classic Car Summer Picnic**, Amberley Museum & Heritage Centre, nr Arundel BN18 9LT Hants area attending. Contact John Foard Tel: 01420 87947 events@midgetandsprite-hampshire.info
- 26 to 28 July **MASC National Event Silverstone Classic**. See details in Mascot. Contact David Dixon 01733 222 810 email e-dave@ntlworld.com
- 11 August **Sherringham Fish Shop Fun Run**. East Anglia area attending. Contact David Dixon 01733 222 810 email e-dave@ntlworld.com
- 7 September **Buntingford Cassic Car Show**. East Anglia area attending. Contact David Dixon 01733 222 810 email e-dave@ntlworld.com
- 28th–29th Sept **Sywell Classic**, Sywell Aerodrome, Northamptonshire – www.sywellclassic.com (coming soon)
- 20th October **National Restoration Show and Grand British Autojumble**, Stoneleigh Park, Warwickshire – www.restoration-show.co.uk
- 15th – 17th Nov **Footman James Classic Motor / Motorbike Show**, NEC, Birmingham – www.necclassicmotorshow.com and www.classicmotorbikeshow.com

Brakefast Autosolo

Short Notice for an extremely cheap and fun day out, safely thrashing your car!

Harrow Car Club Ltd/Middlesex County Automobile Club Ltd Brakefast Autosolo – 17th March

Welcome to the 2013 BRAKEFAST event. It's back to the March date for 2013

In AutoSOLOs the competitors also act as course marshals on a rotating basis so there is always something going on.

The events will continue to be aimed at club entrants who want a good day of motorsport. All events are open to members of the Harrow CC, Middlesex County AC, Historic Rally Car Register (HRCR), Dolphin MC, Herts County A&AC, CSMA and London Irish MC. However you can speak to MASC member Keith Warner mrkwarner@hotmail.com or call him on 07800 875835 or 01923 672917 regarding eligibility.

The events are ideal for both experts and novices, junior drivers, and anyone else who is not contesting championships and just wants an enjoyable, more relaxed and sociable event. For all events there will be at least two runs at each test with the best time counted. If there are more than two runs then the slowest time is discounted. The event is also an opportunity for younger drivers to have a go. Junior drivers (16-17 years old without a RTA) can compete in the AutoSOLO and there is no capacity limit.

AutoSolo's, 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.

They have a series of timed, all-forwards courses, on hard surfaces. The route is made as clear as possible, so you can focus on achieving your best time, not on remembering the way. Compared to traditional autotests, the course doesn't involve specialised techniques like spin turns, is usually longer, and can involve a bit 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 requirements are as for autotests, keeping entry fees low. Helmets and overalls aren't needed, and for events of Clubsport status you don't need a competition licence, just your membership of the organising club, or of an invited club. In fact, it couldn't be easier to enter these events.....

As well as class awards, the Fastest Time of Day is for the lowest total time. FDMC also awards the best performance on Index, for which every class winner has a chance. This applies correction factors between the classes, from the results of our previous events.

To add further interest for drivers, our events may include some optional variations in the route, on the last course. Which way is the fastest? – You have to decide! Among the route marking techniques, pointer cones, lying on their side, show you which direction to drive.

The venue is Bovingdon Airfield, near Hemel Hempstead, Herts (map ref: 166/009046). It is within 6 miles of the M25 junction 20 and the M1 junction 8, approached via the A41.

We can promise you an enjoyable day's motorsport, awards on the day. We look forward to seeing you on 17th March.

Peter and team

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



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MASC and the Federation of British Historic Vehicle Clubs

MASC members were recently canvassed on whether MASC should join FBHVC. I understand the response was poor. Many will be unaware what the FBHVC does for the Classic Car movement. Our hobby is under threat from meddling politicians at home and abroad and the FBHVC is there *'To maintain our freedom to use yesterday's vehicles on tomorrow's roads'*.

Take a few minutes to visit the FBHVC website and read of its work on behalf of the Historic Car movement.

As a recent example:

FBHVC work de-fuses threat to historic vehicle movement

For the past five months, FBHVC has been working hard to counter the risk posed by the European Commission's July proposal for legislation concerning 'Roadworthiness Testing'. This set enhanced standards for testing.

It excluded historic vehicles from the scope of the legislation, but defined them in such a narrow way that very few would qualify for exemption, leaving the majority to face an enhanced test that most would be incapable of passing without modification.

The Department for Transport has announced that at a meeting of the EU Transport Council in Brussels on 20 December, Stephen Hammond MP (Minister of State for Transport) secured important changes to the text of the proposed Roadworthiness Directive and thus effectively averted the most serious threat that the British historic vehicle movement has ever faced.

At that meeting Ministers of the EU Countries agreed that they would largely support a revised draft negotiated in November that, most importantly, recast the proposal as a Directive (which Member States can apply in their own laws in whatever way best suits their national interests) rather than the Commission's original proposed Regulation

(which Member States would have had to apply directly).

Despite significant changes in the November draft that the Department for Transport considered would protect the interests of the historic vehicle movement, FBHVC believed the threat remained and so, through the All Party Parliamentary Historic Vehicle Group, called for a meeting with Mr Hammond to brief him and his officials on the continuing threat.

A meeting took place on 13 December and as reported in a previous news item, Mr Hammond took on board FBHVC's concerns.

The proposal has still to go back to the Commission and has also to be approved by the EU Parliament, and both will wish to make changes, so FBHVC will keep up its vigilance on this matter and continue to brief Ministers, MPs and MEPs as appropriate

Whilst writing about FBHVC. They have designated **Sunday 21st April as 'Drive it Day'**.

Alan Anstead



The Midget and Sprite Club is currently reapplying for membership of the FBHVC

Letters



Airfix Mk1 Sprite

Hi Gary

Reading about Airfix models in *Mascot*, I thought I would send you the attached picture of what fell into my hands recently. My wife's aunt, at 92 years old has recently moved into residential care in London N13. I was talking to the owner and we got onto the subject of cars (as one does), and when I let slip that I owned a Frog, he said "Ah, I have just the thing for you!" It seems that I have done him a favour by taking it of his hands. It has a penciled in price of two shillings on it. I think I will leave it in its packet.....I can't bring myself to make up the model!

Best wishes

Ralph Whitmarsh
(Kent)

Great to see one still in it's pre-boxed original packaging. Gary

Wiltshire Area drops the Bell

Hi Everyone,

What a lovely morning here! Definitely the first signs of Spring, and a roof-off run, I think.

Whilst we get a fine bunch of Spridgetters at the Barge every month, on the last Mondays of the month, when we get the Bank Holidays, I have found very little enthusiasm for my alternative venue the Bell Inn at Yatton Keynell. So I have decided to drop the Bell (clang!) and stick with just the Barge EVERY last Monday.

I have to say the new look Website is superb now, not suggesting *Mascot* has not been as brilliant as ever too. Brave of you to squeeze the Moggy in last month, Gary.

Thanks! All the best,

Andy
in Wiltshire

New Old Stock items

Hi Gary,

Like most Spridget owners I try to buy NOS items wherever possible as I have found that they are generally more robust, better made and more reliable. Unfortunately this quest is somewhat hampered by modern suppliers, often either not using the same parts numbers or sending a different spec item for that part number. This is not a complaint as it is these same suppliers that keep us Spridgeteers on the road when that hard to source item is not always available. I would advise any owner to get the Original relevant parts book for their vehicle. This would either be the BMC publications for the early cars. In 1972 British Leyland produced a Parts list [Abridged Edition] for SPRITE MK111 & 1V and MG Midget MK11 & MK111, part number: AKD5304. The next version was produced in 1977 under part number AKM0036. The advantage of these publications is that you can cross reference between them and track down that part which may be listed under a different part number in modern suppliers catalogues.

In addition a cross reference guide is available for BMC/ British Leyland cars and other UK made cars sold in America. This is particularly helpful as Triumph parts are referenced using numbers in contract to the BMC, Letters and Numbers system. This is available on eBay USA!

Austin Healey, British Ford, Jaguar, MG, Triumph factory part interchange book. This manual, originally published for use only by professional repair shops and wrecking yards, tells which mechanical and body parts will interchange on nearly all the models (by the same manufacturer) and variants.

The information contains:

1. A general information section with identification numbers and photos of

different models. 2. An index section with a listing of parts for: engine, electrical, brakes & wheels, steering & suspension, axle & driveshaft, cooling & fuel, body parts and clutch & transmission. All of these parts are assigned an "Interchange Number". 3. An interchange section. This section lists all the aforementioned interchange numbers and all the different models using that part. 4. Several pages of illustrations, which assist in identification and assembly.

Rob Rose
[2606]



And again from Rob Rose

Denis Ferranti Laminations (Formally Universal Laminations)



Hi Gary,

Discovered this info on the net, thought it might be of interest.

Denis Ferranti Laminations Ltd (DFL).

Manufactured to MG Abingdon design and order, hardtops for MGB, Midgets & Sprites. They were supplied from our N Wales Factories directly to Abingdon. Generally supplied finished in gloss cellulose paint, white or black. MG Abingdon then sold either fitted onto cars, or through their spares business known as UNIPART. These hardtops were the ONLY hardtop design authorised by MG (and Austin Healey?) for use on their cars [MGB, MG Midget, and Austin Healey Sprite] and were sold around the world. They were also the only hardtops for these models that were test approved for sale and use in USA, especially California [who had strict safety standards --- the reason being that the hardtops had inner and outer GRP (glass-

reinforced plastic) skins & steel reinforcement fittings.]

When Abingdon closed, DFL manufactured around 500 more for a couple of U.K. firms such as the Sprite & Midget Centre, who had them molded in white GRP. These were not painted at the DFL factory.



The moulds were later destroyed. Hardtops were never very profitable, making around 2% gross margin, due to MG being very tight on spec and cost control.

NO SPARES are available from original sources of complete tops or parts (e.g. glass & rubbers). Note in a crash situation, only the DFL / MG hardtops met the Californian standards. Large numbers of "aftermarket" hardtops produced by others in the U.K. and possibly elsewhere, did not meet these standards as most were single skin construction. DFL have not made anything in GRP for around 14 years and the company is currently not trading on the open market.

Rob Rose
[2606]

I note that they also produced Hardtops for other cars including big Healeys and Jaguars as can be seen by this advert which appeared in American car magazines at the time. Gary

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If you would like to contact the editor or the magazine, please email Gary at editor@midgetandspriteclub.co.uk

Or write to Mascot Editor, 40B Hungerford Road, London. N7 9LP

Refurbishing Frogeye side screens



The refurbished sidescreens

I have been a member of MASC for several years now, and continue to be impressed every month with the consistently high quality of the magazine. So well done to all who are involved in its production. The website is also very good, and some time ago I noticed someone had posted a question about the refurbishment of side screens for Frogeyes and Mk1 Midgets.

I am currently trying to finish off the rebuild of a 1960 Frogeye, and have just been working on refurbishing my side screens, so I thought it might be of interest to set out how I attempted this, hence this article.

I have come across numerous 'tricky bits' during my Frogeye rebuild, and this particular job was no exception. I should also say that I don't claim that the way I went about doing it is necessarily the 'right' way, and I would be interested in hearing the experience of others. Anyway here goes:

A bit of background ... from my limited knowledge of its history, my Frogeye hasn't been roadworthy for many years. I have been rebuilding it from a bare shell upwards, and one of the few remaining jobs has been to refurbish a pair of early sprite side screens with sliding Perspex windows. I had always thought this was going to be tricky, and really wasn't looking forward to it. Bending new Perspex windows to fit in the outer aluminium frame without breaking something seemed impossible, and fitting the rubber surrounds also looked as though it would be difficult.

My side screens were in terrible condition. Having seen the question on the MASC

website, I guessed there were others tackling the same job, but I couldn't find much advice anywhere on the best method to follow. The alternative to refurbishing was to buy a new set of ready made side screens, and this was beginning to look very attractive! However, it really didn't fit with the general principle of trying to use as much of the original car as possible, and anyway new side screens weren't cheap! So I ended up doing my best with the original frames and using replacement parts.

The first thing to decide was what needed replacing. I drew up a list which included: new Perspex sliding panes (sheets), a set of felt for the grooves that the sheets slide in, a new set of rubber surrounds, and a set of new screws and domed nuts to hold the brackets to the side screen. Some adhesive was also needed to glue the felt in place.

Before starting I took a couple of photos (which I've now mislaid) so that I would have a pictorial record. Hopefully this would guarantee everything could go back as original!

I started by peeling off the old rubber surrounds which were in a dreadful condition. In places the rubber was torn, but it was also very brittle and virtually came away in my hands. In many places, the rubber tore off leaving bits of hard brittle rubber within the groove in the outer edge of the screen. As the new rubber has to fit into this groove, it is important that every bit of old rubber

Not Philip's original screens but an illustration of their condition before refurbishment





Rubber removed

is removed especially under the lip of the groove. It took a lot of messing around to clean everything out, and I found the best way to do it was to bend the tip of an old screwdriver and use it to scrape out any rubber left under the lip of the groove.

Next job was to remove the screws and domed nuts that hold the carrier brackets to the side screen, noting which way they fit. I found that some of the screws had become 'corrosion welded' to the aluminium surround and needed a bit of force to knock them out.

Once removed, the carrier brackets were put aside to be refurbished.

Removing the old Perspex sheet windows came next. There are two Perspex sheets per screen. The sheet towards the front of the car is in the 'outside' groove (ie outside of the car) and is a fixed sheet which cannot slide as the aluminium groove in which it sits is 'nipped' at the sheet's rear edge. The sheet towards the rear of the car is the sliding sheet, and this should be in the 'inner' groove (which I think is a wider groove). The sliding sheet sits in felt which is contained in the inner groove. I removed the old Perspex sheets using a pair of pliers to break out the Perspex a bit at a time. The shards of Perspex can fly about so it is advisable to wear eye protection. Also the edges can be sharp, so it is probably a good idea to use gloves when handling the Perspex.

Once the old Perspex is out, the old felt is stripped out, and the grooves cleaned. The 'nipped' outer groove also needs to be dressed to make ready for the new Perspex sheet to be put in.

The aluminium frame is likely to be pitted, and not a shiny polished surface as it would

have been originally. I preferred mine to retain their old look, so just went over the surface with a little metal polish to get rid of stains and to spruce them up a bit.

So at this stage the aluminium side screen frames were relatively clean, and ready for the new parts.

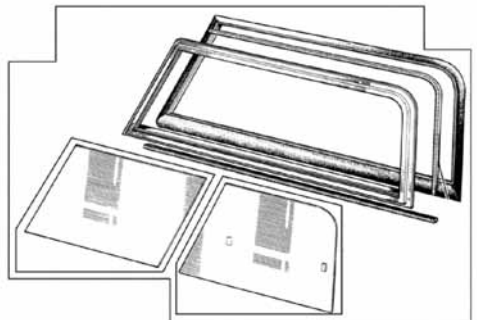
Fitting the new Perspex is the most difficult part of the job. The sheets are pretty stiff even at room temperature, and the only way to get some bend in them is by heating them up. This is the tricky bit, and I did this by soaking them in a bowl of nearly boiling water for a couple of minutes before fitting them into the frame. Even by heating them up like this, they don't bend much!

Before fitting the Perspex sheets there are a couple of points to note.

Due to the design of the grooves, the sliding sheet must be introduced into the frame first (ie into the 'inside groove'). This is because the inner lip (towards the inside of the car) of the 'inside' groove which contains the sliding sheet, is the tallest. I should think the reason for this is to make sure no water gets into the car (at least not via the side screens!). It follows therefore that the new Perspex can only be introduced into the frame from the 'outside' (ie the Perspex only needs to be bent to get over the outer, lower lips). Similarly it follows that the sliding Perspex sheet needs to be fitted first as it sits in the 'inside' groove.

Before introducing the new Perspex sliding sheet however, the felt has to be fitted. I am not sure that I did this properly, but it worked for me!

I cut the felt so that I could glue a length to the 'inside' lip of the inner groove. I then





The Sprite rebuild coming along nicely

fitted the new Perspex sliding sheet. Finally I fitted a length of felt to the outer edge if the inner groove by squeezing it between the sliding sheet and the outer edge of the inner groove. I am sure that what I should have done is put the felt in the groove in a 'U' shape but this seemed an almost impossible thing to do and I took an easier option!

Bending the sheets and getting them in the grooves was not easy even when warmed up, and really just needs some brute force. The edges of the sheets are relatively sharp and it is advisable to wear gloves when doing this.

Once the sheets are in place, the outer groove needs to be 'nipped' up, to keep the 'fixed' forward sheet in place.

Next job was to fit the outer rubber surround. Before starting this it pays to look carefully at the cross section of the rubber section that has to fit in the groove around the outer edge of the side screen. This is because the cross section is different, dependent at which location around the screen the section fits. Especially at the front of the screen. It is difficult to explain but will become obvious when looking at the cross section. A little washing up liquid in the groove helps with fitting the rubber surround.

Finally refit the carrier brackets.

Although I wasn't too optimistic at first, I have to say that my refurbished side screens look pretty good to me, and I am glad that I took the trouble to repair them and reuse the old frames. I have yet to buy some small Perspex blocks which need to be glued to the sliding sheets to give a grip, but this can wait for the moment. The photo shows the newly refurbished screens in position.

THL361 now only needs a few odd jobs doing, carpet fitting, plus rust proofing throughout before the magic moment when it will be put back on the road again after many years. I can't wait!

Philip Dent





I did a few things that enabled me to build a cheap and cheerful device that has served me well for the installation of a new floor pan, inner and outer sills, foot wells, boot floor, rear wheel arches and rear bulkhead.

The first was to remove the bonnet, front wings, engine and gearbox, heater, fuel tank and anything else which would reduce the weight to be rotated.

The second important decision was to have a strong tube passing right through the car and fixed to the car at front and back. This meant that at

each end the protruding tube only had to sit on a pedestal, eliminating the need for costly bearings.

The final task was to decide on the axis of rotation for the car. The aim was to make it as easy as possible to spin the car while work was under way. Easy spinning also meant that little effort was needed to hold the car in position while welding. Having a continuous tube passing right through the

When I embarked on Midget ownership I realised that the big issue would be elimination of rust in the lower parts of the car. I can weld reasonably well if the metal is in the right place and decided that successful and enjoyable repairs would only be possible if I could turn the car upside down. First job was therefore to get a “roisserie”

The internet provided some help in the form of plans or kits of parts or blogs, but the main problem was that all these solutions came at a price that was as much as, if not more than, I had paid for the car in the first place.

There seemed to me to be three areas where others had been coerced into unnecessary expenditure:-

First making something big and strong enough to rotate a heavy car still with its engine installed.

Second having to provide bearings capable of withstanding high cantilever loading because of the method of fitting the vehicle to the “roisserie”

Finally making elaborate provision for holding the rotated vehicle in a particular position.



car limited options somewhat but the final arrangement worked very well.

The tube entered the car through the radiator area, went under the heater tray into the prop shaft tunnel, exited through the gear lever hole and finally exited the car just above the boot lock anchor. With this axis the car was bottom heavy while the rear axle was in position but very well balanced once this was removed, indeed at times during the repair process it was possible to spin the car with one finger!

The brackets that hold the tube to the car are shown in the photos, the front is welded to the towing eyes and the rear bolts to the bumper mountings. The pedestals are made from recycled wood. Most welding was done while the floor pan was vertical and the car was held in this position by means of a prop wedged under the flange of the front chassis rails.

The photos show much of what has been described. The pedestal is quite high so the car can rotate 360 degrees. The car was



lifted with a hoist and the pedestal placed under the tube with a bit of grease in the groove in the wood.

Costs were minimal and benefits huge, but usual disclaimer, do this at your own risk. I'm happy to share more info by phone or e-mail and indeed if all goes well the car will be on its wheels soon and the kit could be for sale!

Dick Mather
dick@matherwood.co.uk



Your Club Needs You – Can You Help?

Every now and again, MASC needs specialists for specific jobs which need to be done for the club, such as building the website, sorting out the move to Ltd Company status and signing off the accounts every year.. Quite often the expertise is already within the club but occasionally we have to look outside (which usually costs us quite a bit of money).

In addition, the club has regular duties which need to be carried out, and these are done by enthusiastic (and sometimes not so enthusiastic) amateurs. For example, the Membership Secretary's job, the Treasurer, the Area Reps Delegate and the club's General Secretary. And not forgetting me as the Editor. We do this as best we can and within the time that we can spare.

One such area that needs to be filled is that of Marketing. Not some high-falluting position involving transatlantic travel and video conferencing. Simply an individual who can be the contact between the Midget & Sprite Club and the outside world.

So if you've ever fancied an impressive job title for very little effort (and even less pay), think of it as an extension of your hobby. Please contact me and I can explain in more detail.

Contact editor@midgetandspriteclub.co.uk
or call Evenings or weekends on 020 7700 5696.

Good News for younger Spridget Owners

At the most recent committee meeting (held on the 10th of February), it was decided to look into ways in which the club could attract the next generation of Spridget owning members. Our cars still represent very good value compared with some other classic sports cars and are an ideal way for people to gain an understanding of basic mechanics.

The main obstacle for younger drivers seems to be the extortionate cost of motor insurance I've been informed by RH Specialist Insurance that they are now looking at young classic car owners in a more favourable light. If MASC members or a member of their family are aged between 18 and 25 and can answer yes to the following questions, there is a good chance they will be able to obtain a quotation for their Spridget (or any other classic car).

Is the vehicle:

- over 20 years of age? (all of ours obviously are)
- used for social, domestic and pleasure purposes only?
- kept garaged overnight?

and:

- they have held a full UK driving licence for at least 12 months?
- have access to an 'everyday' car?
- cover less than 5,000 miles per annum in the Spridget?
- And are members of a specialist vehicle club (Midget and Sprite Club in this case)?

If they do not meet all of the above criteria, RH Specialist Insurance may still be able to tailor a solution to meet their needs.

Please give the RH team a call on **01277 206911**.

Here are a couple of their quotes as an example

They have taken a 1960 Frogeye Sprite with standard 948cc engine worth £10k as an example vehicle to base a couple of young driver quotes on, ie: 24 years old – no accidents, claims or convictions. Rural area. Garaged. SDP use only. Example quote: £199.00. Includes insurance premium tax.

Here are the quotes for a 19 year old:

5000mpa

£477 (including IPT)

3000mpa

£429 (including IPT)

This quotation is based on the Austin Healey Sprite (Frogeye) – 948cc – £10,000 – 1960 and fits their criteria with a clean driving history. Also, the legal protection would be an optional extra (£10.50).

Cover is supplied by RH Specialist Insurance, a trading name of Willis Limited, a Lloyd's broker. The RH Specialist Insurance schemes are arranged and administered by Equity Red Star Services Limited, an appointed representative of Equity Syndicate Management Limited for Equity Direct Broking Limited on behalf of Willis Limited. All firms are authorised and regulated by the Financial Services Authority or are agents of an authorised firm.

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Vintage



Modern



American



Prestige



Household



New Members January

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

If you have recently joined the Midget & Sprite Club or are an existing member who has acquired a new Spridget, Please send your images to editor@midgetandspriteclub.co.uk

4700	Jeremy & Lesley Shepperd	Devon	Various	
4701	Andrew & Hannah Bufton	Hampshire	Midget	Mk 3 RWA
4702	David Missin	Derbyshire	Austin	Sprite
4703	Peter Woodward	Highlands & Islands	Midget	Mk 3
4704	John Humphreys	Staffordshire		
4705	David & Callum Maughan	South Yorkshire	Sprite	Mk 1
4706	Roy Dewey	Hampshire	Midget	1500
4707	Kevin & M.J. Martin-Wiles	Suffolk	Sprite	Mk 1
4708	David Marc Rowlands	Berkshire	Midget	Mk 2
4709	Colin D Hickes	Yorkshire	Midget	Mk 3
4710	Reinhold Sandelin	Sweden	Midget	Mk 3
4711	David Mariott	Leicestershire	Sprite	Mk 2
4712	Philip Thorpe	Nottinghamshire	Sprite	Mk 1



From last month, Charles and Elizabeth Dearden (hiding behind the screen) attending the Midget 50th celebration Burley House.
Image © Pascal Seezink (MASC member 3897)



The 1500 Midget of Roy Dewey"



Kevin & M.J. Martin-Wiles' MG Midget below] and their Mk1 Sprite [above]

Dave Missin with his Austin Sprite (one of only 1022 made)



Andy & Hannah Bufton's newly acquired '72 Mk3 Midget



The beautiful Sprite of David & Callum Maughan

6000 Miles in a 1962 MG



Part 1

Words & pictures: Bobby Vilas

This is not a tale of two die-hard MG fanatics hunting down their dream car and taking it on a well prepared road trip. This is a story of two people living on a remote Hawaiian island that desperately missed their daughter, who was now living on the east coast of mainland America some 5000 miles away from home. Like most great adventures, this one didn't start or end the way it was planned. Instead, it started disorganized, unscheduled and with one member of the team thinking that the other may very well have lost his mind! It ended, however, in a marriage proposal, an unbelievable road trip and a love affair between man and machine that will never be broken.

"Do I believe in love at first sight?"

Life becomes quite different from the norm when you decide to raise your family on one of the most remote islands in the world. Sure, there are countless positives to the lifestyle but when it comes to meeting new people, your options are fairly limited. So when our daughter met the love of her life, it was no big surprise that he lived in North

Carolina, some 5000 miles away, and was only visiting the island as a tourist. Once they realized that they couldn't possibly part from one another, she left her island home and went to live in North Carolina. Months passed and the distance was taking a toll on my wife Shana and I.

We decided that a trip to the east coast was necessary. We came up with the idea that we could simply purchase a car somewhere near New York and drive it down the east coast to visit sites along the way and eventually on to our daughters new home. Well, as long as we were buying a car, why not drive it all the way across the country and visit some friends and family on the west coast in California, as well?

After all, we had never seen most of the interior states of America and modern cars with their heated seats, sound systems, cruise control and satellite navigation are so relaxing and comfortable, what could be a better way to see the country? So we set off into cyberspace to shop for the perfect car to make the trip.

Shana and I decided that we wanted to buy a two seater convertible for the journey across country. We figured it would get good gas mileage and we didn't require much luggage

MKI Midget across America

space. The trip was going to begin at the end of spring, so the weather should be perfect for a convertible. We finally agreed that the Mercedes SLK would fit the bill nicely. There were plenty to choose from all over the country so finding one on the east coast would be an easy task. One month after beginning the search for the Mercedes, I purchased a 1962 MG MKI Midget from a man on the east coast in the state of Pennsylvania.

Now, I know what you are thinking. There is a great chasm between the 2006 SLK Mercedes and the 1962 MKI Midget. But one night while my wife was sleeping, I decided to go wandering around the internet just to make sure that there weren't any little two seater convertibles that I wasn't aware of. When I stumbled upon this little Tartan Red MKI Midget, I was instantly captivated by her charm. I couldn't get the idea of the MKI out of my mind for the following few days as the auction was coming to a close, I continued bidding until I met the reserve. Before I knew it, I was the proud owner of a 51 year old car that I had never seen, driven or even heard of before.

I am a firm believer that in life, as well as on long roads trips, it is imperative that you select the right partner. Lucky for me, I did just that some 25 years ago. My wife Shana knew the minute that she saw my childlike smile and the glazed look in my eyes when I showed her photos of the MKI, that this was just something I had to do. She was willing to give up all the comforts of a modern car and take the risk of potential break downs just to help me live out this adventure. For this, and for many other reasons, I am eternally



Who could resist buying a car that looks like this? grateful to her. It all ended better than either of us could have ever imagined but we had no way of knowing that then. Sometimes you just have to step outside of what appears safe and comfortable to experience new and exciting. We did just that.

"You said it was small, but seriously?"

The previous owner of the Midget turned out to be a great guy. He said that if we arrived in Pennsylvania and didn't think the car was everything that he had said it was, we didn't have to take it and he would give us a full refund. When he opened the garage, I have to admit, the car was smaller than I had imagined. My wife Shana thought it resembled one of those coin operated children's rides that you see outside of the grocery stores. Later, Shana told me that when she saw the look on my face that first time I met the car, she knew it was a done deal. Wives just have a kind of sixth sense about these things.

After looking over the engine and learning about how the car functioned for an hour or two, we decided that we would definitely give it a go. The weather was not as nice as we had hoped for so we asked the previous owner if he would keep it for a week longer while we went to New York City to visit with our daughter who had flown up to meet us. He agreed and we made arrangements to pick up the car the following week.

Now I mentioned that this was a story that included a marriage proposal. While we were spending that week in New York City with our daughter, her then boyfriend took her up



One of the first photos received of the car from the previous owner



Thousands of miles ahead, a cramped interior and no radio!

to the top of the Empire State Building one night after we had seen a Broadway play, and asked her to marry him. Of course, she accepted and they are now married. This turn of events definitely worked to my advantage. Mothers love planning weddings. Now my wife would have something to take her mind off of the fact that we were about to drive 3600 miles across country without so much as a radio.

We went back to Pennsylvania as planned and took care of the paperwork as well as installing a new vinyl top (hood) and side curtains on the car. The morning I left the previous owners house, he actually followed me down the road for the first five miles to make sure I was going to be okay. I think, in reality, he was having trouble saying goodbye to the car. I now know how truly difficult that must have been for him.

“Is this thing legal to drive on the highway?”

There really are no words to describe the feeling of driving a Midget for the first time. I found myself giggling every so often and still to this day I can't believe driving a car on public streets and highways could be so much fun! The closest description I can come up with is that it is like driving a go-cart around a track as a child and having your parents tell you that you can just take it outside and drive it anywhere you like.

For the first few days of driving the Midget, I felt like I must be breaking the law and found myself constantly on the lookout for any police or law enforcement that may happen along and stop my joy ride. Thankfully, this



The growling 948cc engine, tiny by USA standards

never happened and the joy just kept on coming, mile after glorious mile. In fact, if you ask me now what is my favorite sound? It is without a doubt the sound of driving my Midget through a mountain tunnel. I could spend an entire afternoon just going back and forth through the Smoky Mountains of Tennessee, listening to the growl of that little 948. But I'm getting ahead of myself...

“Was that red light always on?”

On April 30, 2012 I drove the car alone out of the Pocono Mountains of Pennsylvania. Shana drove a rental car and followed close behind me to make sure everything was in good operating condition. We dropped off the rental car in Allentown and continued together out of Pennsylvania, down through the corner of Delaware and then through Maryland and on to Washington DC, all in the first day. I simply didn't want to stop driving.

Now somewhere along the highway in Maryland as the sun was going down, I noticed this little red ignition light was on in the tachometer. I couldn't tell if it had always been on or if it had just suddenly shown red. As we came in to DC the car was losing power and acting as if it were running out of fuel. We figured out later that we had been running off of the battery all day because the voltage regulator wasn't operating properly.

Being that it was after midnight and we couldn't get a spare battery or even a proper charge, we left the car in downtown DC and hired a cab to take us to a hotel. If you know anything about downtown Washington DC, you know that it boasts one of the highest crime rates in the world. My wife was, let's just say, less than happy with breaking down



Parked with the SUVs en route

there. The six gun shots didn't do anything to boost her spirits, nor did the ride she took in a police car to go and find some help, but nothing bad happened in the end to either us or the car so "all's well that ends well".

The next day we caught a cab back to downtown and purchased a battery at a local auto parts. I was confident that we could make North Carolina on a fresh battery since we would be travelling during daylight hours. We did a tour of the monuments and The White House before heading off for North Carolina. It was a beautiful drive south and we arrived at our daughter's home without further incident.

How did we ever survive without the internet?

While spending a few days in North Carolina with our daughter, we took the time to join an online community of MG owners. They were able to provide us with the necessary information to rebuild the voltage regulator as well as giving us valuable information regarding the care and maintenance of Midgets. Whenever a problem or question arose, they were quick to help us figure out the best solutions and on more than one occasion, members invited us to use their homes or businesses to make repairs or do maintenance along our route. The two biggest surprises of this adventure were the immeasurable fun of driving this little car and the kindness and generosity of the people within the community of MG owners.

I am currently a member of four different clubs or groups. I have met and continue to meet many wonderful people who are always available to help answer questions and assist me in tracking down rare or hard to find parts. I can actually say that I have many good friends around the world that I have never met in person. It was a real comfort on a trip like this to have an entire group of enthusiasts following along with us. I started checking in every night to update the followers on our progress. By the time we reached the west coast of California, the thread had grown to over 2500 views.

Follow part 2 of Bobby, Shana and Ginger's journey East to West across the America in next month's Mascot



Ginger having a rest and a good wash

Top Ten Tips

I bought my first Austin Healey Frogeye Sprite UBX 968 in 1973 for £50 as an abandoned restoration project.

When I completed this car's restoration it was used as my daily transport until being sold in 1979 for £500.

A few months after buying UBX I bought another Frogeye 337 KHN which was advertised locally for spares or repair.

337 was a bargain at £30! It had an Ashley front end and was too good to strip for parts, so it was put into storage until 1979 when it too was given a full rebuild which included a straight swap with the Ashley front for a rust free original front from a friend's Frogeye – (seemed like a good idea at the time). After regular all year use 337 was sold in 1983 for £900 being replaced by my currently owned Mk2a Healey 3000 which I bought in 1981.

My present Frogeye SAY 190 (Image 1) was bought in 1988 for £500, again as an abandoned restoration project, having been off the road for at least nine years previous to me purchasing it. External door hinges identical to those on an early Mini had been fitted. They are similar to those used on the prototype Frogeyes. As SAY was first registered on 15th November 1958 and its chassis number being HAN5 6253 the only link to the prototype can be that the hinges were fitted to my car as a copy to overcome the problem of the worn interior hinges. The car was put into long term storage until 1996 when it was taken to a friend's workshop which specialized in restoring classic sports cars. As a favour my friend and his staff



agreed to restore the bodywork in their spare time for free.

TIP ONE ... Before stripping your car down to the bare shell take plenty of photographs and label and package each part so when it comes to reassembly you know exactly where it all goes back. This is particularly important with wiring and brake pipes.

Once my car had been stripped to a bare shell it was sand-blasted and new panels fitted. This included new inner front wings, triangular box sections, outer foot – well panels, A posts, inner and outer sills and floor pans. The entire rear end was then removed and new rear bulkhead and rear spring boxes fitted. The rear end was taken apart as shown in (Image 2), even removing the B post to wheel arch section and the rear “chassis” rail, which along with the main rear shroud were kept to be refitted with the new boot floor, and inner and outer wings. A new section was made up to repair the bottom two inches of the back of the rear shroud.



TIP TWO ... Before removing rusty panels it is very important to maintain the vehicles strength and structure by temporarily welding in support arms. (Image 3) shows these



supporting the front bulkhead, floor and A-post fitted before the old A-posts were removed. Similar support arms must be welded to join the top of the A and B post to maintain the correct door gap before removing the old sills or floor pans.

TIP THREE ... If you have to replace the floor pans and the sills, decide which is the worst damaged part and remove then replace it before moving on to the next worst part. This also helps to maintain the cars structure.

TIP FOUR ... A common rust area is the wing beading. This was easy to replace when the new rear wings were fitted, but even though the front end was in very good condition the best way to replace the beading here was to drill out the spot-welds and remove the front wings (one at a time of course).

In 2006 the completely restored rolling body shell was transported to the small lock-up garage at my home, where when time permitted my partner Nicky and I continued to prepare the bodywork ready for painting as well as rebuilding the engine and gearbox, brakes suspension and ancillaries.

TIP FIVE ... You cannot spend too much time preparing the bodywork for painting otherwise the final finish colour coat will show up all the blemishes. Once you have levelled out any dents etc with lead loading or "Plastic Padding" and putty, spray the panels with etch primer then apply about three coats of primer followed by a "guide coat".(Image 4) The guide coat is a light coat of colour (not red as it may bleed through into the final coat). When dry this can be flatted down with 400 grit wet/dry paper. Any low spots will show up where the guide coat is not removed



and these can be treated with more putty and the process repeated locally.

Three coats of the final Old English White cellulose colour were applied which when dry were flatted with 600 grit wet-dry paper then at least another three colour coats.

TIP SIX ... When painting a complete shell I found the best procedure after all the coats of primer are applied, is to start by painting the interior of the car with the colour, then the engine bay. Next, the underside of the front end (off the car), then the underside of the car, then the outside of the front end and then the exterior body. The doors are best painted off the car (insides first).

All of the painting was done by myself in the small lock-up garage using a very small compressor. As I did not have access to a fancy body rotating unit, the underside was painted after hoisting the rear end up with a strong rope secured to a roof joist. (Image5) In order to paint the removed front end inside the lock-up, the car had to be moved outside and visa versa, so that could only done on a fine day. When spraying, especially in such



confined space, it is important to keep the floor area damp to reduce the risk of getting dust on the panels being painted.

A new carpet set and seat trim set was fitted (Image 7).



TIP SEVEN ... The old trim panels were used as templates to make new ones using hardboard which was covered in vinyl to match the seats.

Rebuilding the engine presented no problems. The original smooth case gearbox was rebuilt with parts supplied by a Morris Minor Specialist (the same, but much cheaper than Austin Healey parts).

TIP EIGHT ... When refitting the engine, gearbox and prop – shaft, assemble them all connected together as one unit. It is virtually impossible to fit the prop-shaft once the engine and gearbox are in the car (Image 8).

TIP NINE ... When buying replacement parts be very wary of foreign made replica parts. I had to return two faulty master cylinders to Moss Brothers, finally paying a worthwhile extra for a British made unit which works fine.

TIP TEN ... When bleeding a complete new braking system use an Easy Bleed Kit. This



gets the pressure needed by connecting it to a spare tyre inflated to no more than 20lbs and gets the job done single handedly in minutes rather than hours.

The same principle can be used to get the fuel to flow to the carbs when a new tank, fuel line and pump have been fitted, this time simply by blowing down the fuel filler neck.

Images 9 and 10 show the finished car in November 2012. So including the nine years the car was off the road before I bought it, the total time SAY 190 has been off the road is at least THIRTY FOUR YEARS. Is this a record? 1958 to 2013, that's only twenty years of use.

The car has recently been valued at £15,000 by John Stanger-Leathes of The Austin Healey Club. I'm now just waiting for the new registration documents to be sent from Swansea, as the car was never registered on the computer database, and then I can relive the Frogeye experience. Happy Healeying!

Eric Booth

P.s. the eagle eyed will notice that in image 2 the inner wing sections are displayed the wrong way round ... Left to right Deliberate mistake





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Trial and Tribulation – Chapter 1



The gasket was intact though water stained or at least that is what it seemed to me. Onwards to the engine rebuilders for a skim, eight thousandths removed from the head and £58 from my back pocket which convinced me (and you also?) that I had solved the problem.

Wrong! After refitting the

(Part 1 of quite a few!)

I bought the car on a whim from a chap who had commenced a rebuild and restoration in 1994 but had subsequently suffered a stroke and after several years realised he was never going to finish it. The car was all there plus a standard 948 engine and a smooth case gearbox both of which he assured me he had had reconditioned professionally, and on inspection I had no reason to doubt this.

The car was assembled and resprayed a single shade of dark black. He had had different panels sprayed over a number of years and ageing had caused different shades to emerge. The ready assembled engine and gearbox were installed and everything worked so off I went to the MoT appointment – – – except that I didn't quite get there before the engine boiled. So after a short walk to a filling station and buying two large bottles of expensive water plus emptying the contents of the washer bottle into the radiator I finally arrived just in time – – – and passed the test.

The journey home involved stopping at various places to top up with water which seemed to disappear faster than emptying a bath. Ah thought I, a possessor of the wisdom of Solomon, I know what the problem is (so do you don't you?) the head is warped. So off with the head.

head and incidentally and infuriatingly breaking two head studs in the process, removing the residue and retapping the threads, refitting with a new Moss gasket said to be universal to the A type engine it boiled again in 25 miles. What now I (and you) asked.

Off with the head again in a forlorn hope that all will be revealed. You will have gathered by now that I am feeling rather antagonistic towards this engine so when I find that the gasket has blown in between nos. 2 and 3 cylinders – --yippee—problem solved thought I (and you too ?)

Wrong! Refitted the cylinder head and new studs to block having snapped another as they have obviously become brittle from too much exposure to excessive heat. Replaced the cylinder head gasket (how many is that – I have lost count) with a copper one from Morris Minor Centre, and off I go again only to find the engine emptying itself of water within five miles. By now I am wise to the shenanigans and carry plenty of water with me. However a new feature has arisen, – – it seems the motor will not turn over on the starter without a fight. I know (and so do you?) what causes that, the damn thing is hydraulic (if that is how it is spelt) So back to base and I have run out of expletives.

On consulting the engine re-builders they advise a crack test of the head and the block

as it seems to them that the water jacket is porous. This is a distinct possibility because the engine has stood idle for eighteen years and corrosion could have continued even though dry and dry stored. Or perhaps it was defective before being re-built which could have provoked the rebuild/restoration. So how much will that cost? Well sir, comes the response, £40 for the head and £60 for the block. But that will not solve the problem, I will still need a replacement block or head—or both. No thank you I'll try a different route.

Dave Parker fellow member of MASC (Warwickshire) and sometimes referred to as Parkers Parts – 07704 124864, is bound to have a 950 motor. Well no he hasn't, he has a short 950 engine and a 1098 complete engine, both condition unknown but sold as seen. As I still don't know whether the head is porous I plump for the 1098, collect it with my ultra reliable pick – up truck of unmentionable manufacture in these pages, and off to my favourite garage for a loan of the steam cleaner having removed the sump at Dave's to discover a coating of treacly tar inside and a bucketful of muck still stuck resolutely to the outside. Fortunately Dave doesn't charge for these "extras"

A good two hours later and after dousing myself in splash from the steam cleaner and realising I had forgotten to don my overalls I came to the conclusion that the white shirt I was wearing would not ever be clean enough again for church on Sunday morning. She who must be obeyed is still wondering where it has got to and I'm not saying anything

Across the yard at the back of the garage is the engineering workshop Richard Flynn and he has a parts cleaner. So there I go again scrounging the use of his facilities and opinion on a beautifully clean 1098 engine

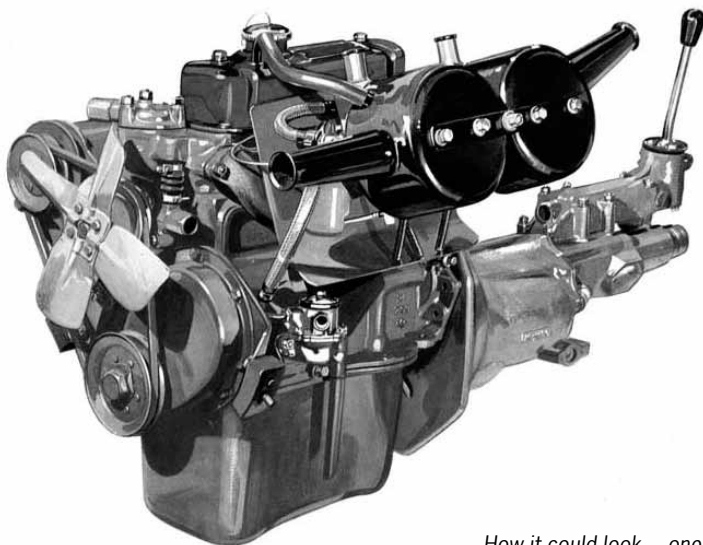
that is shot to ribbons. Hardly surprising considering the initial inspection and the price paid.

Onward the brave to the engine rebuilders for a quote to rebore, regrind the crank, new pistons etc.etc. Well I suppose you have come to the same conclusion as me –only sooner. £550 is not very exciting and I now have two duff engines-plus the expenditure to date. This getting really thrilling isn't it?

What next you ask—that is if you are still interested. I know—do you? Of course –back to Dave and Parkers Parts, the saviour of all at modest sums and abundant generosity. Bring it back he says and swap it for the 950 short engine. By then the grey matter had begun to stir and as you, the more ardent of readers had worked out, all I have to do is have it re-bored to match the 30 thou oversize bore of the original engine and transfer the innards to the newly re-bored block. Ah but, that well known much used little phrase, I still don't have a cylinder head that I can be sure of and I'm not going to try the original one again, I can't afford the gaskets! Keep the one from the 1098 says Dave. Well there's a sympathetic and generous chap for you. Perhaps as this chapter ends I should repeat his phone number 0770 412 4864. *(To be continued)*

Geoff Hunter

Look out for the continuing saga next month



How it could look....one day!



Sunday 6th January 2013. Awaking from my slumbers I peered out of the window to see a heavy, damp, mist. Living next to Old Father Thames an early morning fog is not uncommon so I expected it to pass. Unfortunately the damp mist seemed to hang all over London all day. It wasn't that bad and did nothing to detract from the fun of the Bridges Run.

The run started at McD's in lovely downtown Deptford, SE8. Twenty eight cars had apparently turned out for this season opener. Kent MASC (www.masckent.org) provided nine of that number – three Frogeyes; two Austin Healey Mk2s, two round wheel arch Midgets, one of them belonging to our most recent recruit John Wheatley on this occasion accompanied by his wife; and two de-bumpered 1500 Midgets.

Doug Plumb brought a contingent of five (?) from Essex MASC, whilst Wiltshire Rep' Andy Cross made a journey of about one hundred and fifty miles each way to join us. Did anyone travel further? Bucks and Herts were represented!

Other makes were represented by a Ford Escort Mk1 and several Loti.

We departed McD's at 1000hrs and then made our way firstly across Tower Bridge and then London Bridge; Southwark Bridge; Blackfriars Bridge; Waterloo Bridge; Lambeth Bridge; Vauxhall Bridge; Battersea Bridge; Chelsea Bridge; Albert Bridge; Wandsworth Bridge to our mid way stop at another McD's.

Waiting to regroup we became aware of two of our Kent members being absent. Jerry Diccox explains his dilemma with his Spridget:

“The car broke down on Whitehall. The car had been running poorly and the indicators had stopped working a while back. I swapped in a spare coil and managed to get a jump start from some passing tourists, as the battery was flat, and the car ran ok. With the car running but the battery apparently not charging (we stopped again at County Hall to check things over, and needed a bump start) – and with the indicators still not working, we decided to abort and head home, not wanting to risk any further breakdowns, nor to continue the route without indicators. Shame really, but at least we got home”.

John Clark's, Frogeye, was meanwhile stranded at Hounsditch, on the north side of the river in the City of London with a clutch problem. The problem had previously arisen in 2012 on the Loire Valley / Le Mans Classic Tour when, at Gournay en Bray, the car had failed to proceed. On that occasion I had 'laid on hands' and the car then been set in motion but on this occasion it was a trip home for John and the car in the care of the Automobile Association.

After refreshment the remaining tourers set off again crossing Putney Bridge; Hammersmith Bridge; Chiswick Bridge; Kew Bridge; Twickenham Bridge; and finally Richmond Bridge.

Crossing Richmond Bridge it was but a short drive along Petersham Road to our final destination the Rose of York public house where, for those in need of a hot meal to



1978 Healey Fiesta

London Bridges Run 2013



The chassis plate

fight against the cold, a fine Carvery was available. The drive had taken about two and a half hours.

Healey Ford Escort Concept Car

On a different tack. My everyday road car is rarer than a Spridget; and harder to get parts for. According to DVLA only about 200 Ford Escort XR3i Mk4 Efi's remain. I haven't seen one on the road for over a year maybe two. I have owned mine since new in 1990. Now don't turn away as there was a Healey Ford Fiesta concept car and rumours did suggest that there was an Escort concept. I only make mention of this car as many members in the Club have contacts in other areas and I am trying to source a new old stock, or remanufactured, roof panel for my car.

Funeral for Jim Judd

9th January 2013 saw several Kent MASC Members join with others from Surrey & Sussex at St Nicholas Church, Shepperton, for Jim's Funeral. Jim, together with his wife Sue, had been a MASC member since the early 1990's. Jim had navigated Sue in her Austin Healey Sprite, for many a mile. I am pleased to have known Jim and enjoyed his and Sue's company on many a tour, at Home and Abroad, either with MASC or on the MSA Euroclassics. I recall Jim, on a Battlefield Tour that I had arranged to Arnhem some years ago. After our evening meal Jim stood to begin some monologues and recitations. Sue knowing what was coming began shouting at Jim to stop. The group would have no interruptions in fact Geoff Hunter seemed to know the wordings and assisted Jim when he faltered. The more Jim continued the more Sue told (screamed) him

to desist the more the group encouraged. Poor John Clark laughed so much laughter turned to tears. What hilarity, what bedlam. I doubt the Hotel manager, who looked on in bemusement, will ever recover.

Rest in Peace Jim Judd 1933-2012.

Miglia Tour 2013 update

This tour for Sprites, Midgets, & derivatives takes place between 13-25 September 2013, for the adventurous. Driving exciting roads through France, Belgium, Switzerland, & Italy, that include mountain and alpine passes and takes in many varied places of interest. See the advert in *Mascot* or on the Kent website or if interested contact me for more info.

Having recently read a magazine on France that included an article of the village of Turenne set me to wondering where it might be. Researching a map showed it to be but a few miles from the route I had planned for the tour, so I have amended the route to include this interesting town that surrounds a hilltop castle. It is still possible to come on this exciting tour just contact me via the Kent website www.masckent.org.

As we are hoping to stay in the hotel at Turin, once the Fiat Factory, with test track on the roof which featured in the Michael Caine film 'The Italian Job'. Commitment will be necessary at the earliest opportunity.



Loire Valley Tour 24th June – 1st July 2013

I am seeking ten people to share a Gite complex near the Loire river, at Parcas les Pins, for the period shown. Accommodation at only £100 per person based on two sharing a room. The location has great driving roads for Midgets & Sprites, accessing many places of interest. I will need commitment before the second week of March. The time and location would allow a visit to the Bressuire Historic GP. Interested?



Lawrence Slater's Sprite

Cross Channel Ferry

Dor those that enjoy travel to Europe it appears that a cross channel ferry link will soon begin to Boulogne. Car ferries into Boulogne ceased a while ago but, allegedly, will start again from Ramsgate using a modern trimaran.

Sebring Sprites

Kent MASC member Martin Ingall's website dedicated to Sebring Sprites now has a 'for sale' section wherein you will find cars, projects, & parts relative to Sebring Sprites for sale. An excellent website at www.sebringssprite.com

Kent Area Monthly Meet at Angel, Addington Green.

I was not expecting to see many Spridgets at our first meeting of the year, due to the condition of our Kentish roads, which were still liberally peppered with salt. If that were not enough to deter people from bringing their cherished car along, there was also the threat of a tsunami as the snow thawed and the already high water table was expected to overflow. Then the day started badly with rain before clearing to sunshine. This really

is the silly season for weather, no wonder the forecasters can't get it right from day to day!

Some did turn out in Spridgets. Ron & Marilyn arrived in their Alexander engine Frogeye with narry a spec of dust upon it, yet others were arriving in more modern machinery dirtied with mud, salt, and goodness knows what. Gavin & Andy came in Spridgets. Andy's Midget has an Avonbar engine. The collection was upgraded to four by the arrival of MG Enthusiast Technical Website poster Lawrence Slater in his 5 speed daily driver Sprite. His engine boasts a Peter Burgess cylinder head and larger HIF carburettor.

Rylan is still without a Spridget. I am aware that National Committee Member Geoff Hunter together with Hants Reps Terry & Harriet have been so kind to look at cars in their areas for him but the hunt continues for a chrome bumpered Spridget so if any member knows of a good car then please do get in touch.

Alan Anstead

Kent Rep

mailto: alan.anstead@btopenworld.com

Tel: 01322384050 answer phone

www.masckent.org

Home Counties North West

Our post Christmas lunch was held at The Farmer's Boy, Kensworth on Sunday 27th January. Sixteen members of The Home Counties North West Group enjoyed a very good meal, and the landlord Andy and his staff made us all very welcome. We are considering holding some of our monthly pub nights at the Farmer's Boy so keep an eye out for details.

Unfortunately no classic cars joined us on the day, as up until that weekend most of the country had been covered in snow.

We are now all looking forward to enjoying the first run of the season which will probably be Easter if not before.

David and Jenny Griffiths

I would like to thank David and Jenny for organising the meal for us. They put themselves through some rigorous research eating and drinking at many pubs before selecting the Farmer's Boy.

Details of our events for 2013 will be on our website soon and in the front of Mascot. If you are in and around the Home Counties North West why not join us for an event this year? I am sure we won't have any rain!

Mark

<http://hcnwmasc.blogspot.co.uk/>



MASC at the Silverstone classic 26th to 28th July 2013

Silverstone classic has once again been designated as MASC national / international event of the year, being the biggest and best classic sports car event in the world. Silverstone is a world class venue and an icon of motoring history, as well as being geographically at the centre of our MASC member population. There should be the best part of 10000 classic vehicles to look at not to mention stunning racing, air displays, live music trade stands and pretty much anything else you could imagine (Google Silverstone Classic and see for yourself).

MASC has once again secured a special deal for our members including a designated MASC infield parking area, access to pretty much everything and two for one tickets (prices shown below).

Ticket	Before 31st March	After 31st March
3 Day	£80	£95
Fri / Sat	£60	£70
Sat / Sun	£70	£80
Friday	£30	£35
Saturday	£45	£50
Sunday	£40	£45

Note – this is a three day event with the option to attend on one, two or three of the days. To take advantage of our special deal quote code **C13245** when booking and you will be charged the single person entry fee from the table above, however this will admit up to two people and your Spridget to our infield area. So you get two for one admission plus infield parking (rather than having to use the public car parks). Don't forget book early (before March 31st) to get the best deal.



Canada Run



MG Car Club Yorkshire Centre

Open to all Members of MGCC, Midget and Sprite Club,
and MG Owners Club.

Saturday 8th June 2013 Starting at 9.30 am.

Carvery available at reduced price at end of run.

Run begins at Anchor Inn, Whixley between Knaresborough and York.

Sat-Nav - Postcode: YO26 8AG

Pre-registration required to help Catering

Entry forms download from: www.mgccyorkshire.co.uk

Entry MGCC & MASC Members £16.00 per car. Non-Members - £18.00

Proceeds in aid of "Help for Heroes" Charity



The run will include a course around the World War Two: 6(RCAF) Bomber Group airfields in the Vale of York, with the opportunity to visit 'watering holes' and memorials on, or near, the airfields.



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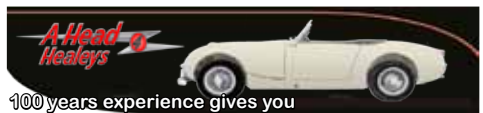
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Yorkshire Area Report



Same time, different place! This month's meeting was held on a sunny but chilly day at the Nag's Head at Pickhill. We had a large turnout, with five cars (mostly red or shades of red) ranging from Jon, Vikki and Nathan the Gruffalo in their Mk II Sprite through Tim and Sarah's Sebrina, the K-Midget and Kevin's MK III RWA to new member Andy's very clean 1500.

We also had plenty people present in the other cars, two of the classics having come with a modern estate in tow carrying smaller future spridget pilots. Ken, in Jeremy the Jaguar, made the journey across from the West and we were joined by Steve from the East, who has managed to get rid of some older MASCots but probably still has a few more! Jason and Michelle also came along but without Sybil, in a modern convertible with the roof up! Some excuse about it being cold or something was mumbled (Just kidding!). It was also great to catch up with Hillary and Geoff.

After grumbling about the salty roads for a bit we went inside to attempt to choose from the extensive menu available. We filled up most of the tack room in the pub, and were joined later by John and Debbie, whose K-Midget is undergoing some brake work but was eagerly awaited by other members!

The landlord Edward was happy to have us back next month, and has suggested a MASC barbeque for one of the summer meetings, which should be great. Tip of the month: potatoes have a season where the sugars are best for roasties, out of season and they don't go brown properly.

As the weather warms up there are a couple of runs happening: first the MGCC Daffodil Run starting from Clifton Moor just North of York is on the 31st of March. In aid of Marie Curie Cancer Care, the run raised £576 last year, so let's see if we can help the MGCC beat that this year! There is also Ken's Canada Run happening on the 8th of June, and the MGCC Dales run on the

25th of August, which will follow some of t' Tour de Yorkshire. MASC has kindly been invited as a club to the MGCC runs, and we hope to be present on all of the runs this summer, they're always great fun and it's a good chance to get the cars out and about.

The next meeting is on the 9th of March, so let's hope for a bit of warmth, we can't all have a hat as good as Nathan's! See you soon.

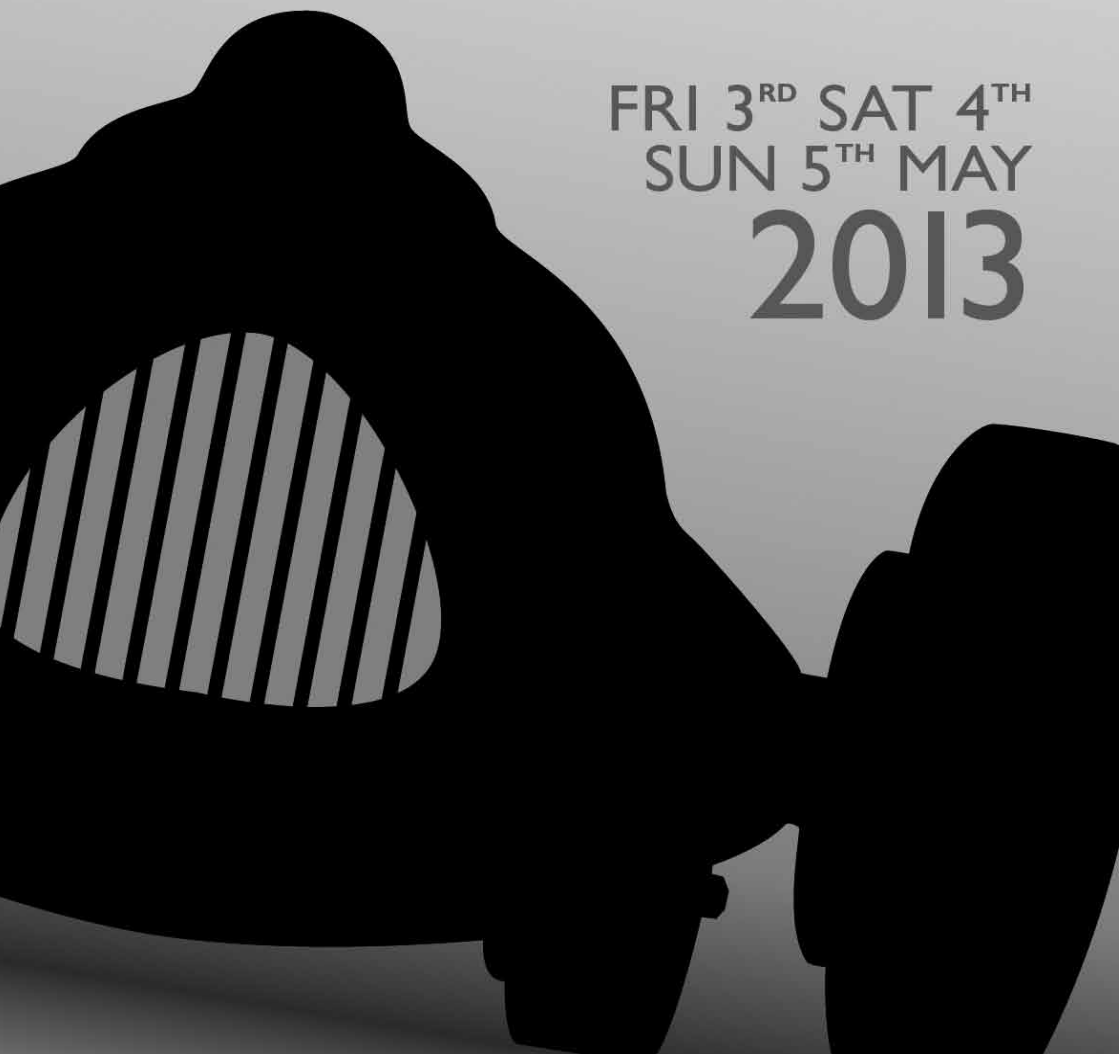
Rob
mascyorkshire@gmail.com



Nathan the Gruffalo scares those venturing up to the Moors"

DONINGTON HISTORIC FESTIVAL

FRI 3RD SAT 4TH
SUN 5TH MAY
2013



Sprites at Flixton Aviation museum in warmer times, showing Graham (twisted shafts) lovely white Frog



East Anglian MASC Report

February 2013

Not a lot happening here in middle MASC this month apart from the Sprite night at the FBI (bring your sharp suit, shoulder holster and shades) and the first committee meeting of the year. I had planned to attend the committee meeting in an appropriate vehicle, and even worked very hard to push the date back to February having dived with death on my two hundred mile round trip on the black ice the previous year. Just think, I only have a 200 mile round trip, and that was festooned with cars in ditches and on their roofs, but what about the guys coming up from Bristol or down from Yorkshire with maybe a 350 mile round trip.

Sadly I had to use the Rusty Rover which is now almost a classic and almost the last car built with a proper English engine (must join the club). In the end the only person who made it in anything close to a proper car was Geoff in his tin topped custard coloured MGB V8 (it hurts to say it but, well done) even if it was by default due to his other 8 classics having been broken (what happened to your TPM Geoff). All this makes the RR seem like a good bet with not so much as a hiccup in the last 40,000 miles (even when I decide to run it on petrol for a change).

On the way down in the freezing cold deluge with severe weather warnings on every motorway billboard the RR forged on to arrive ahead of the locals, and way ahead

of my Autoroute prediction. Moving on to the Sprite night at the FBI, if Laddie Ga La permits me to over run the deadline by a day (not much chance after that) as, if everything goes to plan there should be a Committee meeting report elsewhere in Mascot to keep you up to speed with what your committee has been up to.

Well so far this year we have had record breaking attendance at the FBI on Sprite nights, and February's looked like it might be another record falling as it did on Valentine's day (a fact that romantic old me had completely overlooked). Mick phoned and reminded me but I kind of thought that it was too late in the day to change the date and we would just have to live with it (anyway from my point of view Pat was working so it was her lacking in the romanticness department and not me, phew!). As it turned out we had a decent attendance, and apart from discussing Graham twisted shaft's spotty Sprite, made a real effort to get some events firmed up namely Shuttleworth, Kimbolton classic, Buntingford show, Bletchley park picnic, Enfield pageant, Sherringham Dave's fish and chip run and maybe Duxford car spring show (Please see events page).

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

Dave Dixon
(AKA Red Leader)

Scotland Area Report

I think it would be true to say that, on the local scene, "Spridgeting" and other classic car activities have been at a complete standstill over the last few weeks or even months. I know of several cars that are in the midst of total renovations or restoration, and other owners who have purchased replacement consumable items or service items with a view to getting work completed over the winter period ready for (hopefully) an early start in the better weather.

However, a couple of phone calls and chance conversations with friends, and friends of friends, have revealed that no-one is particularly keen on venturing out into the various garages at the present time and nothing of any consequence has been achieved. Indeed the thought of lying under the car in the garage removing drain plugs doesn't really appeal to me at the moment either.

As I write this (February 13th), the ground outside is covered with a thin layer of snow following an overnight fall and further flakes are steadily falling. The forecasters have promised that it will turn to rain later, but it is still bitterly cold.

On the larger scale, for the third year in succession, Glasgow was a starting point

for The Rallye Monte-Carlo Historique. On a dry, but bitterly cold Saturday January 26th an estimated 15,000 people were gathered at the People's Palace to the east of the city centre to see the start.

Some 90 cars set off on the journey via Kilmarnock and Dumfries towards England, Dover and thence across France to Monaco.

Amongst the contingent leaving Glasgow was a 1972/73 MG Midget, number 347, driven by Colin Rose with co-driver Alistair Dickson. Superficially, the car looked remarkably standard with only the addition of a roll cage, sump guard, additional driving lights and removal of the front bumper differentiating it from a standard car.

Unfortunately I am unable to find the car listed in the Official Final Classification for the event and hence I fear it may have succumbed to some malady en route.

Another starter from Glasgow, which in its day was also considered to be a "Midget" was a 1950 MGTD. This was in beautiful condition and the intrepid crew of Moreno and Eileen Pisaneschi left the start with the top down. They were not alone in adopting this strategy, but I do wonder how far it was before tops were raised.

As I said, it was bitterly cold and further south the weather reports were indicating snow to be either present or to be falling shortly. Driving with the top down is a great pleasure in the right conditions, but surely common sense prevailed at some stage?

Well the forecasters were right, the rain has arrived, but I'm still not tempted to start on oil changes!

John Pardo

Contact: 01698 814791

E-mail: jp1kg@talktalk.net

*The Midget of Colin Rose
and co-driver Alistair
Dickson*



Notts & Derby Area Report

Just a few snippets this month as we all seem to be slow to recover from the festivities over Christmas, and attempt to drag ourselves back to the garage.

The Christmas Meal reached record figures for our small band of Spridgeteers at The Sitwell Arms, and we almost filled the dining room. If we continue to increase in numbers we may need a larger venue next time.



Jim hangs onto his drink while the pub experiences a minor earth tremor

Neil and Sue are looking forward to 2013 now Sue's Midget appears to be running again. So successful has been the repairs to the engine that Neil now has time on his hands to indulge in his new hobby – "pop boats". Paul is rumoured to be taking an interest in these amazing devices and thinks a larger version could be constructed around his spare Isle of Wight shell as the propulsion mechanism for the Solent crossing. All it needs is a second exhaust pipe and a kettle.... more on that later.

A cheery band gathered at The Sitwell for the first meeting of the year, although only one Midget in the car park.

Nigel informs me that he is making a good recovery from his stroke before Christmas and is hoping to be driving again shortly. As part of his occupational therapy to get his left arm working as it was before the stroke, cleaning and polishing of Frog bright work has commenced and on going – so something good has come out of the situation!

New member Dave Squire has been busy over the winter and has now got his 1500 Midget on the road for the first time in 10 years. Well done and we look forward to seeing you soon, although I hope you got the door back on for the MoT.

We will be having a run out on "Drive it Day" on Sunday 22nd April, this year meeting on Ilkeston Market before a drive to meet up with other classics.

I have been receiving a few notifications from Stuart (membership secretary) of new members much further north of our regular meet. It is inevitable that some will be further from a club night than they consider within their reach, but now there appears to be enough in the Chesterfield/Doncaster/Sheffield area perhaps to warrant an area meet there. Perhaps Mark Hall the Area Rep's delegate could look into this?

Next meeting at The Sitwell Arms will be March 14th

Ian Cooke

*Notts/Derby area rep.
ilc@bgs.ac.uk*



Usually only recognisable in his overalls, Neil shows off his new cardigan while relaxing at home over Christmas

Removal of the door was a bit extreme – ever heard of a booster seat?



Market Place

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

For sale: Surplus to requirements; Sensible offers for the following either individually or as one lot will be considered. 4 x Wolf Race alloy wheels. 13" dia. 5 1/2 " wide. currently have ancient set of good Dunlop Weathermaster tyres fitted. Suit Spridget,A35, A40 Morris Minor etc. Sprite smooth case gearbox. Sprite steering column incl small dia steering wheel. Mk 1 Sprite Smiths rev counter serial no; RN 2351/02. Mk 1 Sprite Smiths combined oil pressure/water temp gauge. serial no; GD (o) 1502 /05. Mk 1 Sprite Smiths Speedometer, serial no; SN 6155/10 1472. Sprite propshaft. Cylinder Head. 12G 202. Mk2 Sprite,Mk1 Midget & Mini Cooper 997 cc. Pair of Speedwell Sprite Door handles. Require replating. Mk 1 Sprite shell 1958. Four figure chassis number Shell is totally beyond repair but have V5c,(in my name). Original reg number, non transferable. Heritage certificate. History known incl photos of car when new. 5 x litres of BMC Tartan Red Cellulose paint, incl Thinners. (Buyer to collect preferably).

Contact David, 01495 785558 or e.mail dclittlemill@hotmail.co.uk

For sale: Complete archers F/G Sprinzel Sebring Sprite body kit new and never been fitted, bonnet, roof and rear body sections. Aluminium skinned doors, F/R screens, steel dashboard, from 1960 A/H Sprite, V5C VIN plate, good original reg number £2,650. MG Midget 1967 rolling shell on wire wheels; very good tyres, brake system and steering still connected, as is petrol tank, wiring loom, wiper system, propshaft, set instruments, Monza fuel cap, very sound shell not rust bucket, £795. MG Midget 1275 engine and gearbox 1967, complete with all ancillaries, twin S.U. carburettors, inlet/exhaust manifolds. Condition unknown, £350 Paul 07543328498 (Essex):

Wanted: Frogeye Tools: Early jack ratchet - the basic "Click Clack" one that fits the wheel nut size nut on top of the spiral thread - Part No 2A 5627, Tyre Valve spanner - Part No 2H1683. Also Navy near side door trim for 1972 Midget, don't mind if the hardboard is rippled as long as the vinyl is 100% - mine has mig burns!
John Baggott - 01892 862 656

Wanted: Near side rear round wheel arch wing for Midget new or very good S/H one; also 13 inch flat wood rim Moto-Lita Steering wheel.
Paul 07543328498 (Essex).

Wanted: Frogeye, Mk2 and Mk1 Midget spares required for rebuild, I have shell only and need everything.
Email to Heinz_Schattner@hotmail.com

Wanted: To complete my Frogeye restoration I need the inner metal door panels which make up the door bin area. They are the parts which slide onto the inner frame of the door and held in by screws. Contact Geoff on 01785 613189 or e-mail geoff1@virginmedia.com





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