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The Magazine of the Midget & Sprite Club



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YORKSHIRE	Rob Armstrong , Tel: 07889 090411 email: mascyorkshire@gmail.com

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

Compiled by Gary Lazarus (editor@midgetandspriteclub.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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July Editorial

I'm excited about July and yes, I know we're already one week into the month. This Sunday (as I write this) will be our Committee's final meeting before the AGM in October and another chance to drive my Frogeye up the motorway from London to Redditch and back. Some people think I'm mad when I say that I enjoy driving a Sprite on motorways. However, the car has been set up for "fast road" use. And you don't get faster public roads than Motorways!

A largish A Series engine, five speed gearbox, longer diff (than a standard Frogeye's) and telescopic front shock absorbers, means that it can more than hold its own with the modern traffic. This was really highlighted on my recent trip to Le Mans in the company of a group of other MASC Spridgets and their owners.

About 1000 miles travelled over a long weekend, usually at speeds between 110kph and 130kph (60mph and 81mph), and the only other piece of non-standard equipment needed was a really good pair of sound deadening earphones/earplugs.

Our next trip out together, this time with the rare treat of my wife Lois in the passenger seat, will be the MASC National Weekend in Bromsgrove, followed by a Saturday road run and ending on the Sunday at the Classic Nostalgia at Shelsley Walsh before heading back down to London. Will we see you there?



Gaps and friends at Le Mans

If not, why not? Surely it won't be because you don't trust your car to complete the journey!

As you'll probably notice in this month's *Mascot*, there are a larger than usual number of Area reports. This is just a reflection of the increased activity during the summer. And the only thing better than driving our cars around the UK and beyond, is reading about driving our cars. There will be more than enough time to read about rebuilds and technical articles when the nights once again draw in and the temperature drops.

So let's hope that the dry weather continues through the rest of July, as it really is one of the best times of the year to own and drive a Spridget.

Have a great remainder of the month and I hope to meet many of you on the weekend of 17th-19th of July

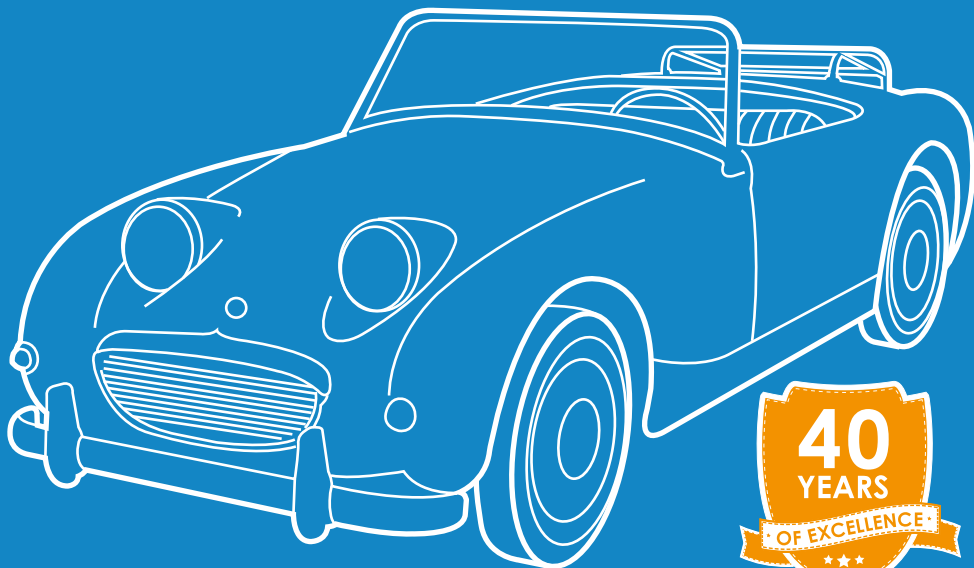
Gary, Lois & "Gaps"

The deadline for articles and reports for inclusion in the August edition of *Mascot* is Wednesday 16th of July

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Cover image: Charlie Clegg and Dad Simon, participating in this year's Le Mans Legends Race, in their Ex-Cyril Simson, William & Pritchard bodied Sebring Sprite

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Club Nights

- 1st Tuesday **Essex Area** – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3LB. For further details contact Jane Gates, Tel: 01255830 509 email: jgjanegates999@gmail.com
- 1st Wednesday **Central Area** – now Meeting on the at **The Railway Inn**, Whitacre Heath 30, Station Rd, Whitacre Heath, Birmingham, West Midlands, B46 2EH. Contact: Dave Warren, Tel: 07831 101850 email: central.masc@live.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@hotmail.com
- 2nd Tuesday **London Area** (Congestion Zone) – Meet at **The Ace Cafe** at 7:30pm together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garyfrogeye@gmail
- 2nd Wednesday **Devon Area** – **The Dartmoor Lodge Hotel**, Ashburton, TQ13 7JW from 8 to 10 pm. Michael Ellis Michael _ Ellis@live.co.uk and telephone: 07527 598091
- 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. Neil McLeod email neil _ mcleod2@outlook.com Tel 01772 323770 Mobile 07921 089 68
- 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 rebelwithasprite@hotmail
- 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://yorkshireremasc.blogspot.com/>
- 3rd Tuesday **Scotland** – Meet at The Windmill Tavern, 4 Thorniewood Road, Uddingston G71 5QQ at 8pm. Graham Smith 0141 954 8276 email: smith.grahamf@yahoo.com
- 3rd Tuesday **Surrey** – Meet at **The Chequers**, Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF. 7.00pm onwards. Contact Mike Gorman, mike@birchwood44.freereserve.co.uk Tel: 01737-552256
- 4th Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE – 7.30pm Contact John Gully, Tel: 07876 334949 email john.gully@btinternet.com
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00. Contact David Southcott at dandl@southcotts.plus.com
- 4th Thursday **Hampshire** – 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.freereserve.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 Area** – Meet at **Windy Miller's Pie & Bar House** @ Haselbury Mill, nr. Crewkerne. TA18 7NY 7pm if eating, 8 to 8.30pm if not. Please contact Valerie Young on 01460 391431 for further information. We may not always be there, especially in the Summer!
- 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: Wipers (which is case sensitive)

Also follow the Midget and Sprite Club on  [Find us on facebook.](#)

Area reps please make Gary Lazarus aware of any events already in your diaries for 2015, 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 Mike Bennett can be contacted at webmaster@midgetandspriteclub.co.uk

17-19th July

MASC NATIONAL WEEKEND. SEE PAGES 20 & 21 of OCTOBER'S 2014 *MASCOT* for details or contact Stuart Watson
email: membership@midgetandspriteclub.co.uk

19th July

Dorset Area Club stand at Poole Bay Classics 'Extravaganza' at Breamore House. Contact John Gully 07876 334949 john.gully@btinternet.com

24th-26th July

The 25th Anniversary Silverstone Classic.

For details, contact East Anglia Area Rep David Dixon
e-dave@hotmail.co.uk
tel: 01733 222810



26th July

Dorset Area's **Annual Classics In The Park** at Upton Country Park. Contact Ian Beaver 01722 326840 or ian.beaver@btinternet.com

23rd August

The 15th Classic car Run For Charity. Enjoy Hertfordshire's lovely countryside in your Midget/Sprite. For details, Contact Pat Kimber pat.kimber@ntlworld.com or phone 01920 420642

30th August

Coventry Motoring Festival www.festival-of-motoring.co.uk. Contact (to be confirmed) Dave Colclough email david@colcloughsonline.co.uk

11th October

Midget & Sprite Club's AGM at the Haynes Museum, Sparkford, Yeovil, Somerset BA22 7LH. Contact Club Secretary Jim Willis for details. Jim.sillis@tiscali.co.uk tel: 01527 402804

10th-27th Sept

(provisional dates) **Miglia Tour** organised by Kent Area Rep Alan Anstead alan.anstead@btopenworld.com

26-27th Sept

Sywell Classics Pistons & Props. For details, contact East Anglia Area Rep David Dixon e-dave@hotmail.co.uk tel: 01733 222810

24th October

National Restoration Show at Stoneleigh Contact and details TBA

13-15th Nov

Classic Car Show at the NEC Birmingham Contact Alan Pritchett a.pritchett@btinternet.com

Send your events details to editor@midgetandspriteclub.co.uk

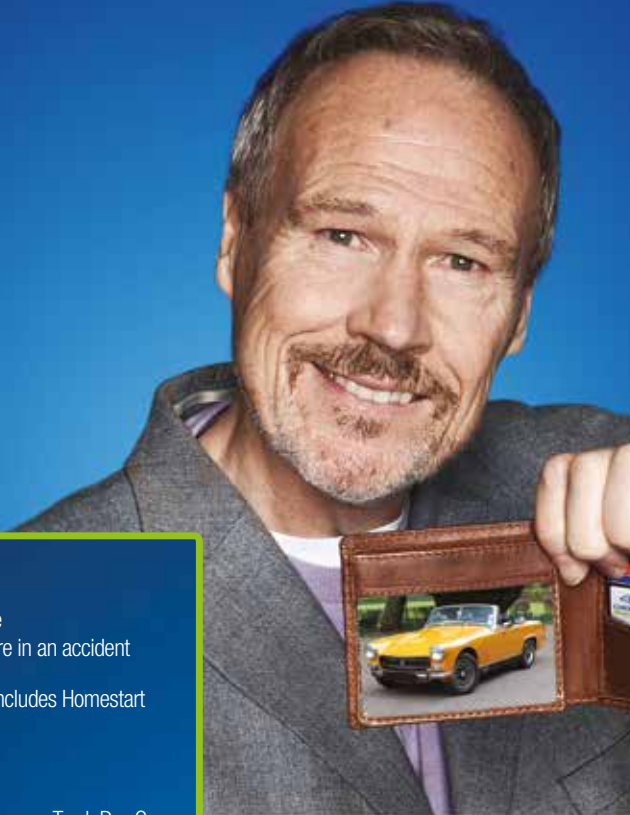
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Laon Historique, the biggest UK Classic Car pilgrimage into Europe celebrates its 25th Anniversary in 2016 and with over 1000 cars expected to attend, this is going to be an event you just won't want to miss!

So come on, join us on our 25th anniversary tour to the 'annual Laon Historique', a non competitive event dedicated to any type of vintage, classic and sports car. The city of Laon hosts this parade of classic and vintage cars from all over Europe. This closed street run is one of the few motoring events that you can actually participate in, instead of simply being a spectator.

On **Saturday** the fun begins! In the morning all participants will need to drive to the registration point in the old town to sign on for the weekends events, here you'll collect your rally plate, route book and joining instructions for Saturdays organised run in the local countryside with a 'packed lunch' included. Then on **Sunday** morning, all of the participating cars assemble in the old town ready for the highlight of the weekend, the 'closed street run'. As the name suggests all of the streets are closed to traffic. The route extends over 6kms and includes a hill climb with hairpin bends as you make your way to the old town centre. The whole town is amass with spectators lining the streets, who come to watch the biggest cavalcade of classic cars and sports cars in Europe.



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A Series Engine Oilways

Further to the two part Engine Lubrication article by Steve Maas recently published in the August and September 2014 editions of *Mascot*, I would wish to add a few considerations for those who are currently undertaking or contemplating future engine rebuilds.

These engines are fitted from new with a number of plugs inserted into various oilway passages:

Cylinder head :

- Rocker shaft – 1 or 2 screwed plugs 3/8"UNF with slotted drive (note that some shafts have press fitted plugs however hardness of shaft may prevent it from being modified by tapping)
- Head casting (in front left corner) – interference fit plain brass plug 3/16" diameter

Cylinder block :

- Main oil gallery – interference fit plain brass plug 1/2" diameter to both ends
- Oil pressure relief valve (in side face) – interference fit plain brass plug 1/4" diameter
- Oil pressure relief valve (in sump face) – interference fit plain brass plug 1/4" diameter

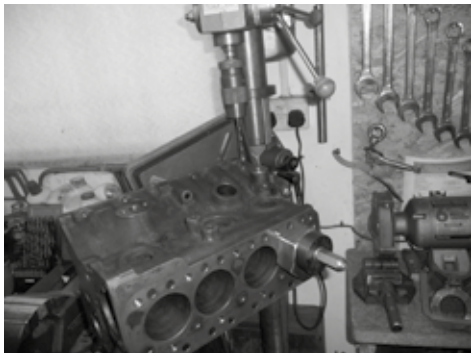
Prior to any engine reconditioning it is strongly recommended that the plugs are removed from the block and head castings to enable thorough cleaning of the oilways to be carried out. This can be best achieved by drilling and tapping a central hole in each

plug and effecting their removal by use of a small slide hammer or using a screw with a reacting bridge.

Following plug removal, each of the oilways should be thoroughly cleaned by a process that includes the use of a suitably sized wire brush of the type used by the steam modellers for cleaning out boiler tubes. These are available in diameters of 5/16", 3/8", 1/2" and 5/8" and having an overall length well in excess of any likely engine requirement. The 5/16" and 1/2" sizes are suitable for the A Series units.

Whilst it is possible for these openings to be replugged in a similar manner to the original, it is considered preferable for screwed plugs to be fitted as this will readily enable future cleaning if required.

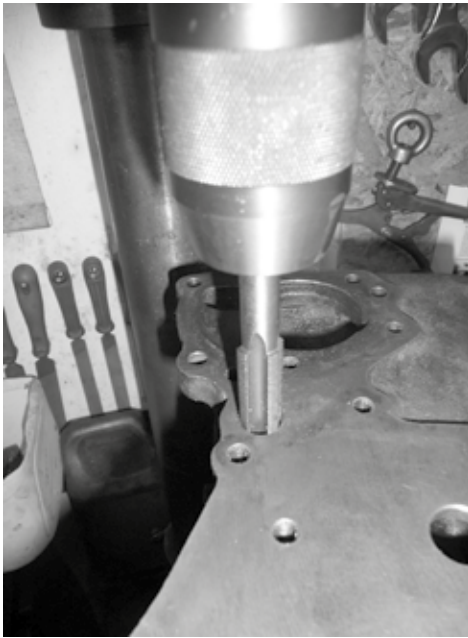
Although much has been mentioned in various publications on tuning the A Series engine, I have yet to find any valid information for appropriate details with some making mention for the use of tapered plugs. However, these are only available in either BSP or NPT threads and which cannot by



Set up for drilling hole to oil pressure relief valve gallery



Close up of oil pressure relief valve gallery drilling in side of engine block



Tapping of main oil gallery in end face of engine block

deliberate intent be installed flush such there may be problems for installing the front and rear plates to the cylinder block.

My approach has been to provide a solution that is in keeping with the original engine design and manufacture by using readily available parts as follows :

- 3/16in brass to be replaced by 1/4" UNF hexagon socket head grub screw
- 1/4" brass plugs to be replaced by 5/16" UNF hexagon socket head grub screw
- 1/2" brass plugs to be replaced by 5/8" UNF hexagon socket head grub screw
- 3/8"UNF slotted screw plug in rocker shaft to be replaced with 3/8"UNF hexagon socket head grub screw

Use of a 5/8"UNF plug may seem to be somewhat oversize and where 9/16" would have been preferred however such size is not listed for manufacture in the British Standards and none of my regular fastener suppliers were able to provide.

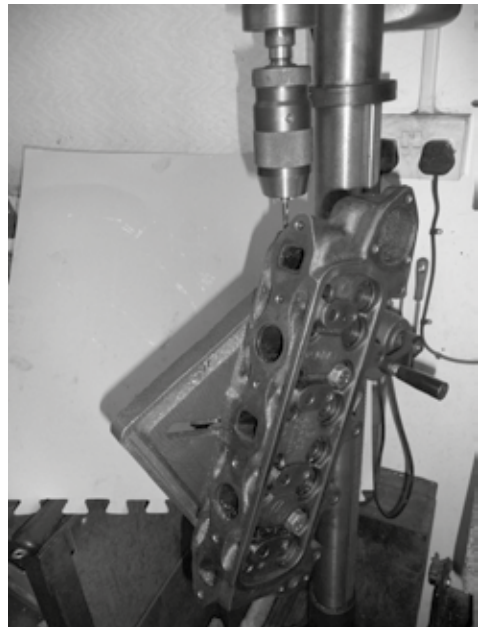
In the event that procurement is found to be difficult, the following metric alternatives could be used for applications other than the rocker shaft :

UNF	SI Metric
1/4"	M6
5/16"	M8
5/8"	M16

The screw used need to have a minimum length equal to their nominal diameter (1xd) but may be slightly increased to suit availability but should not exceed 2xd with 1.5xd being about optimum. The tip detail of these screws is available in a number of variations but is not critical in this application.

The procedure for drilling and tapping the holes is described below which although can be achieved by careful working hand held power drill, should be carried out with an accomplice to ensure optimum alignment is maintained.

It would be preferable that a vertical drill is used however the normal bench type machines do not offer sufficient capacity for the engine block for which the attached photographs show the approach that I used to secure the components with use of a drill of the original hole size being used to gauge the correct positioning and alignment.



Cylinder head set up on drilling machine at compound angle

Subsequent increase in drill size being used to open out the hole to the specified tapping size before threading which should ensure a full thread depth that will enable the plug

to be fitted either flush or slightly below the nominal surface level to ensure that mating components are not affected during their assembly.

Thread size	Tapping drill	Thread size	Tapping drill
1/4"UNF	5.50mm	M6	5.0mm
5/16"UNF	6.90mm	M8	6.8mm
5/8"UNF	14.50mm	M16	14.0mm



Close up of cylinder head drilling



Hexagon socket head grub screws used

Lightly countersink all tapped holes to a depth approximately equivalent to that of the thread pitch.

During installation each of the screwed plugs is to be assembled using a chemical thread sealant and it for this reason that hexagon socket head screws are proposed for use, as they have a much greater wrenching capability than simple slotted screws.

It is during any subsequent removal operation that the hexagon drive proves to be useful. My preference is to use one of the normal pipe sealants sold for use with household plumbing and containing PTFE.

In the event that removal should prove to be difficult the direct application of heat from a small gas blow torch to the hexagon recess will normally cause the breakdown of the sealant to permit the plug to be unscrewed.

The use of chemical thread locking agents is not preferred since the breakout torque required can be quite high and is one of the reasons for limiting the plug length.

The use of PTFE or similar type jointing tape should not be used as any traces that could remain in the system may be sufficient to result in a blockage.

Neither should use be made of a non-setting sealant e.g. Hylomar, since this could be extruded from the thread under the application of sustained pressure.

© Steve Keil
05.03.2015

Last revised 29.03.2015

1275 Clutch Release Bearings

As standard all A Series engined Sprites and Midgets were fitted with a carbon clutch release bearing. Personally (touching wood) I, in 46 years of Sprite ownership, have not experienced a problem with carbon releases. Perhaps it depends on how you drive? But many people do experience problems and as many have come to know, whilst our cars are well supplied with replacement parts the quality of those replacements is often lacking. So what can you do if you want a simple replacement for a carbon thrust release bearing. Peter May Engineering have for some time been supplying a roller release bearing for the 1275 based on a Mk1 Sprite carbon release mounting.

In order to fit this option it is necessary to remove the pressure pad from the diaphragm clutch cover to allow the bearing to run and exert pressure on the clutch cover 'fingers'.

The Peter May item is heavy at 390gm. The stock carbon release weighs in at 210gm. What is required is a roller release bearing that is just a direct replacement for the carbon item. One that is not heavy (this version is 235gm) and that needs no modification to the clutch cover.

Inspiration came from an attempt by, non club member, Lawrence Slater whose first attempt led me to my workbench and tools.



The pictures show the mounting made from steel plate (0.125in) and fitted with pivots turned on my newly acquired Myford Lathe.

The pivots are offset to give the same dimension to the face of the attached roller face as would be found on the original to the carbon face.



The mounting is held to the bearing with the original spring clips supplied with the LUK 500 0071 10 Ford / Mazda release bearing but ground down to fit.



To date the component remains untested as my carbon thrust continues to give good service, although I do regularly monitor its wear rate via an inspection hole in the gearbox bellhousing.

Have you inspected yours lately?

Alan Anstead
Kent Area Rep.

Caveat Emptor or Let the buyer beware



Whilst parts are now quite readily accessible the quality, unfortunately, is sometimes questionable.

I am sure other Area reps, as do I, get to hear all the moans about poorly made or poorly reconditioned parts for our cars. Only today, at a monthly meet, I have heard that a 'reconditioned' engine fitted to a new member's car would not stop pinking and only when another member assisted by measuring the camshaft, in consultation with Mini Guru A.C.Dodd, established that the compression ratio was too high and the camshaft too worn. A camshaft of a different specification, from the standard one fitted, with a greater overlap will be selected to attempt a cure.

Once upon a time if a part was required for fitting, other than at a garage, it was the norm to visit the Parts Counter of the main dealer or a motor factor where you would probably deal with a 'time served' mechanic who could probably offer advice on fitting. It was also possible to open the box and see what you were buying.

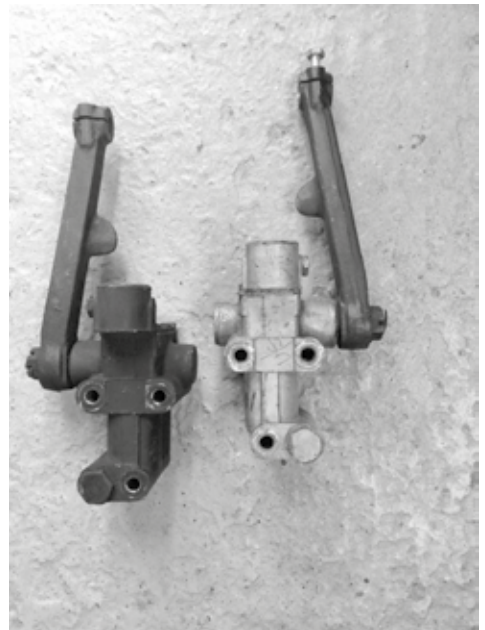
Today, with modern technology, we can see a picture, which may or may not be the actual part, and often make a 'one click' purchase without leaving our favourite armchair.

Alternatively we can browse a catalogue, and having listened to every Symphony by Sibelius or Rachmaninoff, on the other end of a phone speak with a 'Counter assistant' who may, or may not, know what the car, for which he is being asked for a part, actually looks like.

In neither case can you inspect and reject the part at source as the opportunity to touch and feel does not arise!

It does seem that these days any new part arriving, by whatever means of carriage, needs to be rebuilt, fettled, returned or thrown in the bin.

New & Reconditioned Shock absorbers



Countless people have complained about both new and reconditioned lever arm shock absorbers. (See *Mascot* May 2014).

Has the quality improved?

New Twin Bore Master Cylinders

Now these are a safety issue! Complaints seem to be drawn to those units made by TRW which either leak from new or suffer residual pressure once fitted. I did raise

the issue with TRW reps at a Pro Mechanics (Mechanix at Sandown Park) event but the whole of their Classic Car distribution only, apparently, accounts for 8% of their trade. Draw your own conclusions.

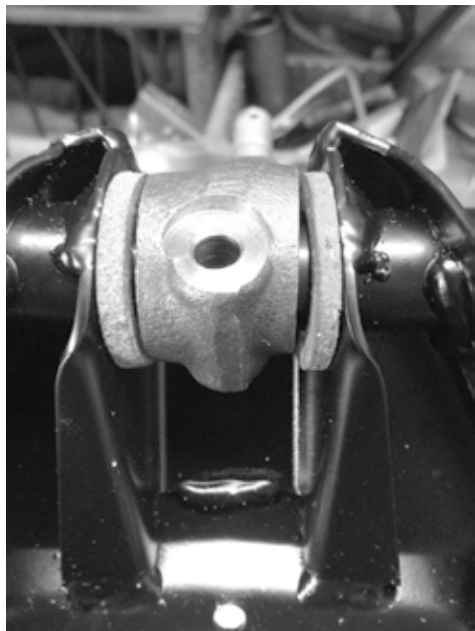
New Carbon thrust races



This is old news but avoid a unit where a rollpin secured the carbon.

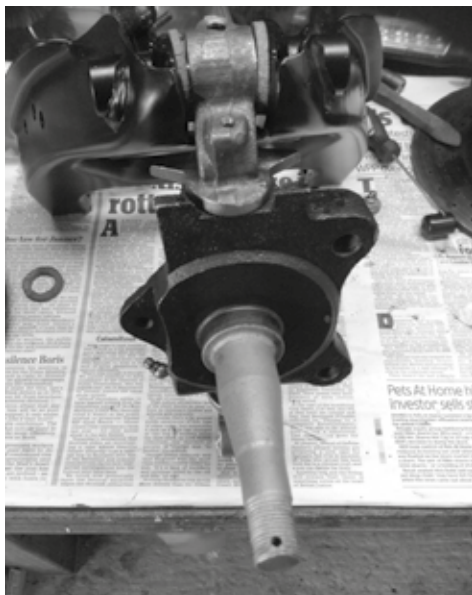
New Wishbones

I recently received a wishbone where the two faces, where the threaded trunnion fits, were not square. A picture with the cork seals fitted better shows the problem. The faces need to be square to hold the cork seals square so that they bear lightly upon the kingpin to stop dirt ingress. The cork



seals shown are from my stock as one of those supplied was defective and split upon fitting having some alien lump embedded in it? The washers from another supplier were the wrong size as one should have an inside diameter of 0.750in the other 0.825in not 0.9 something.

Reconditioned Stub axles



Not fit for purpose is how I described it to the dealer. The face where the 'oil seal' was to 'run' was pitted. How long would the seal last running on that?

And the list could go on.

Perhaps Gary would permit some 'Letters to the Editor' for others to highlight the problems they have encountered.

Do be careful when fitting parts especially steering, suspension, & brakes or any other part that falls under the banner of 'safety issue'.

Alan

Kent Rep – www.masckent.org

Ed says. I'd be delighted to hear from members who have had experience of badly manufactured or faulty parts. And while we may not be able to highlight all of them, (as I'm sure that almost every full or partial rebuild will have come across them) we can certainly look into collating a list of the good, the bad and the ugly of remanufactured spares and consumables.

Letters



From Satisfied of Kent

I was recently in need of someone local to me who could do a bit of work on one of my Midgets, to get it through the MoT after having been laid up for nearly a year since the last MoT expired. I had just been started on a course of chemotherapy and wasn't feeling up to doing the work myself.

My two daughters, now well into their 30's, had expressed a keen interest in taking one of my Midgets on a day's tour around Kent, organised by the Maidstone & Mid Kent Motor Club.

My 11 year old grandson was also keen to be a navigator, so I had the idea of getting both



Midgets out on the event together, that's my green 1965 Arkley and my red 1967 Midget.

An enquiry to our Kent MASC rep, Alan Anstead, didn't come up with any recommended workshops local to Whitstable where I live, so Alan sent out an email request to all the Kent members and it wasn't long before a few offers of help came back.

The most convenient came from Lee Hood in Faversham, whose partner Gina is a MASC member with a 1500 Midget under restoration.

As well as the usual service stuff, Lee agreed to do all necessary for the MoT and he ended up changing the front wheel bearings and rear brake cylinders as well as doing a diff swap that I'd asked for, taking out the 4.2 with LSD and putting in my spare 3.9.

Despite running OK beforehand, as Lee set off for the MoT station the engine died, resulting in a day's delay while getting new points and condenser which cured the problem.

My biggest surprise was when I came to settle up with Lee. Expecting a bill for several hundred pounds for all the time he'd put into it, he only asked for £120. Lee is keen to do similar work for other MASC members, and comes highly recommended by me, his phone number is 07817771394.

Now for the first time in the period of my ownership, both of my Midgets have been out on the road together, successfully completing the Kent Anniversary Tour on 14th June.

We'll also be doing the Blackpalfrey Motor Club's Tour of Kent on Sunday 4th October, which starts from the old MASC meeting place of The Moat at Wrotham Heath. It would be good to be joined on that tour by more MASC members in their Spridgets.

See www.blackpalfrey.co.uk for details of the Tour of Kent.

Andy Gibson



Donington Historic Meeting, May 3rd 2015

Hi Gary,

Due to circumstances beyond my control and the British Injustice system, unfortunately I was not able to drive my Frogeye to Donington for the now annual Donington historic festival. But I did persuade a fellow MG owner (1941 MGYA) to drive us there in my MGZR !

I went on the Saturday and sought out where our club was situated on the infield. Quite a few people having a good look around the



Spridgets but no MASC members evident. The racing and qualifying events were good and must have attracted MASC's attention or maybe it was the bars / hot food stalls. The race cars were immaculately presented and there was a great variety and close access to them all in the pits.

Friendly drivers and mechanics, all willing to talk to us. Highlight of the track parade this year was the running of Michael Schumacher's F1 cars. The V8s do sound lovely, proper F1 sounds. The weather was typical bank holiday but promised to be better next day when I couldn't be there!

Regards

Alan Jones
Member 1492

PS I think I will have to sell my roadworthy and fun to drive Frogeye OAS907. Also must go is my RWA 72 Midget welded etc bodyshell in primer and all the bits needed to restore it.

I don't know what to ask for them. But I have another project Frogeye for me to restore and another Midget albeit a tad earlier than those allowed in MASC! – I need garage space.

Where Are They Now?

MG Midget KRM 742L & Austin Healey Sprite NFV 713G



Hi Gary.

Thanks for your interest in the photos – some of them probably not quite to some (non-Spridget) people's tastes, but long-gone/forgotten everyday stuff is what appeals to me.

Midget photos attached as promised, plus a couple of Sprite ones that came in the same batch (DVLA says untaxed since 1991).

They are likely to have been taken in Preston. Be interested to hear if you get any response from them.

Regards

Nigel Gates

Austin Healey Sprite PJO 411J

I'm trying to help a colleague find the current owner of his AH Sprite, registration number PJO 411J. The car is still taxed according to the DVLA but my friend has photos and spare parts in a tea chest that he'd like the current owner to have. Would you have any way of locating the owner / passing on my details?

Here is a photo (I have others). My friend owned the car in the mid 70's and was pleased to know it's still on the road. Really appreciate your help.

Kind regards

Martin North



Taken in 1978

Mk1 Sprite 173 WMH



Seen here with the owner, after a slight mishap!

I owned from new Frogeye Sprite registration 173 WMH and would like to contact the new owner please. Can you help?

Stan Verrall

Email: Wstanleyverrall@ntlworld.com

Phone: 01252 540523



Gary replies: I have this image of the car as it is today, and I suspect it's possibly in the Hampshire Area. Can anyone help?

New Members

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

5081	Heather & David Byass	Bucks	Sprite	Mk 1
5082	Paul Sheppard	Buckinghamshire	Sprite	Mk 1
5083	Mr Clive Talbott	Kent	Midget	1500
5084	Ken Bateson	Dorset	Sprite	Mk 1
5085	Alan Payne	Sussex	Sprite	Mk 1
5086	Philip Goacher & Victoria Fardon	North Somerset	Midget	1500
5087	Jim Braddock	Worcestershire	Sprite	Mk 1
5088	Anthony & Carol Glynn	Isle of Wight	Midget	Mk 3 RWA
5089	Chris & Richard Emberson	Wiltshire	Midget	Mk 3 RWA
5090	Paul Barratt	East Sussex	Midget	Mk 1
5091	Richard Key	Nottingham	Sprite	Mk 1
5092	Alastair Fulton	High Wycombe	Midget	Mk 1
5093	Keith Macgregor & Adela Garcia Arruga	Spain	Sprite	Mk 3
5094	Les Holloway	France	Austin	Sprite
5095	Chris Hall	Leeds	Midget	
5096	David Clarkson	Staffs	Sprite	Mk 1
5097	Jon Sidebotham	Suffolk		
5098	Sean Sandoe	Cornwall	Midget	Mk 2
5099	Keith Gibbs	Dorset	Midget	Mk 2
5100	Nigel Hardy	Leicestershire	Sprite	Mk1
5101	David Strong	Hampshire	Midget	Mk 3 RWA
5102	Peter Becket	Leicestershire	Sprite	Mk 4



The 1500 Midget
of rejoined member
Philip Goacher

May-June 2015



Clive Talbot in his 1500 Midget

Richard Key's Mk1 Sprite



There's no suggestion that Chris & Richard Emberson's MkIII Midget will be towing that caravan!

Alan Payne with his Mk1 Sprite



The MkIII Midget of David Strong, seen here with son Kevin, after winning the Mike Turner Cup for the best MG Midget at Silverstone in 2014



One man's search



A Sprite named Dinky

In November 2014 I sold my 1964 Sprite, affectionately known as Dinky, many of you are probably holding your heads in your hands after the saga of my massive expenditure in my quest to solve every conceivable noise and perceived issue regardless of cost!

I sold Dinky to a gentleman from Scotland, who purchased the car as a present to his father who had owned a 1964 Dove Grey Sprite in the past, it turned out that both cars came from the same geographical area

according to their number plates, a very thorough inspection was carried out on his behalf by Woolmer Classic Engineering LTD, who passed their thoughts to the buyer and a deal was done, Dinky started his journey up towards Scotland the same evening.

My search then began for a Frogeye, many days were spent looking online at all the usual sites, with cars either being miles away (deepest Yorkshire) or complete wrecks. Initial enthusiasm turned to despair, when looking on ebay brought up a bright yellow Frogeye imported from South Africa in Hampshire, a visit was arranged and after picking up Lawrence Slater from Tunbridge Wells (after bribing him with the offer of lunch), we set off on the three hour drive.

Initial thoughts appeared promising, shiny yellow paintwork, solid metalwork, no underseal to cover bodes etc and a raft of extra bracing made me feel quite positive (a nice exhaust note helped), a test drive was slightly concerning, the sound of a Panzer tank I could hear was rapidly realised to be a shot first gear and the 'pick a gear any gear' gear change was slightly concerning, combined



h for a Frogeye



with a handbrake that didn't seem to work made me leave the car to think about it.

A few weeks of inactivity followed with my dreams of ever getting a Frogeye seeming more remote by the day, a blue car in Swanley was inspected with Graeme Williams (no relation!), yet an inspection couldn't really take place as it was hemmed in by other cars, it did not seem promising (a later inspection by Alan Anstead showed a lot of work would be required) yet, a green Frogeye in Essex caught my eye, Alan Anstead was kind enough to accompany me to inspect, however Alan's scepticism at my excitement proved to be well founded with many issues apparent that would need resolving, and this was a car listed at 13k, getting a good car in my budget seemed impossible.

One Friday, whilst in my local pub I had an email from Alan asking about my search and the yellow Hampshire car, a plan was formed to go and inspect the car with Alan the following day (don't all good plans involve alcohol/the pub!), a 9am start from Alan's coupled with a 50mph 15 mile stretch on the M3 resulted in a rather long drive!

However the original thoughts turned out to be well founded with a lot of well thought out upgrades and improvements the car was pronounced good! A deal including delivery and an MOT was agreed and I left feeling a lot happier at my search being over. The journey back involved Alan passing on advice not to go mad and to wait until we knew what the true state if the car was, and to preserve my bank balance, basically to do things differently to last time!

The car was delivered on a Saturday in the middle of a snow shower, so far inspections have revealed that most of my issues relate

to the knackered gearbox, there are one or two other niggles to sort but they will be resolved in time (a rev counter that thinks 50mph in 4th is 6000rpm and a temperature gauge that always reads off the end of the scale when the car is warmed up – it's not overheating however).

I am planning on going to Spa in May to push myself a bit and to give the car a good run, Freddy as he is affectionately known is a 1958 car, which was built in July that year and shipped to South Africa where he was sold in Johannesburg in 1959, he sports a red chassis plate (any ideas why, I thought they were all black and silver?) and a AN5 prefix (shouldn't it be AN5L?) and is one of the first 2500 built, he doesn't have windscreen washers, a heater or seatbelts but he still has drum brakes all round, original steering wheel, bonnet stay and his original engine, I don't know if my gearbox is the original but I will soon find out!

I would like to take the opportunity to thank the following people: Lawrence Slater, for travelling with me for the first look, Graeme Williams for spending a cold Sunday morning with me looking at the Swanley car, Martin Ingall for agreeing to sell me a gearbox that he has, and of course to Alan Anstead for inspecting cars, talking some sense into me (much to my parents and bank manager's relief!) and for his continuing support to sort my cars issues, without the help of these individuals and the collective umbrella of MASC I would not be in the situation I am now, proving that it is always better to be a member of a club as good as ours, as where else would you meet such helpful and obliging individuals?

Ryland Williams Kent

MASC North West Area Report



On Sunday the 7th June we had a Brewery Run very well organized by Bernie. This was not some sort of beer smuggling trip, but almost ended that way by the amount of beer we all left Robinsons Brewery with! Ten cars met as the sun came over McDonalds near Macclesfield. After a bacon bap and coffee we set off.

Bernie and Lynne had taken a lot of time to produce a very good Tulip map for a run of 50 miles and Les had made Tour Plaques to adorn our cars. The run took us through Macclesfield Forest on some fantastic roads that really suited our cars. En route we had a couple of comfort stops, one being a Bookstore, an amazing place to find in what seemed to be the middle of nowhere!

At about 12.30pm we arrived at Robinsons Brewery in Stockport, where Bernie had organized a tour of this very old brewery that had only two years earlier gone though a major re-fit, with state of the art German

brewing equipment, but managed to keep all the old and beautiful "Copper hoppers" making it all a very interesting working museum.

The tour took about one and half hours to complete, after which we had chance to try some samples of the products. Well more for the non-drivers, followed by a very good Lunch. All twenty of us really enjoyed the day very much, leaving to journey home about 4-30pm with the sun still shining. It was a wonderful day, so many thanks to Bernie and Lynn.

Wednesday 10th June was club night, which for this month we meet at the Corner House in Wrightington. Again the sun shone. I had a short navigation run planned for members to try out, before returning for dinner. Just as well it was only 12 miles, as my planning was not quite up to scratch and was a bit misleading, I think that all our members were being quite polite and not saying too much!

Anyway, I think the Evening went very well with some new members attending. Mark with his very nicely restored red Midget. With the seven years of hard work he had put into it, it's now better than when it left the show room, well done.

Also John and Fran who were looking to find a Midget or Sprite, ideally one that has been sorted or might just need a little TLC.

See you all at the Kilton next month. Happy Motoring



The NW Area members at Robinson's Brewery

Shelley and Neil
North West Reps

Bowels of Bristol



Club treasurer David King on track at speed

Invade Two Castles

The weekend of 20th & 21st June saw two days of activity across the Bristol group area. On Saturday 20th we attended the Castle Combe Classic and Kit Car Action Day – meeting up with some of our colleagues from Wiltshire Area who also attended. Those brave enough headed out on to the track in their Spridgets, mind you it was only a slow parade lap so no-one managed to get above 50mph. Whilst heavy showers had been forecast, we were fortunate enough to avoid just about all precipitation. Our National Treasure-er, David King had the foresight to bring along a pop-up gazebo specifically for Terry Horliers MK I Sprite which suffered at last year's event, becoming submerged in a deluge of rain water.

Back then the car accessory stalls did a brisk trade in wipe down cloths and towels.



MASC in the paddock at Castle Combe

Needless to say it wasn't needed this year so in the end we used a Midget to hold the gazebo down to stop it from being whisked away by the winds. This was also the inaugural outing for our sail; at times it nearly sailed away in the winds! We endeavoured to treat it with the utmost respect in the presence of our leader so we all stood on ceremony when we lowered the flag at the end of the day, at the going down of the sun.

Sunday 21st had us up early – no not to drive to Stonehenge for sunrise, but to attend the Berkeley Castle Classic Car Show. This event seems to get bigger each year, with a wide range of cars and other vehicles, including Terry's favourite; the static steam engines. Again the flag was hoisted to signal our presence – useful when trying to find your way back to your own car.

Plenty to look at throughout the day including some very nice Spridgets not previously known to us, there were also some auto jumble stalls for those looking for something to take away; Alan Lo didn't disappoint with his find of an original Haynes manual for our cars, he seems to have the knack of seeking these things out. We finished the day with Glyn Polly striking it lucky with the raffle, making his day out a profit-making excursion, as the prize was cash. We lowered our flag as the day before but by then most had left for home.



Berkeley Castle invaded by Bristol MASC

All in all a good weekend for Bristol group flying the flag at two castles and hopefully more to come over the remaining summer months.

Philip Sellen 1153



Heart of England Report

April 26th, Drive your classic car day dawned cloudy but dry as we assembled at Hatton Country park, Warwickshire. An assortment of Midgets and Sprites met on the car park, after a false start when someone found the "other car park". We were joined by some other cars, but being a woman I have no idea what make they were but I did like the golden/bronze colour of one of them. The more hardy amongst us had the hoods down and were well wrapped up against the cold, but one fellow, unfortunately, forgot his gloves and tried to drive one hand at a time. We meandered through the villages and bye ways, along Edge Hill, and including a very brief ride on the M40, thankfully it was quiet.

Our destination was the Coventry Air museum which is staffed by volunteers who not only collect the admission fee but also cook toasted sandwiches to order. The planes exhibited are interesting but the highlight of the visit was the "Sir Frank Whittle Jet Heritage centre", a detailed insight into the life and times of this extremely dedicated and intelligent man. Watching him describe the trials of the jet engine and the struggles he encountered getting support and funding, was very humbling since his health was badly affected.

The next time you board a plane to jet off around the world be thankful for the life of Frank Whittle who left a legacy to the world in the face of such opposition. A senior civil servant turned down his request for funding a supersonic engine on the grounds that (quote) "no-one will ever need to fly that fast!!"

Sunday May 24 started off damp in many places and very wet in others, so it was

roofs on for many as 11 cars from Heart of England met in Stratford for what has become known as 'Roy's Run'. Roy Cole was a much loved long-standing member of HoE who sadly died two years ago and this run was to remember the good times we had with him. That it was raining was fitting because everyone knew that Roy would never have put the roof of his Frogeye on whatever the weather.

We set off from Stratford following a route which took in several steep hills which had reputedly been used in the 1920's and 1930's by Midland car manufacturers to test their cars.

We drove up Sunrising Hill (16%) to Edgehill village, site of the famous battle in 1642 between the Royalists and the Parliamentarians, and then down Edge Hill (14%). Next we went up Campden Hill to the highest point in Warwickshire, which if the weather had been kinder would have given us a wonderful viewpoint. As it was it was murky and cloudy we continued through the Beautiful Cotswold villages to Baker's Hill, up Dover's Hill and into Chipping Campden. By this time the weather had improved considerably as we descended Fish Hill into Broadway for a well earned coffee stop in the sunshine. Just outside Broadway we climbed Snows Hill and then up Fish Hill and Burton Hill before finishing in Stratford again.

All the cars had been well tested by the many hills but happily none was troubled and all finished safely after a very pleasant run. Tea and cake in Patrick and Caroline's garden was a great finish to a lovely day.

See you all at the MASC weekend.

Sybil Watson



Scotland Area Report

Due to the vast geographical size of the Scottish area, I have been promising to vary the venues for the monthly meetings, to encourage more members to attend. Last month's beer & blether took place in Broxburn in West Lothian.

Three new faces turned up and all three brought their cars; Colin in his rallying Midget Mk3, Adam in his Midget Mk4 (claims the prize for the furthest travelled, coming across the country from Kilmarnock) and Tim in his very original Sprite Mk2, which are becoming an endangered species.

Dennis would have made it four but his Midget's fuel pump packed up at the end of his street, though he did turn up in his day-car a little later. I chickened out of bringing the Frogeye and came in my 1963 Morris Traveller.

Peter has had a busy month and couldn't make the meeting because he had just returned from "the chasing the haggis" run,

an event organized by the Austin Healey Club. Peter covered 934 miles in the company of Big Healeys, an E-Type and MGBs. He tells me the Midget did not disgrace itself and actually held its own quite well.

He has also informed me of a couple of other events he will be attending:-

The Festival of Transport, 21st June at Lathalmond, Dunfermline.

The Scottish Transport Extravaganza, 11th & 12th July at Glamis Castle.

He is also finding the time to start the restoration of his Frogeye, so that is three Frogs undergoing restoration up here at the moment that I am aware of. It is quite handy to be able to speak to or visit fellow enthusiasts and restorers to sort out problems that you are encountering; and to that end I paid a visit to Alan to get some measurements from his stripped down Frog.

I am pleased to say I may not have to grind off the crossmember I welded on, as initial comparisons are looking within tolerable levels. In the meantime it is back to the repetitive work of drilling out spot welds on the outer wheel arch. Alan also discovered a Frogeye owner in the next village to him, so hopefully a prospective new member there,

The Concours D'Elegance had eventually produced its list of entries and you can see them at www.concoursodelegance.co.uk unfortunately it would appear that the Ecurie Ecosse Sprite which I was hoping to see will not be there.



Graham

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Notts & Derby Report ...

... and a little bit of Yorkshire



Location, location, location

The advantages of having a club network proved itself early in the month.... I happened to be at home on my birthday, when I received a call from someone saying they were an ex-MASC member and had discovered a Frogeye seemingly abandoned in my area. The car was in storage on an airfield somewhere near Burton on Trent and the only I.D. it had was the registration number. The storage facility was closing down and the gentleman feared the car might end up getting scrapped. Did I know the owner? Unfortunately not, but I knew a man who might – two in fact. So I contacted Messrs Kemp (Austin Healey Club) and Lazarus (MASC) to see if their records held any information about the owner. Gary returned my call later that day with a potential name, although not a MASC member the car had been registered on Gary's MK1 Sprite database previously in



Kermit and the 'Oykettes'

2011. Using these details I left a message that the Frogeye needed to be moved quickly if he still owned it. What a surprise, only minutes later he replied and yes it was his car and he had no idea of the imminent closure of the storage facility. He hadn't been planning to visit the facility but went straight over to check on its safety, confirmed my information and said he would get the car moved. So Frogeye saved with a bit of teamwork! Thanks to all involved –especially Gary's database.

Wollaton Park Autokarna

Very unpredictable weather forecast for the day proved correct, but this didn't stop all 14 participants who had booked into our paddock area from venturing out. David tried in his Frogeye but suffered coil failure on the way, so was our only no-show despite his best efforts. Our ever increasing contingent this year meant we were offered extra space for a gazebo, which Richard kindly supplied, and this kept the rain/sun (select depending upon time of day) off our heads, as well as acting as a focal point for members and visitors alike.

Furthest car travelled was Simon Parker from Huntingdon in his very nice pale blue Sprite. A former member of the Austin Healey Club appeared with an enquiry as to where he might get some chrome B-post seam caps for his car, to be told that unfortunately they are as rare as hens' teeth.... unless someone out there has some spare? Steve Webb made the long trip down from Hull to join us for some Frogeye rebuilding tips for a second year. He hopes to be bringing his car



What, no ice creams?

next year to join us. Robert Rose introduced himself, the last oil filter from the autojumble in hand, all the way from Northampton with an encyclopaedic knowledge of all parts Spridget, but still looking for tips which we were enthusiastic to share. Paul may bring his own gazebo next year to keep his paintwork clean ... he was last seen disappearing from the autojumble with some strips of Dexion – something about bringing two cars next year by fixing them together as a double-decker “Super Duper Sprite”....

News of The Rhubarb Triangle area

I am gradually building up contact with more members in Yorkshire and learning their ways of the north. Peter achieved sterling work with his 'Drive it Day' route “up north” and it seems there are a number of you visiting the same venues without knowledge of other members being there. Geoff Hill is a regular at the Harewood Hill climb with his gorgeous



Geoff's K-series WSM Sprite

blue WSM which I hope to catch in action soon. If you see him say Hi! In the meantime, I look forward to more suggestions as to where might be a suitable monthly meeting place in your area, as I am not familiar with it myself.

Ian Cooke

Notts + Derby Area Rep.

Somerset Happenings

Now that the season is getting into full swing three cars and occupants spent a very relaxing day on the 16th May at Weston Zoyland Pumping Station on the banks of the river Parratt. This is more of a social occasion than anything else, as it is a small event with approximately 40 cars attending, 10 Tractors and assorted farm machinery. The steam operated pumping machinery is interesting to watch and be able to see how it works but becomes a



Killerton House

bit monotonous after the third visit or so, especially for us girls who are not really into engineering.

The same group set off the next day for Killerton House in Devon which belongs to the National Trust. So much more to do here, firstly there was the House and gardens to view. Several side stalls to wander round with arts and crafts, plants and different types of food, and possibly 200 or more classic cars to meander around. How the weather managed to stay dry, even if a little cool at times for two whole days, was a miracle,

May 24th saw seven cars meeting at Colyford garage to descend on Pecorama with another two joining us later in the morning; unfortunately a few members were unable to make it on the day which left us with some empty spaces on the stand. We were able to have a good sized picnic area and offered Dave, a member from the Dorset branch, to join us, before apologising to the



MASC at Pecorama

organisers that a few spaces were no longer required. However in no time at all the Midget & Sprite boards were removed and other classics took their place.

Pecorama is set at the top of Beer Heights overlooking Lyme Bay. It consists of small but very pretty gardens, a miniature steam train to ride around the park on and see the sea views, buildings which house model trains which you or your children can operate, and of course one must not forget the gift shop you have to exit through.

There is crazy golf and a large play area which is very child friendly, which all results in a brilliant day out for a family, but not that many kids fit in a Midget at the same time.

May 28th was the first monthly meeting to be held at Haselbury Mill, which was also the Mill's opening night of their new venture of an amazing Victorian alfresco dining experience with free barbecue.

We declined the invitation to join in, as we were holding our meeting in the Windy Millers Bar, but alas not this time due to some confusion over the booking date, the small cosy bar was required by the hosts to use for their other guests if it rained.

However we were given an equally nice room upstairs to hold our meeting in peace and quiet, until we heard a chorus of happy birthday being sung down below. Of course we had to give them a boost by singing along as well just to be social.

The end of month run that John and Shirley had organised for February finally took place at the end of May, although the weather did not look too promising, we decided we would do the route anyway. As usual we started with a full English breakfast at our favourite farm shop in Chard.

We left at approximately 11a.m. after much debating whether it was to be car hoods up or down; only two of us opted for the latter. John took us down many winding narrow country lanes to our first stop of the day at Dunkeswell, Devon to a tea room called Stentwood Farm, which was a small commune run by assorted people of all nationalities. We had Coffee, rolls and cakes made by them.

They wished to make it accessible to all and provided everything on the basis of "for what it's worth" and claimed if some poor unfortunate arrived hungry and cold they would feed him for free in the warmth of their tea room. It is rather a nice thought that there are people in this world trusting enough that you will deposit a decent amount of money in their pot to pay for your food and drink.

After refreshments we left for a shorter drive before reaching our final destination of Monkton Elm Garden Centre for yet another coffee and a quick mosey around the plants and items for sale before departing our separate ways home.

Valerie Young
Somerset Area Rep.



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Home Counties North West



Mike & Lorna, purveyor of fine croissants to the MASCs, line up along with the banner and assorted Spridgets



At Nuffield House

Well here in the North West Home Counties we have got our act together at last and we have had two events, as well as our regular monthly pub nights of course.

First, on 17th May, we attended the Chiltern Hills Vintage Vehicle rally in its new home in Weedon just outside Aylesbury. This event has grown so much that it has had to move to this new venue. This was the first chance we had to fly our new HCNW banner. We met at Mike and Lorna Pope's house for coffee and croissant (becoming a tradition) and then our band of happy Midgets and Sprites joined the classic car procession, through Aylesbury, and out to Weedon. The show has a good mix of clubs and individual cars covering all eras and models that you could wish to see.

It was not the warmest day in May, but a good time was had by all. We were joined by a couple of members who we had not met before and I hope we get a chance to get to know them better at a few more events this year. I was glad to attend a MASC event in the Frogeye for the first time since the April '14 trip to the Cotswolds when my car suffered an engine problem. I hope I have now fixed it.

Then like London buses our next event was upon us. On the 31st May, Keith and Ann had organised a road run to Nuffield House, Henley on Thames. It is the very modest former home of Lord Nuffield, better known as Sir William Morris. We met at Tesco in Old Amersham and it was damp to say the least. We set off on the run to the house and Keith and Ann's route took us through some familiar and not so familiar areas. Despite the rain I managed to be the only hood down driver all the way – Keith even stopped the convoy to make sure I was ok at one point!

Nuffield Place, originally left to Nuffield College, was given to the National Trust in 2011. We were allowed to park right outside the house as an added attraction for anyone visiting on the day. If you contact the NT ahead of your visit they should be happy to accommodate you, particularly if there is a Morris connection. It is an interesting place to visit, I certainly didn't know much about William Morris before we went along other than the obvious MG link. It turns out he was an extraordinary man!

Once reputed to be the world's wealthiest individual, he gave away the equivalent of around £11bn in today's money to a wide range of good causes. This included supplying the armed forces with Woodbines during the war and producing as well as in December 1938 offering to give an iron lung made in his factory to any hospital in Britain and the Empire that requested one; over 1700 were distributed. He also founded the Nuffield Foundation in 1943 with an endowment of £10 million in order to advance education and social welfare as well as many other notable events/activities to his name.

A remarkable man, but not for his charitable acts oh no! A remarkable man for having a fully equipped workshop built into a wardrobe in his bedroom!! It appears to get away with this your wife sleeping in another room helps, but even so I was impressed. I wonder if I can get away with it by sneaking a new tool into the wardrobe every week and seeing how long it takes to turn it into a functioning workshop. I wonder if the line Jen uses would work "New? No I have had this for ages!". We had a much drier journey home and thanks goes to Keith and Ann for getting us organised.

Mark www.hcnwmasc.blogspot.co.uk

Spa Classic 22-25th May 2015 with Scenic Car Tours



At the Ferry

Where to start? The visits, the circuit, our cars or our people! Perhaps an indication of what was to come was when I changed lanes at P&O Ferry check in and, whilst the rest of the MASC group were directed to the specified boat, I was directed to the earlier crossing. Never mind after an hour wait at Calais, the others caught up.

Apart from the Surrey Crew (excluding Kevin Fryer who we had adopted into Kent for the event) I led the Kent & NW Area group on a more interesting non motorway route up hill and down dale, with some hairpins for good measure, toward Mont St Eloi.

On the way I saw what appeared to be a promising roadside restaurant. Lunch came in three courses. Mains, then a communal bowl of chips, followed by bread! Perhaps it is a local custom? No time to visit Mont St Eloi, and its WW1 shattered church, but on to the Canadian Memorial at Vimy Ridge. Motorway for the rest of the day!



Canadian Memorial at Vimy Ridge

The Campanile Hotel, or as now be known the Camp-a-Chaos. The manager had quit. We were given our rooms but some already had guests or guests' baggage. All change! A meal and a drink will soon restore the weary travellers. What do you mean no food? Walk 40 mins to town? No chance!

The air was electric with mutiny stirring. Had the Surrey crew eaten it all as they appeared to be enjoying a meal? Let's get pizza delivery. The Staff were not authorised. Fearing a lynch mob, or fearing Kent Area would turn cannibal upon the fed & fattened Surrey members, chef finally offered spaghetti all around. Then the beer ran out (I am sure no one knew how to change a barrel).

Having let young Rylan, on his first European adventure, stay up late with the adults and having just donned his PJ's and got into bed, his room telephone rang. Was there an iPod in the room? The receptionist would come and collect. Bashful lad got dressed just to hand over the iPod and, combined with the excitement of the Tour, didn't get to sleep till the early hours.

Another day beckons! Things can only improve. The only evening meals available, at the Camp-a-Chaos are eleven veal and the rest will have to have meat balls. The best way, it seemed to me, to ensure everyone got a meal was make a list with what they wanted and hand it to the staff so that way no one would get missed. Sorted!

Off to the circuit we went. NW Area were not on the list as they had left earlier than us, as Lee & Rob Juby had booked a track slot and Mike & Karen had departed with them. See the cars, enjoy the weather, meet Dennis & Kim Tower, raise the MASC Kent flag, and then back to the Hotel in anticipation of a good meal.

Now on our return journey Mark Mathews decided that as Rylan had failed to come in his Frogeye, then failed to come in his Fiesta, finally begging a lift, Rylan would drive if it was the last thing Mark did ... and it nearly



The King Tiger tank at La Glieze

was. Say no more but after arrival at Camp-Chaos and finding that eleven veal were now reduced to seven and sorting that. Then finding NW Area, having arrived back before us, were allowed a choice from a menu, we ate. There was a complaint about the 'list', with a suggestion that had a name not have been on the list, a menu may have been proffered, but then again the complainant was not compelled and might otherwise have got nought.

Where was I? Oh yes such was the courage shown by Mark in forcing Rylan to drive his car mile after mile with Mark perspiring profusely, whilst gripping both dashboard and buttock, he was to rapturous applause, awarded The Kent MASC Meritorious Order (KMMO) of the paper handkerchief, second only to an Albert Medal.

Sunday. What can go wrong? Two cars had brake switch failures. Mark's axle oozed oil. Kevin informed me a shocker was failing on my car. Then off we went to the WW2



Cocking a wheel to retain oil



Awaiting collection

Museum at La Glieze except the Surrey Group who had their own Schedule.

Outside the Museum a King Tiger tank stands sentinel overlooking the valley. The townsfolk were setting up for a Cheese Festival later in the day, but happily served us beers, some cheese tasters, and explained about the Festival and its origins, before we returned to the circuit.

An excellent meal was taken at Chef Bruno in Malmedy before returning to Camp-a-Chaos where the bar was closed. Off to bed, for a good night's sleep (?), only to be woken at 04:20hrs by drunken revellers.

Monday was left to travel. But the excitement had not completely gone from our Tour. Mark's Sprite led an overtake. Eleven miles from Calais. Three lanes out and Bang!!!! Back axle broken – a later strip down will find out more. He coasted to the hard shoulder with no drive. The hard shoulder of a motorway is no place to dwell.

Rylan steered the stricken car whilst DC sat on the boot rack his feet planted on his own IOW Frogeye's bonnet now driven by Mark. The stricken car was thus shunted off the motorway to a safer place.

Now things could have been problematical but Tom Tom gave a 'Where am I', a quick call to the recovery provider, and within less than an hour the car was on way to a holding compound, awaiting a fifteen day repatriation, whilst all persons were at Calais for the specified departure time.

Unfortunately this is the first car we have left behind due to mechanical failure.

Alan

Kent Rep – www.masckent.org

Kent Area Report



Sittingbourne Car Show line-up

Sittingbourne Classic Car Show

Eight cars turned out for the Sittingbourne Car Show, on Bank Holiday Monday, in aid of the Air Ambulance.

Six of us met at M2 services to arrive together in line astern so as to be able to park together within the showground. James Sinfield, arriving separately, managed to position his car in line, in the shadow of our MASC banner, whilst Phil Manship, having arrived with friends (driving MGBs), felt compelled to remain with the MGBs.

Kent MASC still requires a Static Event Co-ordinator if we are to attend more events as a group!

Amberley Chalk Pits Museum (17th May)

The first of two events organised by Chris Ricard this month! A Sunday event drew only five cars. Chris (Frogeye) was joined by



Ron (Frogeye); Mel (1500); Vic (Sprite) and Col Carpenter (Midget) from Surrey Area. This venue will probably be used as the destination for an "Old Boys" mid week run later in the year as it found favour with those attending. Perhaps more from Surrey and Sussex would like to join us when a date is decided upon?

Old Boys midweek run to Hastings for a "Fish-n-chip" lunch (20th May)

Chris Ricard (A.H.Frogeye) organised this month's run and led our group to Hastings via a scenic route. As per the norm' we assembled at the Oakdene Café. The chaps kindly waited beyond the start time as Dave Chalk (blue IOW Frogeye) had encountered traffic whilst coming to pick me up for the ride, as I had to passenger on this event. I was not alone passengering, as Chris was partnered with Richard Beer whose own car undergoes restoration.



Reflections of a good day's passengering

Michael Martin (red IOW Frogeye) had braved the chaos that usually greets at the QE2 / M25 Thames River crossing to again join us from Essex. "Fish-n-chips" were taken, and enjoyed, in an open paper (not in newspaper so not really traditional?) whilst the aggressive Sea Gulls were kept at bay by our strategic grouping.

I rode home with Mel Collins (Midget 1500). Richard Bowles' Sprite made our number of cars to five.

Alan Anstead

Kent Rep – www.masckent..org

Monthly Meet at the Angel, Addington Green (24th May)

A small but sociable group of members turned up for the May club meeting at the Angel outside West Malling on May 23rd. Numbers were depleted by the Bank Holiday weekend and also by Spa weekend which appeared to be the greater attraction. (Memo to Alan: please speak to Spa organisers and see if they can change the date next year. On the other hand, it kept the rowdy element away!)

Six members attended in a range of vehicles including an Arkley and an MGA. The owner of the latter is under threat of a ban (crime: "divided loyalties") but apparently not until after next month's meeting, since he has been asked to take the register for the second month in a row.

The advantage of six in attendance is that we could all fit on one table and chose the garden area as the weather was fine and sunny. Also useful, since the landlord denied any knowledge of the Area Rep having made

a booking for May. Obviously the rising stress about the possibility of mechanical failure within his brood on the way to Spa was affecting his concentration.

Emergency work to replace clutch release bearings on one car, another with almost negative oil pressure and a third with "unusual wheels" all prior to departure, may have been a portent of perhaps things to come. But in the sun, on Sunday our "stay at home six" enjoyed chat about progress in rebuilding a Frog, selling a pre-war Morris to a purchaser who wouldn't take "no" for an answer, and why the railway line from Redhill to Ashford is a) still open despite little traffic (in case the Russians bomb London apparently) and b) dead straight (no answer to that one!).

One member, Gavin, is about to move away from Kent to beyond Redhill, presumably to see if the line looks equally straight from that end. The rest of us dispersed to see if we could Google the answer.

Graeme Williams



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Essex Area Report



Spridgets at Blackmore

May was a busy month for the group with two runs. Graham Prosser organised the first run which started at The Eagle, Galleywood. On his way to the start, Dave damaged a wheel on a slippery roundabout but Graham was able to lend him a spare so he could still join the run.

The group of six cars left in convoy and followed a clockwise route centred on Chelmsford. Leg 1 went south and then west including the ford at Buttesbury, which was crossed carefully, as the convoy headed to Blackmore. After a short break, the route continued through Roxwell and then both the Easters before a second break at The Leather Bottle in Pleshey.

Conveniently here, Diane's Frogeye had an ignition problem but inspection by Tim and Graham soon identified the points gap had closed so after adjusting the gap, all was ok and Diane was mobile again.

Suitably refreshed, the final section included a couple of main road sections before passing Boreham Airfield, site of the Ford rally team for many years, as it headed to the finish at Papermill Tea Rooms in Little Baddow. Welcome tea and cakes were taken at this pretty canal side venue.

Our second outing of the month was the Mystery Run organised by the author. Continuing the practice of the last couple of years, members of South Essex MGOC were also invited which added a wider range of cars. Taking inspiration from Darren's London Bridge Run, I devised a route to cross all [bar one] bridges on the River Blackwater which is confusingly known as the River Chelmer at Maldon and the River Pant upstream of Bocking.

Due to health issues [drivers not cars] and a possibly wet and windy day forecast, three entrants didn't make the start. However, four Spridgets were amongst the 10 cars assembled in Heybridge where the Mystery was revealed as the route instructions were handed out. The cars left in small groups and headed into Maldon before taking the bypass back to Heybridge. The section to Witham included three bridges and was straight forward and ended with an instruction "At traffic lights, bear RIGHT [s/p Chelmsford]. **DO NOT CONTINUE STRAIGHT AHEAD**".

This was obviously not clear enough for one crew as they were seen heading towards Colchester on the A12! A further five bridges led to the break at the West Street Vineyard in Coggeshall with the navigationally challenged crew arriving just as the first group were leaving.

The next challenge was the ramp out of the car park before heading west to skirt around Braintree. From Bocking, the route followed some increasingly narrower lanes which were barely wider than a Spridget. Photos of the cars were taken on narrow bridge near Shalford.



Tony Bending's Sprite on the Mystery Run

By now the clouds were looking threatening and soon we had a brief sharp but heavy shower. Both Diane and Tim finally gave in and resorted to putting up the hood only for the rain to stop after a couple of minutes. After passing through the pretty villages of Great Bardfield and Little Sampford, only a loop around Radwinter remained before arriving at the finish at Elder Street Farm Shop. Although the finish is only 29 miles from Heybridge as the crow flies, we had crossed 27 bridges and driven 65 zigzag miles crossing the River Blackwater.

Doug Plumb

East Anglian MASC Report

Well after nearly a year of looking and driving hundreds of miles up and down the country trying to find a MKII Sprite (my favourite of the Midgets and Sprites) I have succumbed.

Yes I know most people hanker after the Frogeyes, but having owned a very original Frogeye (it even had the rubber mats), a MKI Midget, three MKIII Sprites and a MKIII Sprite I knew what I wanted! I have always preferred the appearance of the Spridget to that of the Frogeye and to my mind the MKII retains most of the best features from the Frog (quarter elliptic springs, bucket seats, side screens, door pockets, nicer dashboard, detachable hood, separate starter, no door handles and passenger grab handle for cornering) but has the practicality and usability of the later cars with its lockable boot and conventionally opening bonnet.



Bluebell front and Rear

Coincidentally I turned up 40,000 miles on my current number one Sprite (all the zeros came up a couple of years after I bought it) on my way to look at the new car. The new car, which I may have paid a bit too much for, is a very pretty light blue example, and certainly turns heads (including mine), I think we buy these things with our hearts not our heads.

I am at that stage of delving and discovering what I have and what previous owners have done well and not so well, and starting to fix and personalise things.

We buy these things for better or for worse and then set about sorting them out in to what we want. We took the car on its maiden voyage on the 6th June (Pat's birthday) and had a brilliant drive. Apart for the brakes being very questionable, she drives very well, Pat christening her Bluebell (a small price to pay for her approval and understanding that I really do need three Sprites). So Bluebell it is.

At the time of writing we are off to France in my number one Sprite in a couple of days, I don't have the confidence in the new one yet for a 1000 mile plus trip, and there are the brakes to overhaul and so on. Maybe next year.

Getting back to the more general report, the only proper car event I had the time to attend this month was the FBI pub night, the night before Spriting off on our adventure to France. Unfortunately due to logistics I had to attend in the Bitsumishi even though it fell on a glorious sunny evening. Rachel, Nick and Pat (tight squeeze) however took their Frogeye to Stony Stratford Classic Car Festival and Fergus was voted winner in the "Best Sports Car" category and now has a big rosette to wear with pride

SYWELL PISTONS AND PROPS Saturday is now full, let me know if you want to go on Sunday.

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

Dave Dixon (AKA Red Leader?)

Best Sports car (naturally!)



Central Area Report



Nineteen people and a dog called Henry prepare to take to the tunnels

Country lanes, gentle rolling hills and smooth tarmac are just the right diet for our little cars, so, what a surprise when fourteen Midgets and Sprites could be seen blasting through the centre of the concrete jungle that is Birmingham on a Sunday morning.

Assembling in the B&Q car park in Castle Bromwich near where the iconic Spitfire was produced, staff came out to see our little cars proudly parked in a line ready for the 10am start. Elaine Parkes was heard to comment "Is it a Le Mans type start?" Bill Mohan, the navigator and team leader, donned his best cap and led us through tunnels, underpasses, and over flyovers as we zigzagged across and through Birmingham, with only the odd truck or caravan spoiling our perfect formation.

After a gentle drive along the A45 past Birmingham Airport we turned right at Coventry into the Midland Air Museum.

Having parked again in a neat line, banners were unfurled and Dianne the museum



An excellent guided tour from the staff at the Midland Air Museum

manager came out to welcome us. We enjoyed refreshments before being given our own guided tour of the wonderful aircraft on display. Thanks to everyone who came from far and wide. We hope you enjoyed your day out. Brum Tunnels Run 2016 is already in the planning.

The aeronautical theme continued for Central members as Bill McKenzie had organised a trip to Bruntingthorpe open day. The aerodrome near Leicester now houses many aircraft from the "Cold War" era along with many unique planes that have been or are in the process of being restored. Although the day started drizzly with some members "tops up" it didn't stop everyone's enjoyment of a great day. The day was made even more special by members allowed to park next to, or in the case of cheeky Steve Roberts who took the opportunity to photograph his restored Sprite, under huge aircraft.

Driving a Midget or Sprite gives you an inner sense of direction, how to expect the unexpected. So when I arrived at our monthly



Bill Mohan leads the cars out of Queensway tunnel



Steve Roberts' Sprite and a Lockheed TriStar

meeting at the Railway Inn and I saw it was all closed up I was calm and collected, well not really. This had happened before, as our previous venue had also stopped trading last year, perhaps a sign of the times. I thought what shall I do? I know, drive to the nearest Pub down the road, the Swan Inn. Standing next to his Midget was Geoff, we were quickly joined by Peter, then as we made our way to the bar in walked Bill, followed by John and the other Bill, Gary came in the other door, does it really matter where we meet? Well we should tell everyone else ... don't you think.

For the next few months at least, we will hold our monthly meetings at the Swan Inn at Whitacre Heath near Coleshill B46 2JA.

Hopefully we can have some form of continuity for the time being. If you're a Central member who knows of a good location where we can all meet then suggestions are very welcome.

Dave Warren

Central MASC

Email to central.masc@live.com

Surrey Area Report



It has been a little while since my last report so time for an update. The monthly meetings continue at the Chequers who make us welcome and have a good menu for us to choose from.

The first to arrive at our June meeting was Ted Milburn in his Midget which since his last attendance has had a new gearbox fitted and was running well. The next arrivals were Tim and Helen and then Hils and Pete (both in their recently campaigned and immaculately presented Frogs).

Colin Carpenter also attended without the Midget but with Sid (a Canine associate member) as Nay could not join us. Colin



and Nay in their Midget, and the two Frogs had recently returned from Spa which was a great success but with a couple of accommodations issues. We were also joined by Hannah and Andy our regulars from the Hampshire Area. Hannah's father, Selwyn also joined us in his 1971 BMW.

We also had along for the first time Darren Inwood, a recently enrolled member from Guildford in his very original and smart 1971 Midget MkIII. It was a very nice meeting with a long summer evening in which to enjoy it.

A couple of mechanical challenges arose but nothing major. Tim and Helen's front nearside shock absorber was diagnosed as needing replacement, Pete and Hills new exhaust system had a rubber mounting that had disintegrated and was rattling, Selwyn's BMW required a jump start but in true club spirit he was assisted by jump leads produced by Darren and Pete which soon got the BMW started. A good evening was had by all.

Mike Gorman

Tel: 01737 552256

Email: gorman698@btinternet.com

Market Place

Adverts to Alan Lo, 23 Charnell Road, Staple Hill, Bristol, BS16 5NE
email: alan@mobuzzing.net 07474 343 643

For sale: 1961 MK2 AH Sprite Old English white with Red trim. Matching numbers to Heritage certificate. Full restoration to original specification by AH specialists, all documented with photographs, more than £12,000 spent. Many books, tools and parts included. Health issues force reluctant sale. Good history file with all past MOT's, valuable Reg with transfer option. Potential category show winner, best available. Price £10,500. **Contact Derrick; location Barnet, Herts. 02084407995 / 07908714911**



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For Sale: 1971 Austin Sprite, 53700 miles, British racing green. Good condition, no rust. MOT until June 2016. Recent new diff and overhaul of cooling system. 5 very good tyres on Rostyle wheels. Tonneau cover and many spares. Heritage certificate. £4995. Based in Devizes, Wiltshire. **Contact d.hansford@btinternet.com**



For sale: Mk3 Midget / Mk4 Sprite hardtop with sunroof. Needs painting and general TLC. Open to offers around £50. Tel Graham on 01633 411063. South Wales.

For Sale: 4 x Wolfrace Alloy wheels 5.5J x 13H2 in great condition with good Michelin 'Energy' tyres 175/65 R13 80T-XT1, plus suitable wheel spacers and nuts etc. Quick sale needed so reduced to £100. **Contact Ken Fern, Derby. tel.07790943137. ken.fern@btinternet.com**



For Sale: Frogeye carbs. H1 SUs on manifold with original air filters. Offers please. **Contact Terry Horler 01454 881770 (Bristol) rebelwithasprite@hotmail.com**

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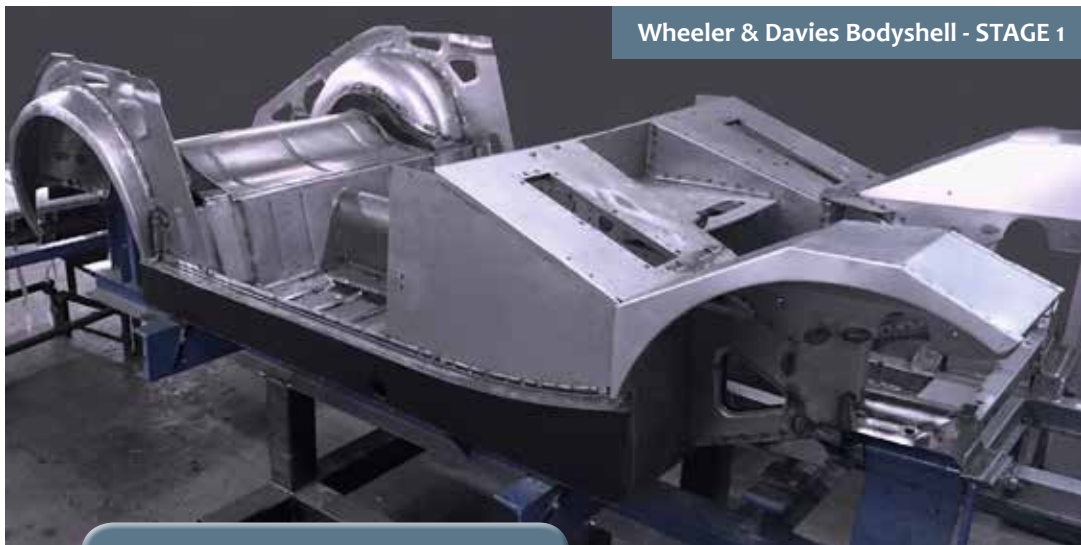
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