

August 2015

£2 No. 377

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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NORTHERN IRELAND	Position currently vacant
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OXFORD	Grahame Gibbins , Tel: 01235 530456 email: grahame_gibbins@hotmail.com
SCOTLAND	Graham Smith , Tel: 0141 954 8276 email: smith.graham@yahoo.co.uk
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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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August Editorial

Superlative

su:'pɜ:lətɪv,sju:-/ (of an adjective or adverb) expressing the highest or a very high degree of a quality.

There I have just summed up the Midget & Sprite Club's first National Weekend held on the 17th-19th of July. I won't go into the details here, as you can read about it on some of the following pages and no doubt in a few of next month's area reports too. Simply to say that the organising committee headed by Stuart and Sybil Watson, really did the Club, the Heart of England region and themselves proud. It truly was an event of the very highest order and I'm certain than I speak for everyone who attended when I say, a massive thanks to the eight (it may have been more) core members, who put it all together.

You may notice (then again you may not) that this month's *Mascot* is in full colour. This is once again due to the success of the membership's increasing numbers, which gives the committee the ability to budget for the extra cost of printing. I hope you approve, if not, I'm sure that you'll let me know.

Talking of the committee, you will see that page 9 of this month's *Mascot* contains the Nomination Form to join the 2015-16 Committee. Please do consider nominating yourself, as we'd really like (and really need) some more of you to join us. It's very rewarding, not difficult and absolutely essential for the club to continue its growth. In fact we need extra committee members simply to maintain the smooth running of



Forget the fantastic attractions of Shelsley Walsh, perhaps it was simply the cakes which drew so many to the National Weekend

MASC. If you have any doubts or simply want to know what it's about, you can call me at home (what you think I do this from an office?) on 020 7700 5696. I'll even let you reverse the charges if you want. Please do consider it.

Have a fantastic month and I'll look forward to your call.

Gary and "Gaps"

The deadline for completed nomination forms to reach the company secretary is 21st of August.

The deadline for articles and reports for inclusion in September's edition of Mascot is Friday 14th of August

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: MASC Weekend 2015 Rally Plaque

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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://yorkshiresmasc.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: Weekend (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

2015

- 21st August **Deadline for the Committee nominations to be received**
- 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 November **Classic car Show at the NEC Birmingham.** Contact Alan Pritchett a.pritchett@btinternet.com

We are now awaiting your event listings for 2016

2016

- 30th April-2nd May **Donington Historic Festival** at at Donington Park visit www.doningtonhistoric.com



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

TUDOR Washer Bottle Lookalike

Oil Catch Tank

By "The Soloist"

A journal of ongoing frustrations... Life with my 1966 Austin Healey Sprite in Key West, Florida and Pittsburgh, PA. USA – www.theleisure.wordpress.com

It seems as if the 1275 motor that's currently in my Sprite is one of the many that sometimes pump oil out of the timing cover breather when it's cool outside. There are hundreds of discussions online about what causes it but I'm not all that interested in solving the problem since the motor's getting replaced soon anyhow. What I would like to do is contain the oil that gets pumped out instead of pouring it onto the street. The symptom only persists until the engine is warm and the oil thins so there isn't all that much oil to contain at any given time.

I started with an aluminium tank that came with my MSR Whisperlite Camp Stove. You can also get water bottles that look like this at Walmart or target, etc (there must be UK equivalents). I drilled a hole in the side, fitted a hose barb and glued it in place with JB Weld. Next I drilled a hole in the top and put in a rubber grommet and a breather filter.



Next I masked off the barb, painted everything else matte white and then slapped on a couple TUDOR stickers that I cut at work.



A couple of self tapping screws into the radiator shroud hold a bicycle water bottle holder in place and the new catch tank fits in like a charm.



I tried to mimic the TUDOR windshield washer bottles that these cars came with –

I think it turned out well.

Mascot has been unable to ascertain the real name of the author of this article but our thanks to him/her. Copyright for all images remains with the original owner and their inclusion is hereby acknowledged.



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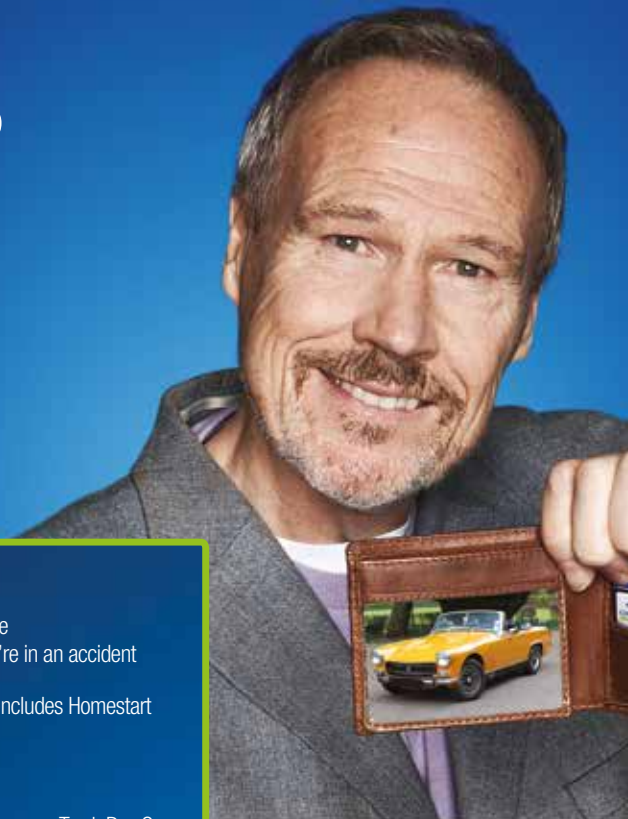
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Midget and Sprite Club AGM 2015

**At the Haynes International Motor Museum
Sparkford, Yeovil, Somerset BA22 7LH
Sunday 11th October 1:30pm for 2:00pm Start**



This is a reminder that this year the MASC AGM is taking place in the Napier Room at the Haynes International Motor Museum in Sparkford, Somerset.

You will be able to meet the incoming Committee and say goodbye to the old committee, ask questions about how the club is run and more importantly get to hear about the past twelve months.

Why not spend the morning looking around the Motor Museum and join us at 2:00pm for the AGM. We have even negotiated a discount of £3:00 off the Museum's entrance fee

The prestigious Haynes International Motor Museum, at Sparkford in Somerset is the UK's largest exhibition of the greatest cars from around the world. A living and working museum, with over 400 amazing cars and bikes from nostalgic classics of the 50s and 60s, glorious Bentleys and Rolls Royces to exciting super cars of today, like the Jaguar XJ220, the Ferrari 360 and the Mk1 Sprite!

For those of you in Southern based MASC areas who felt that previous AGMs were too far away, here is the perfect opportunity to come and support your club and meet the committee. Those of you based in the north of the country, should have no worries, as we have plans for next year's AGM a bit closer to home.



For information about the 2015 MASC AGM contact Club General Secretary. His details are jim.willis@tiscali.co.uk or **01527 402804**

Haynes International Motor Museum, Sparkford, Yeovil, Somerset BA22 7LH. Sunday 11th October 1:30pm for 2:00pm Start

Your Committee Needs You!



This is the time of year when nominations for your clubs committee are requested. This year, there are once again vacancies that need to be filled. These vacancies may leave a large hole in the structure of the committee and these posts must be filled for the committee to function properly. We hold three to four meetings a year and you will be joining a group of like minded members whose aim is to make the club as good as it can be.

The existing committee members are just like you; male and female Midget and Sprite owners who thoroughly enjoy their cars and who want to make sure other club members get the most out of their membership. This is your opportunity to help shape the club, get involved in the introduction of club initiatives and be instrumental in delivering value for money service to our membership so, if you have an interest in the way the club is run and even if you think that you have nothing to offer, please consider applying as you'd be surprised at the many ways that you can help. This year there are the added committee roles of Marketing/PR person and Mascot assistant editor. So if you have any previous marketing or PR skills or even if you don't, we would be keen to hear from you.

Candidates will not have to stand for a particular committee position; just register a particular area of interest. If we have two candidates for a particular role (not a situation we envisage) then both can be elected and the committee and candidates will decide on who does which role. In this way we hope not to lose valuable experience from the committee whilst ensuring we cover all the major roles. It also gives us the opportunity to job share

If you wish to stand for election to the committee (or even if you don't, but feel that you should) for the following year, then please complete this form. Enter your name, sign and add your membership number against your area of interest. There are up to eleven committee positions in total. All nominees, proposers and seconds must be fully paid up members; joint members are also eligible to stand.

Completed nomination forms must reach the company secretary by **21st August 2015**, so you still have time to get them in. Some designated committee roles will also carry the extra responsibility of Directors. There are no limits to the number of directors so if you wish to volunteer as a director then please indicate on the nomination form by adding a D next to the post. Committee roles with a D attached are the designated Directorships for the coming year.

Area of Interest	Name	Signature	Membership No	Date
Chairperson	_____	_____	_____	_____
Administration	_____	_____	_____	_____
Company Secretary (D)	_____	_____	_____	_____
Finance (D)	_____	_____	_____	_____
Membership Secretary	_____	_____	_____	_____
Editorial (D)	_____	_____	_____	_____
Area Rep Contact	_____	_____	_____	_____
General Member	_____	_____	_____	_____
Web Master/Internet	_____	_____	_____	_____
Marketing/PR	_____	_____	_____	_____

Proposer Signature Membership No Date

Completed forms should be sent to:
 Jim Willis, Walkwood farm, Morton Lane, Redditch. Works B97 5QA
 Or scanned and emailed to jim.willis@tiscali.co.uk

Letters



Where are they now?

Mk1 Sprite JCN 597

Hi Gary

I had to attend an outpatient department at a local hospital (Wallsend in Tyne and Wear). This photo is one the wall of the reception! I wonder if the Frogeye has survived.

Come to that, I wonder if the nurses are still with us? They must all be in their seventies by now.

Regards

Dennis Tower

Mk1 Sprite bonnet fitting, another method

Hello Gary

Rather belatedly, I'm just catching up on my June *Mascot* and read, with interest, your piece on removing a Frogeye bonnet. A method I will certainly try in the future.

However, another tip that might be useful for aligning the bonnet, although probably only if you are doing a restoration such as mine, is to position the bonnet on the car before you install the brake and clutch master cylinder. You also need to remove the equivalent cover plate on the other side of the car.

Then it's easy to lay in the footwell and reach through these apertures to screw the bolts into the hinges. Having aligned it, of course, it's then easy to remove it as you suggested without losing its adjustment.

Regards

Don Westcott
Mem. No: 4717



Lost and Found

Some time ago I enquired through *Mascot* to find out whether my old MG had survived. Nothing came of this enquiry at the time. So when I received the latest issue you could have knocked me over with a feather.

There at the bottom of page 19 was my old car. LXC195L in all its splendour seems to have lasted better than me. This was our first decent Midget, bought about 1976. Janet and I were the second owners.

We bought it from a school teacher who lived in Warrington. Attached are two pictures taken about 1978 showing me aged 26, my wife Janet aged 23.

The car still seems to be the same colour although the sills were body colour when we had it and the front air dam and roll bar are later additions. I would certainly like to see it again one day.

**Robert
and Janet
Thompson**



Parts Quality continued ...

Hi Gary,

Following on from the article on parts quality. One of the well known supplier's Customer Service guys sent me a letter early in the rebuild of my Frogeye and I deliberately did not respond until I had completed the build.

The letter I sent is attached and no surprise I did not get a response.

Cheers

Mark

Some parts of the following letter have been left blank to protect Mark from any potential backlash.

Dear Mr *****

You wrote to me some time ago to let me know my **** ***** was ending and stated that you hoped I had been pleased with the quality of my parts.

I have performed a complete restoration of my Frogeye and upgraded in every possible way to the extent I have spent several tens of thousands of pounds and much of it with Moss so I thought I would share my experience.

I used **** ***** and worked predominantly with ***** who is an excellent resource and very helpful.

The parts have been of varying quality from OK to dangerous. I share some of my findings below....

1. Stub Axles: Refurbished disc versions which I dismantled as I discovered they had grease congealed to the consistency of hardened candle wax blocking the nipples and passages to the bearing surfaces. On dismantling I discovered that a drum brake king pin had been used in the rebuild which has a 1/8th inch smaller lower diameter than the disc version which is very dangerous. If I had not discovered this it would have flexed back and forth until breaking with potentially disastrous consequences. In addition the finishing consisted of a wipe over with a rag and faint evidence of paint. I cleaned back approximately 20 years road dirt to get back to the castings before I could paint them. The casting surface that the brass bush sits on was pitted badly by rust with no attempt to repair.

2. The more expensive battery tray you are currently selling has ridges in the moulding that leave the battery suspended 10mm from the base of the tray. The tray they also interfere with the tray sitting up against the bulkhead which is necessary to tighten the battery retaining rods.

3. The BMC Green engine spray went on fine and then promptly separated into yellow and green.
4. The rear springs looked far too heavy duty for a car the weight of the Frogeye so I calculated the original strength and the replacement springs were 2.8 times stronger which would have been extremely uncomfortable.
5. The air box seal was ridiculously thick and I had to remove 80% of the material.
6. Of the 5 wire wheels 3 were deemed unsuitable for use on the front by the guys doing the balancing due to the excessive run out.
7. The track rod ends are supposed to be 7/16" A/F but your replacements are metric and do not state this anywhere on the packaging. I popped a 7/16" nut on and it is close to the point that it tightened and fortunately stripped so I then realised there was a problem and used an appropriate 8mm. Another change that could easily result in a dangerous situation.
8. The first two wiper blades have split just sitting on the windscreen before the car was even on the road.
9. The blue HT lead set you provide does not fit the Frogeye coil to distributor. This is identified in the catalogue but no solution is provided.
10. I had 4 sets of front wheel bearings from you before I realised none of them fitted properly and one set would have easily failed the MOT let alone give any degree of service life. I then purchased a set from Ransome Marles which were considerably more expensive, fitted first time and I am confident will never need replacing in my lifetime.
11. The reconditioned steering rack had new ball joints, gaiters and nothing else had been paid any attention. Grease nipples blocked, paint over many years road dirt and for sure no other adjustments made or even tested.
12. The starter cable pulled out of the rod that connects to the knob on the first time of use. I fixed this by soldering the cable in place.
13. The choke cable similarly failed and still only locks in one position.

There were some occasions where parts found their way into wrong bins and had to be sent back which was irritating as I am too far away to pop in.

I hope you find this useful and I know the majority of your customers are looking for cheap, cheap, cheap but I would gladly have paid a premium for gold standard parts if the quality was self-evident.

Yours sincerely

Mark *****

Mascot would be interested in hearing from other members who've experienced problematic parts or service. Also from any suppliers or manufacturers who'd like to respond.

New Members

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

5103	Anthony & Linda Boyle	West Sussex	Midget	1500
5104	Justin Bates & Tracy Anne Smith	Tamworth	Sprite	Mk 1
5105	John & Karen Brockett	Droitwich	Midget	1500
5106	Owen Wood	Harlow	Sprite	Mk 4
5107	Philip Ward	King's Lynn	Sprite	Mk 1
5108	James Trefall	Nottingham	Sprite	Mk 1
5109	Barry Raw	Leeds	Midget	Mk 3 RWA
5110	Rebecca & Nigel Leppard	Gloucester	Midget	



Roy Beckwith's Mk1 Sprite. Although Roy joined in 2014, it took a while to find a Frogeye and then get it into a photographable condition. Here's the before engine photo ... and the after, shot



June – July 2015



Anthony & Linda Boyle's 1500 Midget (see more of it on page 16)

From last month, Peter & Anne Beckett with their MkIV Sprite



Justin Bates & Tracy Anne Smith's Mk1 Sprite



Justin & Tracey Anne with "Doris" on the day she arrived



Paul Barratt with his Mk1 Midget



Sean Sandoe's Cornwall based Midget MkII

Spridgeteer of the Year

Below is Midget and Sprite Club founder member Terry Horler's announcement (read in his absence by Geoff Hunter) at the MASC National weekend Gala Dinner on the 18th July 2015

Fellow MASCites, my apologies for not being with you this evening. Our splendid committee somehow found out when I would be away on holiday and cunningly arranged the date of this weekend to clash.

I was invited but when it was realised that I was not the coveted holder of club membership No 1, but No 17, my perceived status suddenly headed in a similar direction to the Greek economy.

Fortunately, the club has faired rather better, indeed, incredibly so. Back in 1983 when the club was formed, we had no idea what the future would have in store. To see the club organising and holding an event such as this would have been the stuff that dreams were made of – sorry William.

In the early days it was often a bumpy ride, having a Frogeye it was ALWAYS a bumpy ride for me, but the club absorbed the shocks and somehow, pulled through all manner of misfires and fluid leaks.

Now, we are a limited company, have enrolled in excess of 5000 members, celebrated 50 years of both Sprite and Midget, have over 20 active branches, and an excellent monthly magazine – well – most of it is anyway.

Mascot of course has been with us since the very beginning, the rumour that it will soon be renamed as the Alan Anstead Chronicles – could be true.

We are fully a part of the Classic Car fraternity and a much respected club within it. However, it is something that has not changed since 1983 that we can be very proud of – it's a members club. Other than to have Mascot professionally printed and distributed, everything else is done voluntarily by the members themselves. It is truly OUR club.

In our club, we all have an equal share, voice and input. The compliments that we receive from the people we meet, events we attend, our area meetings and the help we give prove that we are doing the right thing. Our openness and friendliness is frequently

remarked upon by people meeting us for the first time, more especially if certain of the 'older' members are kept well away from them that is. Where am I this evening you now ask? Yes – well away.

Just like our Spridgley things, which have always been the best fun for the money package, so too is our club, being the best value club for the money around– or so David King tells me. No – that bit is true.

Happily, and unlike our Spridgley things, the club does not have to continually fix any broken bits or mop up after itself.

(Although I think Geoff Hunter could do with an oil change!)

Personally, I feel very proud to have been a member from the very beginning, even if not member No 1 – Well, you don't think I would have put my £6 worth in before a few others thought it might be worth it first? I can now say – IT WAS worth it. Even though it is not a £6 subscription these days – it is still well worth it.

If I needed any more proof, a look at this gathering this evening – not that I am – would just prove how far the Midget and Sprite Club has progressed in 32 years.

Please, extend my thanks and congratulations to Stuart and the team who made this weekend possible and, of course, to all of you for supporting it.

Tell Gary he can wake up now.

Have a great evening – well, you can now – a great day tomorrow and take home some happy memories of this fabulous weekend. I look forward to reading all about it in Mascot – In-between the Alan Anstead pages!

Terry Horler

Membership No 17
Bowels of Bristol Branch

Editor's comment. As you will see from this month's Mascot, Alan has once again been the main contributor and he has my thanks month after month.

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NUT290P

New Members Tony and Linda Boyle's 1500 Midget

Brighton based members Tony and Linda, have just joined MASC and are looking forward to meeting up with the Sussex area of the Midget and Sprite Club at Bolney Stage on the fourth Thursday of the month.

Tony has written to give a few details about their modified rubber bumper Midget.

I bought car four and a half years ago with pretty good bodywork and a respray. The respray has held up with just the odd mark.

My interest with the car is as much fiddling with it as driving it. So I overhauled the front suspension and uprated the front anti roll bar. Replaced the rear shocks with a DIY fitting kit and mini front shocks.

The carbs had worn spindles and needed an overhaul but I found an as new Weber 45 DCOE and manifold for very little money. This really took me back to my youth when I had a Weber on my Vauxhall Viva!

I replaced the exhaust with a Manifold 4 branch and single box system. It's noisy I but don't have a radio. I was advised to run the Weber without vacuum distributor so I got a Chinese electronic dissy and it seems to be an excellent bit of kit

The Marina gearbox was noisy and the top gear was too low, so I found a very cheap Ford type 9 in the wilds of Norfolk where I lived at the time.

A fitting kit was sorted out and "hey presto". It's easily the best investment I have made in the car.

Since then I found a very cheap set of new look alike Minilites, lowered the rear springs and lowered the front with spacers

A roll over bar was fitted, also an extra gauge panel, an electric fan and an oil cooler.

I have done all work myself, shopped around and bought most of the parts fairly inexpensively. There seem to be a fair amount of unused parts about from abandoned projects. For example in the MGOC magazine this month is a Frontline front suspension kit about 1/2 price, I think it is unused!!! Tempting but my car's front suspension is all done and ok

Many thanks your interest

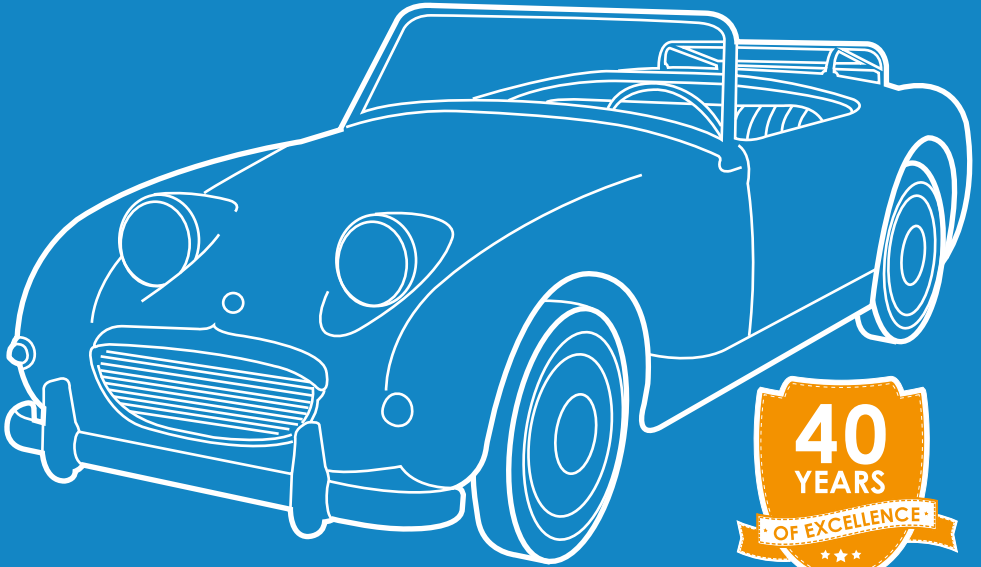
Regards

Tony Boyle

If you would like to see your Spridget featured in Mascot, please send details and images to editor@midgetandspriteclub.co.uk



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The Midget & Sprite



17-19th July

The idea was born out of a notion a year or so ago whilst at a Shelsley Nostalgia that Heart of England could attend as a group as two or three Spridgets were competing annually amongst other cars recognisable to the same era. Stuart and Sybil Watson had a better idea, why not make it open to all regions as a national event and set about making a weekend of it.

We and others from HoE had been to several "Treffens" (Meetings or Rallies) with the Spridget Register of MG Drivers Club of Germany. They were invariably well organised and most enjoyable.

Thus, using a similar format, Stuart set about organising a visit to a place of interest, a Scenic Run using a "Tulip" Roadbook, comfortable hotel accommodation, sustenance, refreshment and comfort stops small contests, a Goodies bag plus a Gala dinner and entertainment.

Initially following the first announcement in Mascot, October 2014 to gauge general interest, Stuart reckoned that they would be lucky to have thirty entrants. Within two weeks all reserved rooms had gone and further hotel accommodation and B&Bs were put in place. Fortunately a coach party who had booked at the hotel before us did not take up their rooms and so more rooms subsequently became available at the Stourport Manor.

By then the "management" had been expanded as clearly assistance was needed. A team of four plus wives evolved but by far the greater part of the arrangements was undertaken by Stuart and Sybil.



Not a Spridget in sight

The weekend started when a small group of 24 (unfortunately less one whose distributor failed en route) assembled in Malvern on Friday for the fascinating visit to the Morgan factory followed by a short car run with wonderful views from the Malvern Hills and then on to the event venue at the Stourport Manor Hotel. By 7pm most guests had arrived and were getting acquainted in the bar. Next day there was a mildly challenging Tulip route in ideal summer weather of 120 miles for 56 cars, through sometimes narrow lanes in parts of Worcestershire, Shropshire and Herefordshire, to The Crown at Dilwyn for a club sandwich and chips lunch. Here the ladies and navigators contests of installing spark plugs in a cylinder head and assembling six nuts and bolts of different sizes and threads against the clock took place.

The return route took in six Black and White Herefordshire villages including Weobley, Pembridge, Eardisland and through the Mortimer Forest to a viewpoint overlooking Ludlow Castle and town. Many people took the optional loop to visit to the Ludlow town centre followed by a steep climb over Clee Hill being 1750 feet above sea level and on such a clear day the magnificent panorama stretching from Clent Hills west of



National Weekend



Birmingham across to the Malverns, the Wye Valley and Welsh border country was at its most spectacular.

Then back to the Stourport Manor Hotel venue for the Gala Dinner, nostalgic music, and presentations. Terry Horler, who unfortunately could not be with us to present the SPOTY (Spridgeteer of The Year) Award for services to the club and was won by Alan Anstead, sent an amusing message of greeting true to style (is reprinted elsewhere?). The lady co-driver/navigator Trophy was won hands down by Melanie Jackson who cleared the plug refitting in under forty seconds including double checking plus the matching the nut and bolts in a similar time and was one of three who got the steering wheel diameter correct at 14 inches. Alan Prichett was awarded the 'Piston Cup' for the HoE member who had done most for the club for all his work at the NEC shows.

Throughout the evening we were serenaded and entertained by Dave the guitarist ably and enthusiastically assisted by the backing group and dance troupe from Somerset area.

Sunday morning saw 65 cars assembled for a 12 mile run to Shelsley Walsh, where the advanced party had kindly adorned our reserved parking area with the club



Some of Sunday's participants

gazebo and club sails for this year's Classic Nostalgia. A pre-arranged Ploughman's Lunch was provided and afternoon cakes prepared by several of HoE bakers including Pat Watson who made us 100 scones.

Having watched some spectacular hill climbing by a selection of Frogeyes and different marques of Spridget, the quickest of the class setting a time of 38.02 seconds, a thrilling aerobic display and finally a spectacular flypast by a Spitfire we departed our various ways. Some returned to the Stourport Manor in readiness for the second group visit to the Morgan factory for those who were unable to make the Friday visit.



MASC at Shelsley Walsh

The sun shone when we needed it all over the weekend with the forecast Sunday rain stopping right on cue for the group photograph. It had been a thoroughly enjoyable and fulfilling weekend, accolades have been steadily coming in from heartily satisfied participants for which we thank you. We thank also our enthusiastic sponsors who provided the Goody Bags and contents. It was good to meet so many fellow club members over the weekend and it is hoped to repeat the event annually, ideally in another part of the country and it remains to be seen as to who will pick up the mantle. Wherever it is we will support it and render assistance and guidance if needed.

Geoff Hunter et al





Early Spridget Fuel



Slight difference to standard are the cut outs to enable the Panhard rod to fit around tank and the cut out in the tank top for a very much non standard inspection hole

On an early car the spare wheel is secured in the boot by straps that have fittings near the perimeter of the of the boot floor. The boot floor therefore can be regarded as an uncluttered platform. There are no other fixtures or fittings.

The fuel tank sender is fitted into the top of the petrol tank which is bolted to the underside of the boot floor. The sender is rendered only accessible by removing the fuel tank. Originally the fuel tanks were fitted with drain plugs but over time replacements have lost this useful fitting. It may be that when access to the fuel sender is required it will be at a time when the fuel tank is full and although removing a full tank can be done it is not the easiest task especially if attempting removal alone.

One solution is to cut a 4.5 inch hole in the floor above where the fuel tank sender is fitted and then fit a cover with gasket / seal.

This is probably a worthwhile consideration when rebuilding a car as it gives easy access



Hole cut into floor



Shaped plate



Plate in situ



Rubber membrane gasket

to the sender if access is required in future. The modification, if done to a car not during a rebuild, should be done with the tank removed and away from sparks and / or sources of ignition

Tank Sender Access

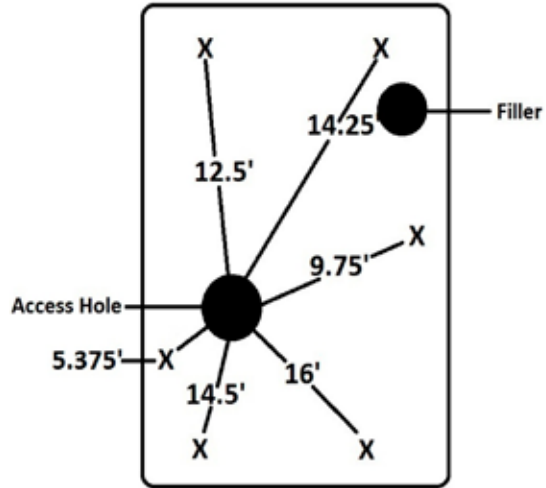


Easy access

If you do this modification on a Frogeye, and have to access the sender via the access hole, then do take care in the cramped confines of the boot area with regard to inhalation of petrol fumes.

The pictures show an access hole in a Frogeye boot floor with cover and seal made from a tyre inner tube.

John Clark and Alan Anstead



All measurements are in inches to the centre of the hole

Illustration for location measurements.

FBHVC News

Consequences of Discontinuance of the Tax Disc

The issues around the tax disc rumble on, not the fact of its removal, but some of the consequences.

As some of you will have seen, some unexpected consequences have reached the national media, not least a claimed increase in clamping. Which is being watched that to see if it has any specific relevance to historic vehicles.

But there is one point of clarification of which we think we ought to remind members.

The DVLA, accurately in the vast majority of cases, has been referring to the tax ending on 'sale'. But actually the tax ends on change of keeper. Not all changes of keeper are the result of a sale.

To take one instance, if you pass on your treasured historic vehicle to your son or daughter you probably will not think of that as a sale. You will more likely think of it as a gift. But to make it work, you will have to complete the relevant parts of the V5C to provide notification of change of keeper to DVLA. When you do that, the tax ceases. It is automatic, so there are no exceptions. So don't be caught out.

Simply, whenever you change the keeper you need to renew the tax.





Le Mans Legends

S221, last month's cover car in action

June 2015 saw us on our annual trip to 24 Heures du Mans; our 7th in recent years, having enjoyed several visits in the 1980's! For those of you who are not familiar with this event, each year there is a Le Mans Legends race supporting the main event. This year it was the turn of sports, racing and GT cars of the type that would have raced at Le Mans in the 1950/60's. Jaguars, Aston Martins, GT40s etc were well represented in the 55 car field and the 45 minute race was won by Bernard Thuner and Claude Nahum in a Ford GT40. The Austin Healey Sebring Sprite of Christopher and Charles Clegg finished a creditable 43rd just two laps adrift of the winner.

Our trip to France always brings a surprise or two. Our fellow guest at our B&B lives just about 15 miles from us. He was driving a

replica Aston Martin DB3S, an interesting car but not for the purist – the only Aston part we could see was the badge! Then while at the circuit for qualifying we got chatting to a French guy who has raced his Lotus Elan & Elite at Castle Combe, showing us photos of his cars and places we know very well, small world indeed!

The small town where we stay, Parigné l'Évêque, is on the route of the 1911 French Grand Prix, and a mural on the wall of the Post office commemorates the event. A search on line found this old photograph of a car racing down the main street!

Also close to Le Mans, a beautiful city with a lot of history dating back to Roman times, you can trace the route of the first Grand Prix de l'Automobile-Club de France, 1906.

Along the way today are commemorative panels, which contain a wealth of information. The race was in two parts over two days, and although not a 24 hour event it was certainly a race of endurance!



Dave & Jill Hansford
Wiltshire Area

Central Area Report



Cars lined up in a busy Beacon park, Lichfield

Summer's here and in between the showers Central members have been making the most of the sunny days and long evenings.

It started with the monthly meeting at the Swan Inn, Whitacre Heath, where we enjoyed an evening sat outside in the sunny garden area. Bill Mohan was getting tempted to try out the bouncy castle but just as he was about to give it a go someone pulled the plug and deflated it. What a shame. I think that would have been the picture of the month. We stayed outside until the light fell at around 10 pm which sadly brought out the biting flies, forcing us indoors to seek sanctuary in the busy bar area.

First event of July was Lichfield "Cars in the Park". For some reason we had decided to meet at a pub in the middle of a traffic island nearby. Well it seemed like a good idea at the time. Luckily an amused driver let us all rejoin the road island in convoy, counting the Spridgets as they filed out one by one with a thankful nod and smile. This event seems to grow in stature every year, this being no exception with the day being easily filled with



Chess players and classic cars



Cars lined up outside the brewery for the photocall

things to look at and people to chat to. The day had started bright and sunny but at 4pm the heavens opened and we all raced to put up hoods and make our way home earlier than planned.

In the middle of July Central member Steve Roberts undertook the "Lavender run" which took in a route from Droitwich, through Evesham, Pershore and into Tewkesbury finishing at Winchcombe. At around 128 miles it took in 239 waypoints and four secret checkpoints Steve and navigator Ian Perkins were presented with a lavender plant each which made the drive home a lot more fragrant.

Towards the end of the month members enjoyed a real treat. Gary Hendon had suggested a visit to the Purity Brewery in South Warwickshire. Meeting in Whitacre Heath we were joined by new member Dave Clarkson in his beautiful green 1961 Frogeye, a recent purchase and for Dave, a bit of a dream come true. Engines started, we set off along a route that hardly touched a main road, through Shustoke, Meriden, Berkswell, Knowle, Packwood, Lowsonford, Preston Bagot, Wootton Wawen and into Sperrall where the brewery is situated on a farm.

After a tour of the modern spotless brewery (which is about to celebrate ten years in business), we were invited to taste the end product, seconds anyone? What a pity we had to drive back! The day finished with some members having lunch at the nearby Huff Cap public house. A great way to end a brilliant day out.

Dave Warren

Central MASC – central.masc@live.com

For a 1275 T9 Ford Sierra gearbox conversion

There is still a lot of enthusiasm expressed for converting Austin Healey Sprites and MG Midgets from rib case 4 speed gearboxes to the Ford type 9 five speeds as fitted to 1.6 and 2 litre Ford Sierras.

It is possible to make a suitable bellhousing rather than purchase one. A Milling Machine with a 'fly cutter' or a Lathe, with a large back plate, would be an asset but not many have machine shops at the bottom of the garden or access to such machinery or know anyone who does. The project was something to occupy me in the garage and produce a hybrid bell housing relatively cheaply, using tools that are accessible.

My 948 Frogeye, with Sierra T9 gearbox, already has a home-made bellhousing but I did use a few favours that resorted to some machining.

Kent member Martin Ingall kindly donated a BMC rib case gearbox for the project. The case was bare so that I did not have to strip the gears out. It was minus the remote that was not needed and the front cover, with clutch yoke pivot, which I still have to find.



Bare gearbox casing

The rear part of the case has to be cut off behind the web. I used a suitable disc in an angle grinder whilst wearing suitable clothing. Once the bellhousing was separated I levelled it again using an angle grinder now fitted with a flap disc. I wore a face mask as protection against the dust.

Once satisfied that the web was as level as I could achieve with 'machining' I 'blued' the raised surfaces and then finished by rubbing on a wetted paving stone in a figure of eight motion.

Cut off bellhousing

For £20 I purchased a piece of alloy measuring 12mm x 8" x 8".

I then overlaid the relevant T9 gasket that will eventually go between bellhousing and gearbox onto



Edges level & true

a piece of card and worked out suitable centres and co ordinates that could be transferred to the alloy plate by use of compass or dividers. **(Actual measurements are available from Alan Anstead)**

Having transferred the measurements to the alloy plate the centres of the bolt holes and centre of the large central hole were all centre punch marked. Using a sequence of drills of ever increasing size the bolt holes were opened to 13mm. The large centre hole was at this stage only drilled to 6mm.

I found a spray can lid that was a snug fit in the input shaft hole of the bellhousing. The

Bellhousing

Plate attached to bellhousing

manufacturer had kindly placed a dimple at its centre which was then drilled 6mm.

The alloy plate was set upon the bellhousing and, using a 6mm nut & bolt, was fitted to it via the hole in the spray can lid.

To align the plate in the correct position relative to the bellhousing I cut a slot with a hacksaw, at TDC of the alloy plate on the vertical centreline of the large hole marked upon the plate. I then hung a string, suitably weighted at one end, from the 6mm bolt via the slot and across a centre point of the two bolt holes atop the bell housing. Using a spirit level the plate was adjusted until the string hung true.

The plate was then locked to the bellhousing by drilling and tapping and fitting bolts at suitable points. The bolts were subsequently changed for countersunk machine screws.

The plate was then sculpted to a suitable shape that reflected the gasket as well as having consideration for the shape of the bellhousing. This again was done with angle grinder using cutting wheel and flap disc. Suitable clothing and a face mask were worn. The clothing was immediately after consigned to the washing machine such was the amount of alloy dust.

Where the two lower gearbox fixing holes are located it is necessary to drill through into the bellhousing and then enlarge the bellhousing holes in order that suitable bolts can access the holes in the alloy plate. I used a suitable sized tank cutter in a power drill for this.

In order to allow access for suitable bolts on the top two holes in the alloy plate the access is obtained by relieving the bellhousing at the necessary point with a flap disc.

Sculptured plate



Cut outs for fixing bolts

A 112mm tank cutter was used to now cut the large marked out hole for the plate to fit over and align with the Sierra input shaft cover. I used the cutter in my bench mounted pillar drill.

Then the large hole in the rib case gearbox was relieved to allow the Sierra input shaft cover to sit within the aligned hole and that of the plate such that with a gasket set upon it – it sat beneath the level of the alloy plate.



Cutting centre hole of plate

So now the bellhousing is complete. The plate just needs joining to the original A-series Bellhousing to complete the hybrid. This part was 'contracted out' as I neither have the skills nor equipment to weld alloy.

The top hole on the plate will now need to be opened to allow the T9 selector rod to pass through. Using scraps of alloy cut from the original plate I fabricated a boss to cover the selector rod ensuring the hole had sufficient depth. The boss was clamped into position waiting welding.



Centre hole relieved



Ensuring clearance

Prior to welding the hybrid Bellhousing was trial fitted upon a spare engine and spare T9 gearbox.

And finally the finished product welded, primed, and ready to fit.

A hybrid bellhousing to enable fitment of a Ford Sierra T9 gearbox to a 1275 / 1098 Sprite or Midget engine will currently cost £189.60.



Bellhousing on engine



Test fit on T9



Welded, primed and ready to fit

Doing it yourself? The alloy plate cost £20: the TIG alloy welding cost £30.

Tools required that you may not ordinarily posses: 13mm drill; 15mm drill; 35mm tank cutter; 112mm tank cutter.

Captivate the starter motor attachment nuts. whilst making the hybrid bellhousing, I also gave consideration to a related problem. Attaching the starter motor can be a problem when it comes to fitting the nuts, to the starter motor securing bolts, which have limited access. What is needed is a form of captivated nut that needs no handling whatsoever during the fitment of the starter motor securing bolts. The solution was to tack weld a 3/8 Unf nut to piece of steel that had been shaped to suit the 'land' of the bell housing upon which the nut is expected to sit. A 3/8in clearance hole was drilled for the securing bolt to be able to pass through the nut and plate and then another suitable hole was drilled and the plate attached to the 'land' with a suitable self tapping screw.



Captive nut



Captive nuts on bellhousing

For a hybrid bellhousing using a 'smooth case' gearbox to convert a 948cc engine car to Ford Sierra T9 five speed gearbox see '5 speed for a Frogeye' in September 2008 edition of *Mascot* magazine. Back issues of the Club magazine are available to view in the 'Members' section of the Club website.

Alan Anstead

Kent Rep. – www.masckent.org



Surrey Area Report

I do not know if it was the write up last month or the particularly good weather on the day, but the July meeting at the Chequers saw a record turnout of new and long established members and their cars.

Still not having re-commissioned my Sprite, I took along my 1934 Morris 10/4 tourer with the hood down. I was soon joined by members with club eligible vehicles, the first being Dave Anness in his 1964 Sprite which has been in his family since new. Next to arrive was our regular from Hampshire Andy Bufton in his MkIII Midget, unfortunately without Hannah who was unwell. Ted Milbourn (surname spelt correctly for once, I hope!) who arrived in his Midget. The next Midget MkIII to arrive was that of Gavin and Julia Rowles who recently, having moved back to Surrey from Kent, have transferred to the Surrey Area and they are most welcome.



Next was the Frog contingent starting with the arrival of our regulars Helen and Tim in their blue Sprite. They were proudly sporting their name badges to rub in the fact that they had just returned from a very successful MASC weekend in Shropshire, which included a visit to the Morgan car factory, a run incorporating parts of Worcestershire, Herefordshire and Mid-Wales finishing off with a visit to Shelsley Walsh Historic Hill Climb. It was reported to be a very well run event with some 80 club members attending over the weekend.

John and Bethany then arrived in their red Frog and arriving in a similar coloured Sprite were new members John and Marilyn Olding. Their car having had a recent and comprehensive rebuild. Hils and Pete were in attendance in their white Frog looking good and without the exhaust rattle.



'John's Nuts' was an effort by John Gibbons to preserve his roasted nuts from those who might be tempted to help themselves.

We were then joined by those who like myself, without their Spridgets namely Colin and Nay. Colin is preparing his Midget for a forthcoming track day.

We were also joined by Sue Judd who we have not seen for some time. She has unfortunately parted with her Midget after many years of ownership which included European trips, however still good to see her.



Our July meeting saw a record turnout of 17 and as August is a busy month, I hope the weather and enjoyment of the cars leads to a bigger attendance at our Chequers meetings over the next few months.

Mike Gorman

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East Anglian MASC Report



I spent the best part of the month away in France in the old Sprite, and the rest of my time installing a Stop Capability in my new (even older) Sprite and so did not get to attend any club events myself (except the committee meeting and pub night) however Mick has provided a brilliant report below on what I missed.

The main event this month was a trip to the Dads Army Museum at Thetford in Norfolk, Chris & Mary, Mick & Tricia, Nigel & Diane, and Graham & Maggie, met at Tesco car park, in the dry, but having set off the drizzle started and stayed with us until we pulled into a Sainsbury's car park at Thetford, (good old supermarket car parks) to meet up with Hubie & Sally, to bring our number up to 10.

We set off for the Museum of television fame, which is housed in the rear of Thetford Town Hall where we were greeted by Captain Mainwaring in full military uniform, and very impressive he was.

After a cup of tea/coffee and a slice of cake or bread pudding (both highly recommended) in the tea room, we looked around this remarkable museum, showing how the TV series was made and also the lives of the Actors and Actresses, on and off set. And how the various locations in Thetford and surrounding areas were chosen, and adapted. It is remarkable that the museum is free, and staffed by volunteers who are very friendly, helpful and a source of information.

One of the highlights was a tour, given by the museum, of the various places in the town that were significant in the making of the series, this was of course at a small cost,

as it can take up to two hours and was well worth the money.

Two of the volunteers were involved in the guided tour and despite the need for umbrellas now and then, mostly now, much better on a sunny day of course, but it was still a very good and informative tour. We also went into the Charles Burrell steam museum and saw Jones's lorry. After our visit to the museum we called into a local hostelry for a tea, before setting out for the George and Dragon at Snailwell.

This is when we had a small problem with Hubie's car not wanting to start. Fortunately the problem soon came to light, a dodgy connection on the negative battery terminal. This being rectified, we started off again, only to get down the road and Chris had to pull over with his engine misfiring. With the ladies staying in the cars, it was drier there, us menfolk got together around the lifted bonnet and thought of, and tried several remedies.

There was a distinct smell of petrol, and whilst Chris was checking a removed float valve, it was Nigel who discovered the cause, a sticking choke. So we were once again on our way. After a very nice meal at the George and Dragon, it was time to say our goodbyes, although four of us were in convoy all the way back to Cambridge.

Many thanks go to Chris and Mary who organised the outing.

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

Dave Dixon (AKA Red Leader?)

Dorset Area Report



DMASC members enjoy the sun Poole Bay Classics Extravaganza

The June DMASC meeting was quite well attended and some time was spent by members trying to assist a non-member with a knocking noise on a recently purchased Midget.

A week later we had the DMASC B-B-Q at the home of members Francis and Yvonne Bugler who, as usual, turned their pasture over to us to park up our cars and thanks go to them for hosting this now annual event. Amongst a strong turnout it was good to meet new members Paul Scott and Vivien Zarucki in one of five Frogeyes present.

Members arriving took a simple test of parking skill between two cunningly placed cones. Dick Jolly disciplined the drivers and noted the results. In the 'classics' section Laurence Pines with his Midget came first and in the 'modern' section Alan Ridout in his Morgan took the honours. The wooden spoon award was collected by Roy Kendrick in his Midget. In all about 36 members in 21 cars participated and the car of the evening was voted by members as being Francis Bugler's Healey 100/4 – not fixed!

During the evening tyre kicking and chatting session a debate was opened on the correct mounting of the passenger grab handle in Frogeyes. This led to our researcher Pete Downton producing an article for the Club newsletter debating the correct mounting!

In early July several members attended the Quay for my Car event held on Poole Quay – the theme being 'open top sports cars'. A very warm evening saw a huge attendance of



Proudly gathered under the DMASC Banner at Poole Quay Classics Extravaganza

over 160 cars with drivers ultimately being turned away due to lack of space.

Although the Club had not planned to support this event en masse, seven Midgets and Sprites were in attendance and Spridgeteers were spotted eating fish and chips and partaking of beverages and ice-creams. A really good evening all round not even marred by seagulls pebble dashing my Frog's bonnet and the driver's seat with poo!

The following planned Club outing saw eight Spridgets forming a DMASC stand – complete with our new banner – at the Poole Bay Classics Extravaganza at Breamore House. This is traditionally a large event with a number of local car clubs participating as well as individual entrants.

For the first time ever we were invited to take our cars into the arena where each driver was 'interviewed' about their car. Must have been something to do with having washed them first! It was hard to resist giving the



Stage call for Midgets and Sprites to enter arena at the Poole Bay Classics Extravaganza

“John’s Jottings”



Another image of Poole Quay as there certainly weren't any from the Classics in the Park

cars some 'welly' when asked to exit the arena by driving round the edge.

As I write this the day after 'our big event' Classics in the Park at Upton Country Park it is easy to recall what a memorable day it was. Club members arrived in numbers before 8.00am to create the show infrastructure of gazeboes, roped off entrance drives, and set up cake stalls, etc.

By 9.30am we were ready to go. Oh, by the way, did I mention the weather – torrential rain non-stop! As calls came in with clubs and individuals cancelling we realized that things would not improve and with a total of seven cars on the site we shut it down and went home to dry out and prepared to re-arrange the gathering for another day.

So if you had pre-booked or were planning to attend it will happen soon and your pre-booked admission remains valid. Disappointing, but the Club members greatly enjoyed the team building exercise of constructing a tubular gazebo with two missing legs, which leaked through the canopy, ultimately collapsing at the first gust of wind.

Our August Club night will start from 6.30 when people can take a short run (in their car) in the local area before returning, after an hour or so, to the Peter's Finger for the usual noggin and natter.

At the September meeting the Pride in Ownership judging will take place and classic cars of any grading are welcome, it is all in



Hopefully not too much of this

fun. So no excuse not to attend our next two meetings, at least.

For those following my Sprite saga I left you last time with a failed exhaust mounting. That fixed, the starter played up. Having ordered a new one I took the old one to someone locally who knows about these things asking if it could be rebuilt. He phoned me a couple of days later and could barely contain his laughter. Date coded 1963, the starter had just about every part totally worn out and was beyond hope. "Buy a new one", he said, "this one has not been touched since new"!

New starter fitted and all is well but ... whilst under the car I noted a leaking clutch slave cylinder and ordered a replacement. Just as well as a few miles later it dumped all the fluid on a short journey home. Selecting (forcing in) third gear I managed to get into the drive at home without the need to stop during the journey.

Tricky to fit, the new slave cylinder transformed the clutch operation. I took the opportunity to fit a remote bleed valve which brings the valve within the engine bay rather than having to hire a professional contortionist to get into the footwell to perform the bleeding task.

The Sprite has now attended five events without breaking down, losing fluids or otherwise embarrassing me – have I turned the corner?

Clear roads ...

John Gully

Somerset Happenings



Cor! What's that?

With June being one of the busiest months of the year, there are too many classic car events and the choice of which one to support becomes difficult. As the area membership grows it is inevitable that some will wish to attend certain events and others will not. During June the Somerset area had a presence at four shows, three classic runs (one of 100miles across the rebuilt Somerset levels), the excellent Bristol Classic Show, and the annual 'Fish & Chip' evening run to Seaton. Rounding off the month Ray & Margaret Darch invited all to an afternoon/evening at home with their BBQ being superbly piloted by Ray, and the rest of us contributing with salads and the 'naughty but nice' bits.

We were able to give a warm welcome to Peter & Lydia Hoare to our expanding group at the monthly meeting at Haselbury Mill and welcome back Philip Goacher with Victoria Fardon having re-joined following his recent Midget acquisition.

Valerie Young

We had a good morning at The Donkey Sanctuary, Nr. Sidmouth at the beginning of July; a bit windy though, and the promised rain shower arrived just after 1pm. So it was hoods up and all just for a couple of minutes as the sun soon came out again! However as the event finished at 2pm most of us decided to call it a day. There was of course the lure of The British GP on the telly!

Looks like this inaugural event will become a popular show, being very well organised, and they had approaching 300 cars of all descriptions – old, new and exotic – which makes a change from just old'uns. I was speaking to a man from Tiverton and asked if he was in the MASC but no, he was a member of the MG owners, but thought they were a bit off in his area. I mentioned MASC suggesting he contact the Devon crowd who meet at Ashburton. Hopefully he does?



Ray Darch

MASC with flag flying at the Donkey Sanctuary

Lavender Run

The 19th of July was the HRCR lavender run organised by the Redditch and District car club. This would be the first event that I have entered, and with much trepidation and a tad of nerves off we set at 6.50pm in the Sprite to get there for 8 am.

On arrival the Lavender Run team soon put me and my navigator (Ian Perkins) trepidation to rest. They were funny, kind and very well organised. We made them aware that it was our first time, as it was, and they talk us through step by step as it happened.

Turned out to be a fantastic day, covering a 128 mile route starting East of Droitwich to our first checkpoint at a garden centre below Alcester. From there it was a 32 mile run down to Croome national trust for lunch. Section 3 was heading west through Evesham, Pershore and into Tewkesbury, finishing at Winchcombe.

The last section took us north past Prescott hill climb and the famous but very busy lavender farm, finishing on vapour fumes at the Evesham country park where we were presented with a lavender plant each and



Steve and navigator Ian in his Sprite on the Lavender Run

a very wholesome Carvery dinner. We had covered 128 mile with four secret check points thrown in and a total of 239 waypoints.

I would like to say thanks to Ian for navigating for me, together we did it and really enjoyed the whole experience.

Anyone else thinking of doing a classic tour but not got round to it, just do it, you see areas you would never see and roads you would never drive down.

Most of all it gets you out in your little car.....makes the day!

Steve Roberts

Lavender Run image courtesy of Redditch and District Car Club




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North West's Picnic in the Park

Sunday 28th June 2015



Actual picnicking going on



Cars and flags

Nine cars from the North West Area gathered together at the Lymm Services, where we all enjoyed a coffee, some members adding a little item to munch on too!

We left promptly at 9.30am all of us looking forward to a good run and a tasty picnic to come. A comfort stop was inevitably needed, so we all pulled into Canalside Cafe car park for refreshment and use of their bathroom facilities! A very pleasant place with views over a small river running along past the cafe.

Heading on, this time for a stop at Castleton, we all arrived strangely enough from the four corners of Castleton, despite our well contrived Tulip Maps that we should all have been following, HOW STRANGE WAS THAT?????!!!! No one was fazed by this predicament, and we enjoyed strolling around Castleton browsing at the small individual shops that gave the female side of the car club fraternity much enjoyment! Not sure if the men were so enthusiastic!

We ended up enjoying the liquid refreshment from one of Castleton's many watering holes, the conversation inevitably turning almost immediately back to our little motoring "Pride and Joys"! A very picturesque Village, one I am sure some of us will return to explore more at some future time, and try to solve the question of "just how many pubs can one village sustain in Castleton? – Quite a few!!

We were joined in Castleton by a Derbyshire County member who goes by the name of Paul, with his beautiful Red Midget, well done

Paul! A lot of work to get that mirror shine on your cars bodywork! Carrying on we arrived at our Picnic rendezvous in Chatsworth House grounds, where another four cars from the Notts and Derby branch joined us.

Our marquee and branch flags were raised with some considerable amount of pride and allowing fellow picnickers to know who we were! We really enjoyed the picnic, the weather turned up trumps, lovely sunshine and the considerable enjoyment of meeting up with another club. Great for inter branch relations, getting together for a common cause.

On returning home yet another head gasket was to blow on my Frogeye, this is now number 3, the cylinder head and block have both been skimmed and still it blows between no 3&4 cylinders. Every engine expert I can lay my hands on has had a look and the common census seems to be..... Head gaskets. The quality is not there anymore and I have even tried Wellseal. Has anyone out there any thoughts on this matter?

While I was being transported home, to make things even worse I also lost the Hood! As it was a hot day and the hood was rolled up, I must have taken it out of the car and laid it across the rear from where it must have fallen off in transit!

All in all poor end to what was a great weekend. Anyone seen a cream two stud MK1 hood in the road around Knutsford Cheshire????.

North West Reps

Neil & Shelley.

Scottish Area Report



Brod's Frog

At the Classic Car Show in November 2013 I took the decision to buy a strongman tools four-poster ramp as the old bones were getting past grovelling under Frogeye Sprites. It was installed in May 2014 by their Scottish agent, Broderick Crawford (for older members not the film star).

When I opened the garage door Brod saw my Frogeye and said "I've got one of those". I thought it would start one of these stories of "I really should start a restoration", but actually Brod told me that it was now fully restored and was very nice indeed.

He proffered an invitation to visit his house to see the car. Brod then joined MASC and at the next beer & blether night showed us all pictures of his Sprite and it did look very tidy. I did not manage to see it then, but a year later when Brod came out to service the ramp, he told me a chap had come out to see the Lotus Elan he was selling.



And a very clean engine bay

The guy then spotted the Frogeye and changed his mind; he wanted the Frog, even though it wasn't for sale!

However a deal was struck – so if I wanted to see it, I would have to be quick. I went out a couple of days later and everything I had heard about the car was true; an amazing rebuild and the attention to detail was superb.

I hope the restoration of my own Rusty Frog" turns out half as good. The good thing is Brod is now considering restoring another Frogeye, watch this space?

In the south of the country "Millie", as Douglas and his wife Allison have christened their Mk 4 Midget, is now enjoying a new lease of life, thanks to everyone concerned it has been saved from either being stripped for spares or scrapped altogether. I will be submitting "Millie's" story at some point in the near future.



I am glad to see that the MASC website now has a forum and I signed up the other day. When I had problems with my Morris rebuild, I received some good advice on the Minor forum, so I hope other members sign up to ours and use it.

Graham Smith

Scotland Area rep
Tel: 0141 954 8276

Email: smith.graham@yahoo.co.uk

MASC Kent Monthly Meet in June



With the sun shining as soon as he arrived in the car park, having travelled to the monthly meet at the Angel P.H. Addington Green, then Dave Chalk spread out his wares to do a quick bit of street trading. No sooner were his wares spread on the floor in front of his car then he was on the phone to international dealers.

Fine opportunities were available as Dave attempts to clear his garage. A self assembly T9 conversion propshaft kit was on offer – any takers. I should have added my T9 bellhousing to the bundle perhaps someone would have saved a mint. Springs, rear shocks, callipers, an anti roll bar, all appeared in 'good nick'. Did anyone buy? Magazines galore!



One by one a goodly crowd assembled waiting for the pub to open. Mel & Barb were the only attendees not in a Spridget. The handbrake mounting had broken on their car. I offered a spare but Mel is intent on making a replacement.

The thought of food drew us into the pub where landlord Lee was just leaving, for a celebration, with his fiancée. Best wishes!

The food at our meetings is good if anyone from afar fancies a drive out on the fourth Sunday to meet up with us? Several are now meeting, at the Grasshopper Westerham, to travel together to the coming MASC weekend. I handed out Rally Plaques to those in attendance taking the challenge of the September Miglia Tour.

As is the norm after a meal we adjourned to the car park just as it began to rain. Rylan 'buckled' and, not quite in the efficient way of a McLaren pit crew, gave a demonstration of how to assemble a Frogeye hood. Then it stopped raining. Taking the hood down was faster I am sure. But then it rained again.

But they say 'the sun always shines on the righteous' so after a good time spent with friends I drove home, top down on the Frogeye, with not a sign of rain.

Alan Anstead
Kent Rep.
www.masckent.org

Old Boys Mid Week Run



12th June 2015 to Faulkes-Halberd Museum.

Ron Edwards arranged this month's Kent Area, Old Boys midweek run. Helping Ron was Ralph Whitmarsh who navigated from the passenger seat of Chris Ricard's Frogeye. Ralph's car was unfortunately in the bodyshop having sustained rear end damage. Two Frogeyes, a Midget 1500, another Midget, IOW Frogeye Super Sprite & Sebring rep, meandered along beautiful country lanes under a friendly sky.

Several of our number had visited Faulkes-Halberd before but it keeps on drawing you back. Set in many acres of English countryside the house dates back to 1245 and beyond. Carl Faulkes-Halberd greeted us and started our visit with an introduction



in the house. Many old Halbards hung on the walls – the weapons type, from which his name partly derives, not the bodies of ancient relatives.

Having studied the two solar (bedroom) house, we were then taken to the first of many buildings that comprise an astonishing collection of cars, machinery, and items of interest.

We were able to see the restored Water speed record boat K3 that belonged to Malcolm Campbell, who died on Coniston Water in 1967, striving to attain the world water speed record.

How many have heard of World Champion Juan Fangio's flat 12 race car or seen a Vale four seater motor car? Count Aymo Maggi's (a founding father of the Mille Miglia motor race) T35 Bugatti and Carlo Bugatti's (father of Ettore Bugatti) furniture are all exhibited here. That really is just to whet one's appetite, as a visit really is a must.

Lunch was overdue due to our group continually asking questions of Carl about this exhibit and that, but eventually hunger prevailed and we bid our farewells and drove along the lane to the Eight Bells Public House where we were well received and victualled. A sudden brief shower sent some scurrying to the car park to affix tonneaux, just as it subsided to allow for a dry homeward drive.

Alan Anstead.
Kent Rep.

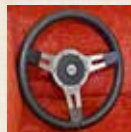
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For sale: 13" Australi Aluminium and leather, dished, steering wheel, including boss and horn-buttoned centre cover. Removed from our 1969 Mk IV Sprite and will fit that, or a Mk III Midget.

£50.00 ovno. collect from Lewes, club meeting or courier it for £10

Contact Mike-Ward Sale mikeward-sale@talktalk.net



For sale: Frogeye Sprite 1959, for rebuild-partially dismantled. Offers please. **Contact Reg 01889 271037 (Staffs)**

For Sale: All for Frogeye, 1098 1/2 engine with internals for reconditioning £30. 1098 cylinder head complete with ali rocker cover and good 1 1/8" carbs £150. 4 wheels with good tyres £100; 4 hub caps £20; radiator £50; gearbox with lever £75; a pair of half shafts £20; a pair of new mini fins £30. Buyer collects. **Contact Peter 07976697251 Rickmansworth**

For Sale: MG Midget 1974 RWA . Very good condition; same owner 27 years MOT, leather seats bracken also early boot lid and a few parts . £3495 ONO. **Contact Michael Ellis 01803 872223 Devon.**

For Sale: Spridget parts including windscreen, boot lid, pair of original air cleaners, carbs, shocks, lights, body mouldings, etc. Also a few MGF and other car parts. **Contact Keith for full list: mrkwarner@hotmail.com, 07800 875835 01923 672917**

Wanted: for 1958 Frogeye; Speedometer Head Smiths SN6155/10. Fuel Gauge Smiths FG2530/31, Rear lights, Rear bumpers. **Contact David 01858 525 338 or dandjwhit@btinternet.com**

Tail End

Often over the many years of MotorSport magazine, there would be a (sometimes humorous) motor related photo under the heading "Tail End". Usually, but not always, there would be funny caption attached.

Well, here is Mascot's offering....

I'm just supplying the image, which happens to depict that famous Dutch five piece beat-combo "Jonny Lion and the Jumping Jewels", who's many hits you will all no doubt remember. Jonny is the one trying to stamp the Sprite's windscreen into oblivion!

All you have to do is email me with a humorous caption for inclusion in next month's Mascot. Depending on the quality (or lack of), I'll decide if it's worthy of a magnificent Spridget related prize.

Please send your captions to editor@midgetandspriteclub.co.uk by the 14th of August.



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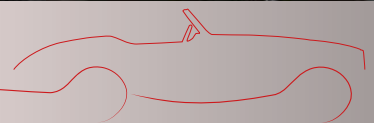
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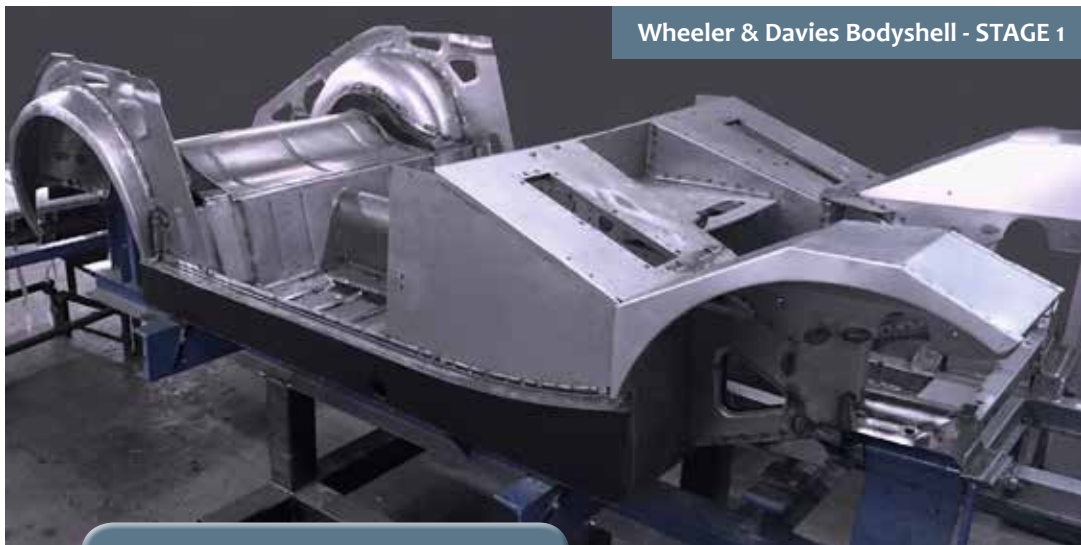


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