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*The Magazine of the Midget & Sprite Club*



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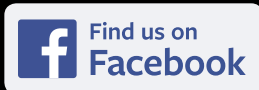
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# THE WHO, THE WHAT & THE WHERE of THE MIDGET & SPRITE CLUB

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## AREA REPRESENTATIVES

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**DEVON** Michael Ellis, Tel: 07527 598091 email: michael\_ellis@live.co.uk  
**DORSET** John Gully, Tel: 07876 334949 email john.gully@btinternet.com  
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**ESSEX** Currently vacant  
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**HOME COUNTIES** Mark Hall, Tel: 01296 660103 email: markdhall@aol.com  
**NORTH WEST** Alan Anstead, Tel: 01322 384050 email: alan.anstead@btopenworld.com  
**KENT** Currently vacant  
**LINCOLNSHIRE** Gary Lazarus, Tel: 020 7700 5696 email: garyfrogeye@gmail.com  
**LONDON** Neil McLeod, Tel: 01772 323770 Mob 07921 089 680 email: neil\_mcleod2@outlook.com  
**NORTH WEST** Position currently vacant  
**NORTHERN IRELAND** Ian Cooke, Tel: 0115 938 3838 email: ilc@bgs.ac.uk  
**NOTTS/DERBY** Grahame Gibbins, Tel: 01235 530456 email: grahame\_gibbins@hotmail.com  
**OXFORD** Graham Smith, Tel: 0141 954 8276 email: smith.graham@yahoo.co.uk  
**SCOTLAND** Valerie Young, Tel: 01460 391431 email: petyoung81@aol.com  
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**YORKSHIRE**

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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# September Editorial

## “Your new Committee”

### Out with the old and in with the .... er .... old!

Yes, no doubt as you've been waiting all month on tenterhooks for the result of the 2015/16 Midget & Sprite Club's Committee nominations, I can proudly announce that almost nothing has changed (see page 14 for the full list). With one exception. Long standing committee member and Chairman David Dixon, has decided to step down to concentrate on taking over the world via his position as East Anglian Area Supremo, that coupled with far too much time spent holidaying in France, has meant that a new committee member had to be requested. And the call was answered by HOE area member Alan Pritchett, known to many of you as the Club's NEC stand organiser. We'd been trying to get him onto

the committee for years and I'm delighted to say, that we've finally broken his resolve. So I suppose that's two exceptions not one. Our thanks go out to David Dixon for his considerable time spent on the committee and all the work that he's put in over the years.

Another departure is that of Essex Area Rep Jane Gates who over the last five years or so has built up the Essex Area from a standing start. However, we may see her sow the seeds of area growth, slightly further east at some point. So David Dixon, beware.

My call for articles for inclusion in the magazine has borne more fruit than I could have wished for, which means that reluctantly I've been unable to fit it all in. This doesn't mean that you can stop sending it to me. Because I'm acutely aware that a glut today won't necessarily stop a famine tomorrow. All the same, many thanks to those of you who did send stuff to me.

The downside of this for all of you is that you'll have to wait another month to find out who won last month's caption competition, and what lovely prize, the recipient will be awarded (please try to manage your expectations!).

As the remnants of the summer continues to cast its warm glow over us, the need for articles, tips, bodes and reports demands that you get in your cars and enjoy every minutes of them (then put it down on paper accompanied by photographs for me).

Have a great month

**Gary & “Gaps”**



**WELCOME TO THE NEW MASC COMMITTEE !**

**The deadline for articles and reports for inclusion in the October edition of Mascot is Wednesday 16th of September”**

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: Dorset Area MASC cars lined up at Athelhampton House whilst attending the MGOC 1020 event on 9 August 2015

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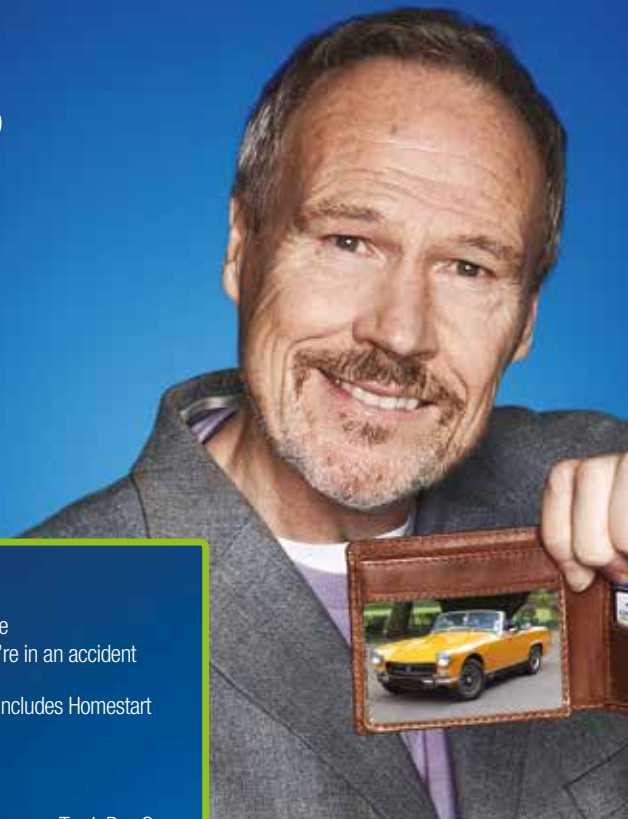
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# Club Nights


- 1st Tuesday **Essex Area** – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3LB. For further details contact Doug, email: [doug@tomtit.fsnet.co.uk](mailto:doug@tomtit.fsnet.co.uk)
- 1st Wednesday **Central Area** – Now meet at the **Swan Inn**, Whitacre Heath, Near Coleshill, B46 2JA, 8.30 pm onwards  
Contact: Dave Warren, Tel: 07831 101850. email: [central.masc@live.com](mailto: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](mailto: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](mailto:garyfrogeye@gmail)
- 2nd Wednesday **Devon Area** – Meet at **Court farm**, Abbotskerswell, TQ125 NY Devon.  
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](mailto: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](mailto: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](mailto:ilc@bgs.ac.uk)
- 2nd Thursday **East Anglian Area**. Previously the Cambridgeshire Area meet at **The Ferry Boat**, at Holywell, 8pm
- 2nd Saturday **Yorkshire Area** – meet each month at 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](mailto: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.freemove.co.uk](mailto:mike@birchwood44.freemove.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](mailto: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](mailto: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](mailto:alan.anstead@btopenworld.com)
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or e-mail [andy@cross743.freemove.co.uk](mailto:andy@cross743.freemove.co.uk)
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested!  
Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email [mike@mgahan.demon.co.uk](mailto:mike@mgahan.demon.co.uk) or on 07850 488636.
- Last Thursday. **Somerset 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](mailto: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](mailto:david@hill.be)



## Club Website

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

Area reps please make Gary Lazarus aware of any events already in your diaries for 2015 and 2016, 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](mailto:editor@midgetandspriteclub.co.uk)

For the website Mike Bennett can be contacted at [webmaster@midgetandspriteclub.co.uk](mailto:webmaster@midgetandspriteclub.co.uk)

### 2015

- 30th August **Coventry Motoring Festival** [www.festival-of-motoring.co.uk](http://www.festival-of-motoring.co.uk) Contact (to be confirmed) Dave Colclough email [david@colcloughsonline.co.uk](mailto: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](mailto: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](mailto: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](mailto: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](mailto:a.pritchett@btinternet.com). We are now awaiting your event listings for 2016

### 2016

- 30th April-2nd May **2016 Donington Historic Festival** at Donington Park visit [www.doningtonhistoric.com](http://www.doningtonhistoric.com)

**PRESS RELEASE PRESS RELEASE PRESS RELEASE PRESS RELEASE PRESS RELEASE**

### **SCENIC & CONTINENTAL CAR TOURS HAVE STILL GOT A FEW HOTEL & TICKET PACKAGES AVAILABLE FOR GOODWOOD REVIVAL**

Tickets for Goodwood Revival on the Saturday and Sunday have been sold out for a few weeks and hotel accommodation in the Goodwood area is almost impossible to find, especially at this late stage. So if you are still looking for accommodation and tickets give Scenic & Continental Car Tours a call on

**01732 879153** or book at [www.sceniccartours.com](http://www.sceniccartours.com)

Send your events details to [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)

# New Members July–August 2015

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

5111	Jim & Margaret Myers	STOURBRIDGE	Sprite	Mk 1
5112	Bernard Smith	STILLINGTON	Midget	1500
5114	Simon Brown	EXMOUTH	Midget	Mk 1
5115	Maurice Pyman	TAUNTON	Midget	1500
5116	Alistair & Wendy Parker	WAKEFIELD	Sprite	Mk 1
5117	David & Joyce Richardson	DURSLEY	Sprite	Mk 1
5118	Chris & Emma Redman	MINEHEAD	Midget	Mk 3 RWA



*Jim & Margaret Myers' (soon to be) fast road Mk1 Sprite, which will have some very special features, but more of that in a future edition of Mascot*

*Simon Brown's lovely Mk1 Midget*



*Skip Jackson with his newly painted Mk1 Sprite. My car was repainted last December. It is a Big Healey 'wanabe'. When it grows up it will be a 'Big Healey'. Still has the 948 engine and it did 4400 miles last year. Joan and I and a week's worth of clothes drove 1180 miles last month to Gettysburg PA. We have trips to Piqua, Ohio, Port Huron, Michigan and Gatlinburg, Tennessee coming up. Skip Jackson CINCINNATI OH*



*Existing member Albert Pisani's newly acquired Mk3 Sprite*

*Hello, Just a short note to inform you that I have finally acquired a Mk III Austin Healey Sprite. I found it in Portsmouth and it will be leaving for Malta next Monday. Although, will probably do quite a few trips to Sicily, as it doesn't take too long to cover an Island just 17miles long by 9! There are pros and cons to everything. Just imagine this, in all probability I will only be able to pull the soft top down in winter. The spring/summer sun here is to strong to bear. In summer we get temperatures rising as high as 40deg C! That's when the tar in the roads melts away! The engine is the 1098cc one and seems to be its original one.*

*Best regards,*

*Albert Pisani, Malta*

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Last year's club stand at the NEC

# Lancaster Insurance

## Classic Car Show

**13th 14th and 15th November 2015  
at the NEC near Birmingham**

The hugely successful MASC weekend is now over, and I am already looking forward to next year, many thanks again to Stuart and Sybil and everyone else involved in organising this event, it was superb event from start to finish.

But it is now time to look forward to the next major event, namely the Classic Car Show at the NEC. Our stand this year will be smaller than we have enjoyed in recent years, so I am still looking at the best way to use the space we have and how many cars we can squeeze in.

This year, I was hoping to have a couple of cars that are well used and enjoyed and perhaps not what you might expect to see at the show, do you have such a car? As always I am looking for cars that have a bit of a story to tell, do you have one? Does this appeal to you? Please drop me an email or give me a call and we can discuss things a bit more. Apart from cars, we will also need some members to be on hand to sign up new members and to answer the barrage of questions from owners, prospective owners and the generally interested.

If you feel like just helping out, all I ask is around two hours of your time to be on the stand, and the rest of the time you are able to get around the show, this has to be a good deal, plus you get to meet all sorts of interesting people along the way.

If you just want to come along to the show without being on the stand, please see the show advert in the magazine for details on how to get your discounted tickets, please remember to drop the ticket off on the stand during your visit and we will be able to claim £1.00 back for each one.

Looking forward to meeting you there.

**Alan Pritchett • a.pritchett@btinternet.com • 07720 238810**



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\*\*Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

# Letters



Arriving at the venue

Hi Gary

My son Stephen was married in July and he and his bride asked to be able to use my Sprite as transport from the church to the reception, via a local park for some photographs. So insurance cover was arranged (at no increase in premium) and plans made. The car was given a good polish and buff up and Joy bought white ribbon and a bow to adorn it. The sun shone and the roof stayed down. Fortunately Clare had chosen not to wear a veil.

On the big day Stephen drove the car to the church to get the feel of it, me having taken it to Birmingham the day before. It was a heart-stopping moment to see my "pride and joy" driving away into Birmingham traffic, but all went well and it was still intact when I next saw it outside the church.

There was a moment of panic after the service when, probably, unnecessary choke was used and there was a reluctance to fire. However, the Sprite behaved and Stephen and Clare set off to the park, then on to the reception venue, The Bond, on the canal side in central Birmingham. They



All smiles from Clare and Stephen, the Bride and Groom

had a wonderful drive on a sunny Saturday afternoon and because the car was open and decorated, they had lots of people calling out congratulations and good wishes from the pavement and other motorists winding down windows to call out to them. You can see how big the smiles are in the photos.

I know this is not the first time one of our cars has been used for wedding transport, but I was delighted that the next generation likes them enough to want to use them. I hope this shows a bright future for Spridgets and classics generally.

**David King**, member 4518

## Clutch Release Bearing Issue

Hi Gary

After the article last month on poor quality parts I thought you'd be interested in an issue with my Clutch Release Bearing.

During the recent MASC weekend, my car worked very well throughout the journey to the hotel (approx 120 miles) and the all the way round the Saturday road run (another 120 miles). Then on the way to Shelsey Walsh on the Sunday, there was a metallic shrill on one corner, followed by a large banging sound in the bell housing area, as we were sitting in traffic. This was a bit of a worry as the car would hardly pull away and was in fact moving when in gear with the clutch down. I managed to limp the car into the car park and luckily managed to get a parking space at the end of one of the rows of cars.

I had a look under the car but couldn't see much really but was pleased there weren't any drips of oil or a hole in the gearbox or bell housing.

I couldn't really relax at Shelsey, so after a look round the paddock and a quick trip up the hill we decided to start the journey home.

The 120 mile journey home went ok, it was mostly in top gear on the motorway or fast A roads. Roundabouts were tricky with the worst part being getting through Worcester.

After being at home a few days I got the car up on some axle stands and peered through the inspection hole on the side of the gearbox, the attached photo shows what I found.



“Blimey” I thought the whole release bearing casting has sheared off! I was so glad we’d got home and that I didn’t know how bad the damaged actually was.

I’ve run this bearing for approximately five thousand miles, so not much of a life there really.

I can’t remember if it was a cheap pin type fixing for the carbon bearing but it probably was. I’ll let you know when I get the engine out.

Anyone else had this sort of failure?

**John Egan**

## Truly Shocking

Hi Gary,

Earlier this year I went to Moss Manchester to buy a pair of new front shocks for my Sprite.

Four were brought to the counter, two each side. These were supposed to be brand new items.

One was leaking, one had a completely different damping resistance to the others, so I bought the remaining two.

When I came to fit them I found that one had been dropped on one corner producing a burr which would not allow the unit to sit flush on its mounting. I had to dress it with a file. Then I tried to push a bolt through the shock absorber. No chance. The holes on both units were so badly formed as to make it impossible to get a bolt through at least one hole on each one.

I started to try and open up the holes with a round file and then thought, “hang on, I’ve just paid close to £200 for these, what am I doing?”

I took them back and got a refund.

While I was there I asked to see some recon ones. What a joke. They were painted black but looked like they had been kicked around the floor, they were so badly chipped. I braced one on the counter and tried to move the lever up and down. It was completely seized. I left the shop in disgust.

I subsequently emailed the customer service department to complain, outlining all the above points. Four months on, I am still waiting for a reply.

Best regards.

**Bernie Higginson.**

## From Small to Large Parts

Dear Gary,

Mark’s experience with Moss parts quality reported in *Mascot 377* has an all too familiar ring. I have had a range of similar problems. At one end of the scale, a perplexing ignition problem was resolved only when at the third attempt I received a functional condenser. At the other end a refurbished gearbox jumps out of third on the overrun. In between, the clamping bands on new roadsprings fouled the mountings. A new bumper fouled the bodywork. I suppose the answer is to return the goods as faulty, but the priority is to use the car so we tend to put up with the deficiencies. I have complained but the supplier has never accepted responsibility.

The critical point is that raised by Mark on pricing. Of course no one wants to pay through the nose but I’d gladly pay a premium for quality and reliability.

Yours sincerely

**Dale Lodge 4168**

## Editor’s comment.

*I not sure if the large suppliers are worse, or (in the case of Lucas) it’s possibly down to the fact that they sell more parts than the others, so receive more complaints. What does seem to be emerging from your letters is that they are not very good at replying to complaints, such as those that have been highlighted in Mascot over the last few months.*

What is essential in order for there to be any improvement, is for individuals to make notes and take images of any substandard or wrongly delivered parts which companies supply.

The problem seems to be that, although sometimes new or reconditioned parts arrive faulty or in a damaged condition, it's often easier and quicker to repair the faulty goods ourselves, or in the case of really cheap parts, to simply throw them in the bin and buy a replacement.

I believe that there can be no cause for complaint if the supplier hasn't been informed of the problem, or the parts have

been incorrectly fitted. However, if they choose to ignore justifiable complaints or fail to try to rectify the situation, then as consumers we should be prepared to force them to be accountable. None of us should have to put up with receiving faulty and in some cases, dangerous parts or have to accept poor service with vital parts sometimes being incorrectly delivered.

I'm sure that the classic car industry is worth many millions of pounds, so it's in all of our interests to get good quality and value for money from these companies. I believe that neither are mutually exclusive.

Gary

## Where Are They Now?

### MG Midget AEO 718C

I wonder if you can help me. I am hoping to make contact with the owner of a white 1965 Midget registration number AEO 718C



The two photos (which aren't the best quality) of the car which were taken in January 1968 outside the Cumbrian home of the then current and first owner, these photos are also relevant to me because the new unregistered car next to it, the BR Green MKIII GAN4, is the car which I became the second owner of in early 1969, I then sold the car in 1970 and bought it back again in 1997, it has now been fully restored and still is owned by me.

As a long shot it would probably be worthwhile asking for information in the magazine, to see if we can reach the current owner. It would be great if the owner of this car was a club member, then hopefully I could make contact with and perhaps even to get the two cars together again for a photo 47 years later. I have checked with DVLA and AEO 718C is currently Sorned as a white 1098 Midget, so I am thinking it is probably stored away perhaps undergoing restoration. Hope you can help.

Best regards

**John Bond, Member no.2404**

*Hi John, We'll do our best to find AEO 718C as it would be great to recreate this scene. How wonderful it is to see a Spridget still in its protective delivery material.*

# Gearbox Front Seal

The standard Spridget smooth and rib case gearboxes are not provided with a rotary shaft seal at the input shaft which relies on a scroll system to return any oil, unfortunately together with any contaminants arising in the bellhousing and mostly emanating from the clutch friction plate wear which is not an ideal situation.

An uprated front plate is available from a few sources but this comes at quite a cost but which can be readily achieved with a few minutes work in a lathe and a seal costing less than £2.00.

My gearbox shaft measured 23mm at the critical location and for which a suitable seal was identified as being 23x32x6mm.

A simple scrap of melamine faced chipboard was cut to match the faceplate and a series of holes drilled for attachment.

An alignment tool was firstly made for use in the tailstock which was machined to locate in the standard scroll and used to retain the front plate in position whilst the self tapping screws were secured inserted to secure.

The cover is machined using a boring tool to provide a clear bore of 28mm diameter and subsequently bored to part depth to a diameter of 32mm leaving a small shoulder of around 1.0mm thickness against which the seal locates.

Once installed, the seal is not supported to full depth but is considered to be sufficient and better than a through bore which loses the location which ensures its alignment. If required it is possible to use a suitable adhesive for increased retention.

My jigs have been saved and reused on a few occasions to upgrade front plates for other club members.

Just remember to apply a small amount of grease between the inner and outer lips of the seal if it is of the twin lip type.

Attached photographs are considered to be self explanatory.

© **Steve Keil**, NW Region

1. Alignment tool used to centralise cover on jig.
2. Tool made from off-cut of 1in NB pipe for seal installation and removal.
3. Showing jig and machining in progress.
4. Front face.
5. Internal view



# Midget and Sprite Club



## Result of Nominations for Committee 2015/16

Name	Position
Kate Andrews	General Member
Mark Hall	General Member (D)
David King	Finance (D)
Gary Lazarus	Editor (D)
Glyn Polly	General Member
Alan Pritchett	General Member
Stuart Watson	Membership Secretary
James Willis	Co Secretary (D)
To be filled by one of the above	Chairman (D)



Some designated committee roles carry the responsibility of Directors. Committee roles with a (D) already indicated are the designated Directorships for the coming year.

At the time of going to print, the Chairman's role has yet to be filled but it is hoped that a new chairman will be chosen from the above list at the next committee meeting, prior to this year's AGM.

It should be noted that for 2015/16 MASC Ltd will have four directors. Mark Hall, David King, Gary Lazarus and James Willis mentioned in the committee list above.

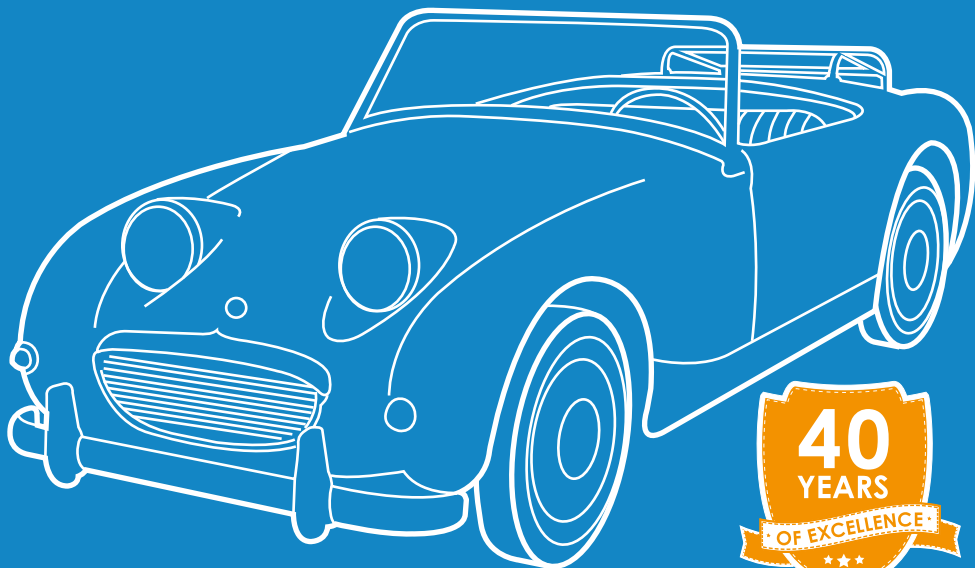
The new committee would be delighted to meet as many of you as possible at the upcoming AGM, which will be held at the on Sunday 11th October 1:30pm for 2:00pm start at The Haynes International Motor Museum. Sparkford, Yeovil, Somerset BA22 7LH

Why not spend the morning wandering round the Haynes International Motor Museum.

If you intend to come, please contact Jim Willis on **01527 402804** or by email at [jim.willis@tiscali.co.uk](mailto:jim.willis@tiscali.co.uk)



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# Classics in the Park

Organised by Dorset Area Midget & Sprite Club



**Sunday 27th September 2015**

**Upton Country Park, Nr Poole, Dorset  
BH17 7BJ (10.00am - 4.00pm)**

Entry fee is £8 per car on the day

All pre-booked passes will be valid for this new date. If you have mislaid your pass please contact Ian below for a duplicate.

All proceeds will be split equally between St. John Ambulance and the Dorset & Somerset Air Ambulance.

If you would like more information or to book a club stand, please e-mail John Gully at [john.gully@btinternet.com](mailto:john.gully@btinternet.com) or Ian Beaver at [ian.beaver@btinternet.com](mailto:ian.beaver@btinternet.com)

On the day there will be live 60's music, trade stands, cake stall and a Tombola, plus access to the 100 acres of formal gardens, woodland & parkland. Also available in the Park are Tea Rooms, Art Gallery, Plant Centre and Guided Tours of part of the House. Regret no BBQ's or open flame cooking allowed.

We look forward to seeing you there.

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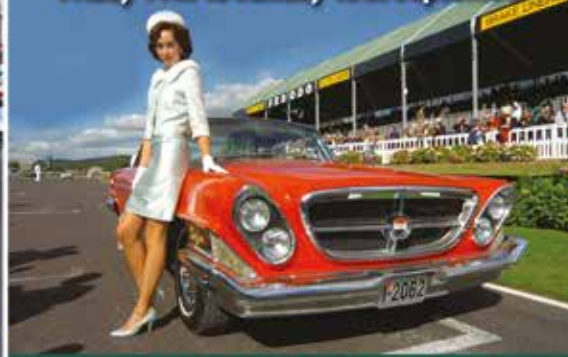
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# IOW Supersprites



As many in the club will know I am rather passionate about the fibreglass bodied, space framed chassis, Isle of Wight Frogeye cars. There are quite a number of the original 'restoration assembly' cars in the club and two Kent members Crispin Whiting and Neville Plummer, each have fine examples as well as adopted Kentee Mick Martin and even founder member Terry Horler. For those of you who do not know, these were a kit form rebody offered by the Frogeye Car Co. of Ryde, Isle of Wight. Rusty Frogeyes or later Midgets and Sprites could be brought back to life with one of these excellent kits. The company was run by Keith Brading who later produced a complete and much superior factory built car, the 'Supersprite' for the Japanese market. 50 cars were ordered but only 28 built before the collapse of the Japanese economy in the mid 90's left Keith with a well made but very expensive product and not much of a home market.



In September 2014 Mascot I wrote about my own Supersprite HN5/50015 which was the 15th chassis built in 1995 and now the only 1275 A series MT75 gearbox car in the UK. A similar vehicle chassis HN5/50014 was sold to Germany but no current records appear to exist. Later cars were built with Rover K series engines and FSO 5 speed gearboxes and named SuperSprites (capital S for Sprite) Paul Hodgkinson from Derbyshire owns two of these cars (see *Mascot* July 2014)

Because of the financial position that resulted from the loss of the Japanese order, friction and mistrust grew between Keith Brading and

'Island plastics', the famous boat builder on the Isle of Wight who made the bodywork for Frogeye Car Co. And it appears some dodgy back door deals were being done. Keith was made aware of one body that found its way to Paul Banham Restorations in Rochester who went on to produce a Mini-engined front wheel drive Frogeye replica, the "Banham Sprint"



The FWD Mini based Banham Sprint



Island Plastics themselves created a company named 'Austin Healey Sprite Co.' and they exhibited a car at the 1993 Birmingham Motor Show. Leyland evidently was not too impressed by the unlicensed use of one of their trade names and Island Plastics attempt at Frogeye sales went bust.

Another version of the car, and again probably supplied from the back door of Island Plastics, was the 'Trojan Healey' built by Adam Bevan of 'The Healey Sprite Motor Co.Ltd.' of Maidenhead Berkshire. This company introduced two new models for the 1998 Motor Show, a very highly specified Frogeye known as the 'Healey Sprite Roadster' with stainless steel chassis, Ford Zetec 1.8 power and MT75 gearbox driving through a Cosworth differential. It had all


# and Trojan Healeys

round independent suspension (something Keith Brading had used from a Ford Sierra back axle on his own Supersprite XDL 599) Using double wishbones front and rear together with 4 wheel disc brakes vented only on the front. No price was quoted. I don't know of any of these cars existing but what a fantastic specification! I would love to know if there are any out there.




One of our members Tom Tulip from Sussex owns a later car from this company known as a Trojan Frogeye but the spec seems to have been lowered as Toms car, registered X1 AHS in December 2000 has a type 9 Ford 5 speed gearbox and a 1275 A series engine. It is fitted with Spax coil over shocks all round and it is fitted with an Isle of Wight Frogeye chassis plate.

The Healey Sprite Motor Co Ltd. (Company No.03508905) was incorporated 12-2-1998 and last listed 12-2-1999 and shown as dissolved. It used a business address in Woodford Green, Essex that had multiple business registrations. Nothing more is known of Adam Bevan.



**INTRODUCE**  
**TWO NEW MODELS**  
**FOR THE 1998 MOTOR SHOW**

A promotional graphic for Healey Sprite. At the top is the company logo, which consists of the words 'Healey Sprite' in a cursive script over a dark oval, with 'MOTOR COMPANY' in smaller capital letters below. Below the logo, the text 'INTRODUCE TWO NEW MODELS FOR THE 1998 MOTOR SHOW' is displayed in bold, black, sans-serif capital letters. At the bottom of the graphic are two small images of the cars: a red one on the left and a white one on the right, both shown from a front-three-quarter perspective.

Whilst at the London Classic Car show in 2014 I was leafing through a box and came across a 1998 Motor Show catalogue of the Healey Sprite Motor Co. with details of the 'Roadster' and Mr. Bevans other offering, a rather awkward looking 4 x 4 with a 2.4 diesel engine and a price tag of £10000.

Does anyone know of a stainless chassis Zetec powered Healey Sprite Roadster or can you add any more to the story of Adam Bevan. I so wish he had been more successful!!! Now where is my Genie and Magic Lamp?!

**Dave Chalk.**

# The WSM Sprite



Photo by Graham Bish, of Geoff Hill recently enjoying his new WSM Sanction 2 at the Harewood Hill Climb.

## By Martin Ingall

*(Inset) Douglas Wilson Spratt at Goodwood in 2006. Design and performance were in his blood. In 1961 Douglas Wilson-Spratt designed an aerodynamic sports coupe based on the Austin-Healey Sprite that served both as an effective road and racing car.*

Affectionately known as ‘Wuzzums’, the WSM Sprites, and one Midget, were the brainchild of Douglas Wilson-Spratt, built with the assistance of his business partner, Jim McManus – hence Wilson-Spratt McManus (WSM). Much admired wherever they appear the WSM has been said to resemble a scaled down version of a Ferrari 250 GTO, and just as handsome. A total of nine of these cars was built by the firm between 1962 and 1965 and were a culmination of Douglas’s years competing with a Sprite since its introduction in June 1958.

## The History

Douglas passed away in 2011 in his 90th year and throughout his long life had been constantly planning, designing and creating everything from cars, caravans, houses, motor-homes, and gardens to aircraft – his aim always being to give them his “treatment in the pursuit of betterment in function and form”. His engineering background with the Bristol Aircraft Company and experience as a test driver for the car division gave him a passion for motorsport. Later, in 1954 Douglas and his wife Laurette sold their Marlborough Caravan business and bought a garage in Leighton Buzzard in Bedfordshire which they re-named Delta Garage. It had

Austin, Vauxhall and Bedford dealerships to which they added Volvo. In 1961 Peter Jackson joined the firm to run the forecourt and workshop and the following year Jim McManus came from the Donald Healey Motor Co where he had been sales manager. Both Douglas and Jim, having had success with Healeys, decided the marque needed a London presence and established the Healey Centre in Swiss Cottage. The business expanded and soon outgrew its premises so was relocated within Delta Garage in 1963. Douglas had started in motorsport in 1946 with a 3 litre Bentley, then a 4½ before trialling an Austin 7 Chummy and racing with a Triumph TR2.

On May 16th 1958 Douglas took delivery of one of the first Austin-Healey Sprites, registered VBM 7, in advance of its public release and ran the car in at night, before taking it to its first competition success a week later on a Sporting Owner Drivers Club rally with John Bayliss as navigator. He also took a Frogeye Sprite on the Monte



Douglas Wilson-Spratt driving VBM 7 in the 1958 Six Hour Relay at Silverstone



From left – Doug, David Seigle-Morris, John Sprinzel (hidden) Ian Walker, Paul Hawkins, Chris Williams and Peter Jackson after winning the Six Hour Relay Race at Silverstone in 1961



This 1962 photo of the WSM prototype, photographed in the paddock at Silverstone was a very practical road car

Carlo in both 1959 and '60, and joined the team of Sprites which won the 6 Hour Relay Race at Silverstone in 1961, of which he was especially proud.

VBM 7 became DWS 97 for 1961/2 and was modified by the fitting of an aluminium coupé body similar to those built for his good friend John Sprinzel but fabricated by Peel Coachworks, incorporating Rolls Royce rear lights and a boot-lid.

When Peter Jackson's standard-bodied Sebring Sprite 46 BXN was burnt out in a rally fire, Douglas assisted in the design of a new aluminium body, again crafted by Peel Coachworks and fitted with a Speedwell Monza bonnet. When viewed from the rear the distinct similarities between BXN and the WSM cars which came along later are quite apparent. So BXN was effectively the fore-runner of Douglas's series of WSM Sprites, the first of which (WSM 201) was revealed at Silverstone in October, 1962.

Douglas designed the WSM for competition but also for road use as a grand touring car. Tailored to his 15 stone (210lbs), 6 foot frame the car used a standard Sprite floor pan to which was added a tubular space frame and roll cage. This was then clad in aluminium by Peel Coachworks of Kingston



on Thames, and included a forward-hinging alloy bonnet. Components throughout were kept as light as possible and the engine tuned. This first car was painted in Douglas's favourite Chiron Blue, after the French racing driver, Louis Chiron.

The immediate interest shown in the new car led to the production of a further 8 cars for owners in the UK, Europe and the USA, initially employing aluminium bodies by Peel Coachworks though others were built in fibreglass. WSM 201 and 203 also had aluminium bonnets while all the other cars had fibreglass ones. Two ultra-lightweight bodies were built in fibreglass by Ray Halsall for Douglas (WSM 206) and for club racer Mike White (WSM 205), and three cars were built to GT specification, intended to be comfortable grand touring cars, which could be raced at weekends and driven to work on Monday! They were heavier than the Sprint model as they retained more of the original Sprite floorpan/chassis. During 1963 four cars were exported: WSM 203 to Dr Clinton Chichester in San Francisco, WSM 204 to Dr George Snively, WSM 207 to Joel Nelson, and WSM 210 to Dr Michael Saverino in Florida. WSM 202 went to Douglas's son-in-law, Mike Lewis, who campaigned it in races and hill-climbs during 1963 – this car now owned and raced by Graham Robson.

In the hands of Douglas, Mike Lewis, Peter Jackson, Mike White and Simon Arkless among others, the WSM's became prominent at race circuits throughout the UK and Europe.



Graham Robson's WSM 202

Mike Lewis took WSM 202 to many wins in race and hill-climb events in 1963, and also raced the ultra-lightweight 206 when Douglas could no longer compete because of disc problems in his back. The 1963 and 1965 Six Hour Relay race's saw WSM's 201 and 206 in the Sprite teams, achieving 8th and 5th, and the same cars for Peter Jackson and DW-S were transported in a converted AEC coach and entered in the 1964 German Grand Prix support race at Nurburgring on August 1st – Peter taking 3rd in class and a year later WSM 206 came 3rd in class at the Rennen 500km at the same venue.

A 10th car (the fibreglass body of which Douglas had kept as a spare), WSM 208, was not completed until 2009, 44 years after the original nine. It is now registered with Douglas's old registration DWS 97, painted Chiron Blue and is regularly raced by his son Tony.

With the revival of interest in special versions of the Sprite through the 90s and into the 2000s, Tony and Paul Woolmer of Colmworth



Bill Emerson in WSM 403 just after taking Best of Show at the Hot Springs, Virginia Concours d'Elegance in June 2014. He competed against over 250 other Austin Healeys.

Cars, asked Douglas if they could produce a further batch of WSM cars to individual customers' requirements. Douglas gave his approval on the understanding that each car was only to be sold in its completed form, like the originals, so as to avoid poor quality "kit car" versions being built by amateurs. The proposal led to the formation of a new WSM car company and the construction to date of five cars under the title WSM Sanction 2, one of these supplied to the American Healey enthusiast and author of "The Healey Book", Bill Emerson.

Also designed and built by the original WSM company were a single MGB-based car, now owned and raced by Tony Wilson-Spratt, and again just one car based on the Healey 3000. The latter surfaced recently in a poor state, was sold at auction, and is now in the process of being restored by the second incarnation of the WSM business.

**Martin Ingall**

## The WSM Sprite ... In His Own Words

### By Tony-Wilson Spratt

Just like racing around the TT course here in the Isle of Man, things can come around in full circle. Operating the Delta Garage business in Leighton Buzzard, Bedfordshire, my late father Douglas Wilson-Spratt designed the WSM Sprite in 1961, primarily for his own use on road and track, but inspired by the interest in the aerodynamic sports car at its debut on a Silverstone track day, he built a further nine cars to order. The ex-Bentley racer and aviator went on to pen the WSM MG1100, WSM Austin-Healey 3000, WSM MGB and Jaguar XK150S 'shooting brake', more exquisite designs that reached fruition and are now collector's items.

Forty eight years later and with my father's permission, WSM's were on the menu in Bedfordshire once again with the Sanction 2.



Peter Jackson & Clive Rooke with Tony Wilson Spratt and DWS 97

As in 1962 when DW-S and ex-Donald Healey Sales Manager Jim McManus became friends after meeting at a competition event in Sprites, likewise I met Austin-Healey exponent Paul Woolmer in 1995 at Silverstone, and based on a mutual appreciation of the same car and its outstanding abilities, we realised demand for the appealing design still existed. Using an original body that DW-S had retained from WSM 203, and based at Paul's Bedfordshire address, WSM Cars was re-formed in 2010. Since then one competition car and three road cars have been constructed for customers, including as in period export to the USA, and the build manifest is now half way through intended production.

The process followed the advice of the WSM creator in that the body shell was to be provided and fitted and only signed off by WSM with a chassis plate on completion – this to discourage anything less than a first class result by well-meaning enthusiasts. Most of the cars produced in the 1960's were aluminium bodied, but two lightweight fibreglass cars were built specifically for competition. WSM have stock of Mk 2 chassis and offer a turn-key build, but the customer can provide the chassis, and the body with doors, bonnet, boot lid and screens are then addressed by WSM.

Since the light bulb moment in 1995 at Silverstone to track down WSM's, and the advance of the internet bringing the whole world to our fingertips, we discovered that ten of the fifteen cars constructed between 1962 and 1967 have survived. Two of the four exported to the USA have since returned to join the six in the UK, while one remains in Japan and the Jaguar in Switzerland.

Highlighting the renaissance of the brand began in 2001 with a celebratory and surprise appearance at Rockingham Speedway in England of four WSM's for the 80th birthday of DW-S. Subsequent gatherings for *Classic & Sportscar*, *Collectors Car* and *Octane* magazine articles maintained the profile, as have displays at the Classic Motor Show and Race Retro exhibitions, but the lure of the chequered flag continued and there are currently seven cars active on race tracks throughout the UK in historic motorsport. The prototype car known by its registration initials 'BXN' is owned by Paul Woolmer and now driven



Celebration of the 50th anniversary of the WSM on September 29, 2012

by his son Richard in selected events, and WSM 202 with Graham Robson at the helm was on the Les Leston grid at the Goodwood Members meeting in March 2015.

WSM 207 returned from the USA in 2003 to be owned and raced by Rae Davis, and WSM 210 followed a more roundabout route the same year having been owned by Dutchman Leo Kusters since 1987 – Englishman Clive Cocks had long admired the brand and made his race debut in WSM 210 in 2004. WSM 301 came back to W-S family ownership in 1980 and was returned to racing in 1995, since fulfilling race entries all over the UK and mainland Europe. WSM in the 1960's were regular travellers abroad, and WSM 301 followed suit 30+ years later as treks to Dijon, Le Mans, Monthery, Monza and Zandvoort are inked in to busy summer schedules. During 20 years of motorsport spent mostly in my father's designs, WSM's have thrilled and thwarted in equal measure and our love affair remains.

WSM invitations to the Goodwood Revival in 2003, 2006 and 2010 on the Fordwater Trophy grid were warmly greeted, and the rapid WSM Sanction 2 racer campaigned by Ian Hulett continues to stoke public interest. The 'K' series engine – powered WSM GT S2 of Geoff Hill is currently storming the hill climbs in the UK, while Lorraine Noble-Thompson recently found that her S2 (named Douglas) is the perfect 'GT' and cruises comfortably at 80+mph. Perhaps most eagerly awaited of all is the return of the WSM Austin-Healey 3000. Having searched for the car since information provided in 1998 sparked the quest, we found the derelict car deep in English countryside in 2003. That the car is back under the auspices of WSM for restoration confirms the opening thoughts on that 'full circle' . . .

**Tony Wilson-Spratt**

# Essex Area Report

In sunny but cool conditions, six cars assembled at the Food Company near Colchester for the start of the group's weekend in Suffolk and Norfolk. The route skirted around Britain's oldest town before passing through Ardleigh and Brantham towards Ipswich. We then crossed the Orwell Bridge and continued to Woodbridge where we left the A12 to take smaller roads that led to the first break at Snape Maltings where VIP parking for the two Frogeyes, three Midgets and an MG ZS had been kindly arranged.

After refreshments, plus retail therapy for some, the convoy headed through Leiston and Westleton en route to park near the pier at Southwold. The plan had been for the group to picnic on the beach but it was high tide! However, we managed to find a small area where we could 'en camp' for lunch before enjoying a walk on the pier.

The route was now increasingly more interesting, particularly the Waveney valley section where we crossed into Norfolk, as we headed to the chain ferry at Reedham. After a short queue to cross, a maximum of three cars loaded onto the ferry for each crossing before disembarking to stop at the Ferry Inn for a cream tea on the riverside terrace. Then followed a main road leg to complete 140 miles to Lowestoft for our overnight accommodation. After a convivial pre dinner get together, we enjoyed a lovely dinner before retiring for the night.

Despite a full dinner the previous evening, some still managed to find room for the 'full English' breakfast. At 0930, the convoy left on the first leg which followed the coast, passing through Great Yarmouth, Caister and Winterton to reach the coffee stop at Eccles on Sea. However, most elected to



*Most of the group on Southwold pier*

give the refreshments a miss and instead walked to the beach where the lifeboat was being retrieved after a training session. The group headed further along the beach before returning to the cars.

With the access road being barely Spridget wide, rejoining the coast road was difficult due to other road users. After passing through the pretty village of Happisburgh [pronounced Hazeborough], we then turned south to bypass Stalham and Potter Heigham [pronounced Po'erhum]. The lunch stop was planned for the riverside pub at Stokesby where we enjoyed a 'little refreshment' in the sun alongside the River Bure.

After a 15 mile main road section, the route followed the B1113 which was more suited to our little cars. Some of the villages included pretty traditional thatched flint cottages, with New Buckenham looking particularly interesting. At Diss, our convoy attracted attention from the long queue of traffic in the opposite direction. A short section led to the final stop at the Wortham Tea Rooms for – you've guessed it – more lovely food. The winner of the observation quiz, which was to count the number of military architecture seen during the weekend, was announced as Diane & Gary Knights.

After saying our farewells, as the cars were to later split off individually, we followed a familiar route through Suffolk and back into Essex. The total distance travelled was nearly 300 miles and it is good to report all the cars were completely trouble free.

A big thank you is due to Tim and Paul for their hard work in organising the whole weekend – the route, refreshment stops, weather and of course company – all perfect.



*Paul & Helen Mutton on Reedham ferry*

**Doug Plumb**

# Dorset Area – John’s Jottings

Last month I reported on the wash-out we suffered (second year in a row!) for our big annual charity event, Classics in the Park at Upton House near Poole. We have now been able to secure a new date which, locally, will probably be the season ‘finale’ for classic car shows. Classics in the Park will now take place on Sunday 27 September 2015 – see details in the events listing elsewhere in this magazine and if you are within striking distance we would welcome seeing you there.

On a sunnier note DMASC members decided to visit the Bournemouth and Poole MG Owners Club at their annual event at Athelhampton House in deepest Dorset. Traditionally an event for MG’s in the main, they had invited the Austin Healey New Forest Centre and the Octagon Car Clubs along – but being DMASC we just decided to invite ourselves!



*Ready for the off! Ready to depart for the mass arrival at Athelhampton House*

To be fair, Grahame Lowe and Chris Adamson of MGOC 1020 made us more than welcome giving us prominent parking on the lawns next to the driveway to the house and even allowing us to erect the MASC flag. In the week before the event there were many emails flying round in cyberspace and members agreed to meet up in a lay-by at nearby Puddletown at 10.00.

Knowing how these things often go I arrived at the layby at 9.45 to find a pair of Leaf Green Frogs already there, joined before 10.00 by a further 3 Frogs, a Sprite and 2 Midgets – amazing turn out. There was talk of a Le Mans sprint start as we got ready to move off but that was fortunately overruled.



*Spridgets share the drive at Athelhampton House*

Once parked up on the lawn in the grounds of beautiful Athelhampton House we were joined by another member’s Midget and three New Forest AH Club members in two Frogs and a Sprite – an impressive dozen in a row! (See *this month’s cover*). With a full house there a later arrival, Francis Bugler in his Midget, was forced to park with the AH Club – which was ok as he has a lovely 100/4 as well.

A great day and event including a duck race, large tombola and live music. There was much comparing of cars and the usual banter. After the ‘grab handle’ debate we looked at number plate lights and whether they have one or two bulbs – sad aren’t we! We hope to reciprocate 1020’s hospitality at Classics in the Park.

On yet another sunny Friday evening Poole Quay again echoed to the rasp of Spridgets as members attended the themed ‘Best of British’ event and talked to the public about our cars. We have a large number of car clubs in Dorset and over the border in Hampshire and our members often attend the numerous events in the region.

In the past month or so Pete Downton and his Frog have been seen at a number of events locally including, the JEC Wessex Show, Inaugural Steam Fair in Kings Park, Bournemouth and the Pedal Car Grand Prix Car Show in New Milton. There is no truth in the rumour that Pete fitted pedals to the Frog to get into that one! Ian Beaver has supported the RNLI event at Spettisbury Manor.

Peter and Dee Houghton have devised a cunning route for our forthcoming evening run around the highways and byways of South Dorset. This run takes place at our

monthly Club night in August. It is hoped that the event will become an annual one and having 'road tested' the route I expect some Spridgets to be challenged by the one in five climb on part of the route. I will be 'counting them out' and 'counting them in' so hopefully we will know if any cars fall by the wayside en route.

My Frogeye continues to behave itself having now notched up no less than 10 events without breakdown or other mishap. Happy Days.

Clear roads ...

**John Gully**



*Spridgeteers all! Dorset MASC members pose at Athelhampton behind the Midget of Brian Fox and the Frogeye of Rob Oakley*

**Dorset Area meets at St Peter's Finger, Lychett Minster, Pool, BH16 6JE at 7:30pm on the Fourth Monday of each month. Contact John Gully Tel: 07876 334 949 email: john.gully@btinternet.com**

## Yorkshire Area Report

### All quiet on the Northern Front...

**A**pologies for the lack of Yorkshire activity over the last few months; I've been inundated with all sorts of other activities, including being sent to China with work, which was an interesting experience! I've managed to wrestle a few hours off to put some bits together in the middle of preparing the big Rover P6 for my sister's wedding (it's not quite ready at the moment, but it will be by the time you're reading this).

It's hopefully going to get back to normal after you read this, and we'll (MASC and I, at least) be present (with both P6 and K-Midget) at the Knavesmire Classic Car show on Sunday the 20th of September – pop in and say hello!

Keep an eye out for further updates (Christmas Cracker is always a good one) and I'll be in touch again soon.

Cheers

**Rob**

**Yorkshire Area meets each 2nd Saturday of the month at lunchtime from 12:30 at the Nags Head, Pickhill, near Thirsk, YO7 4JG**

**Contact Rob Armstrong  
tel: 07889 090 411  
email: mascyorkshire@gmail.com**



# Scottish Area Report

I don't know exactly what triggered my lifelong love of the Frogeye Sprite, but I do remember as a 19 year old going to see one on a dark winters' night in the south of Glasgow. It was pouring with rain and I viewed it under a street light. The driver's side footwell was full of water but I was hooked (or stupid) and bought it.

Three weeks later a friend that I gave a shot of driving it wrote it off, but I was well and truly bitten and saved hard to buy another. That one stayed with me for considerably longer.

This got me thinking what other cars I would like to own. I have always hankered after an Austin Healey 100/4 but doubt I can ever afford it. Also, an Austin 7 of any variation, which is certainly affordable; and lastly an Isetta bubble car which I have always wanted since my Dad bought me a Dinky toy model. I still have the Dinky toy, and it is probably the nearest I will get to owning one, the way prices for micro cars are rising – almost as fast as Frogeyes!

Where is all this reminiscing and wishful thinking going – well my wife suggested a weekend trip to Boston in Lincolnshire to visit the Bubble Car Museum. We will be going on the 14th August, and although it is a long trip from Glasgow, I am looking forward to it. I have this sneaky feeling, with hiring the Healey 3000 for the day earlier this year, she is trying satisfy my future car



purchasing by attempting to placate me, hmm.... we will see ?

The visit to the Bubble Car Museum went well and it was a joy to see so many Micro cars under one roof. At £3.00 entrance it must be the bargain of the year. We also paid a visit to the Lincoln Aviation Heritage Centre whose centrepiece is a Lancaster Bomber; the same type of aircraft that took part in the Dambusters raid. That aside there is much more to see and these two excursions were well worth the journey down.

September is going to prove a busy month as the weekend of the 5 & 6th September sees both the Concours D'eglance at Holyrood House in Edinburgh and the Boness hill-climb. I am going to try and attend the Edinburgh event on the Saturday and the hill-climb on the Sunday. We have also been invited as a club to attend the Gathering of the Clans event on the 17th September. This is an annual meeting of MGs and derivatives of all ages and would seem to be a pretty informal meeting, although it appears to be the largest number of the MG marque at one place in Scotland.



Dinky toys

**Graham Smith**  
Scotland Area rep  
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Email: smith.graham@  
yahoo.co.uk

# Notts & Derby Report –



Stuart admires the views of the Malverns on the MASC weekend

Ever keen to get out and about in my Sprite now it works, I persuaded Ian to join me on a run in his Midget to The Coopers Arms for the Carole Nash sponsored event. Although I have a reputation for turning up late, on this occasion I managed to be a month early!

Undaunted, and the weather being clear blue skies, Ian suggested calling in at another local event on the way back, the monthly meeting at MFN near Ilkeston where Richard, Tim and Martin already were, mixing it with the usual turnout of VW's and Fords.

One month on I persuaded even more members to venture out to this event, confident I had the right date this time. As it coincided with our usual monthly meet at The Sitwell Arms, the consensus was for a change of scenery and a run out to the Notts / Leicester border.

The event was well attended with the car park given exclusively to a varied mix of classic cars. Our Supersprite posse arrived early and managed to save a few prime parking places for the rest of us. The usual Carole Nash competition of changing spark plug in an A-series cylinder head provided good practice for those competing on the MASC weekend, unfortunately to no avail! You didn't need to set the gaps too Ian!



Ian looks a little Fuzzy

Carole Nash's classic car ambassador, Fuzz Townsend, was in attendance. Former drummer with The Wonderstuff and currently with The Beat, he has also been Technical editor for *Practical Classics*. Many of you may have seen him in "Car SOS" on TV, or even on the MASC stand at the NEC restoration show earlier this year. Yet again he proved affable and showed his interest in all types of classics, with a personal varied collection including two buses. He also supports the new "Classic Aware" campaign which promotes the importance of having one's classic vehicle properly checked with the demise of the MOT for older vehicles. I resisted any attempts to recruit him as technical editor but he was happy to pose for photos (you're safe Mark!)

Some of our Notts and Derby Spridgeteers dodged the showers to swell the ranks at the "Party in the Park" organised by the North West area. The park in question being Chatsworth, where the sun shone on 16 cars which had arrived along scenic routes from north and south, with suitable café stops en route. This was a great social event and we would certainly like to meet up with our neighbouring areas on future events.

Mel and Kev participated in the Beamish Reliability Run in their reliable MGTA, braving the weather/rain that seems to be ever present in Yorkshire – "It's just a curtain to keep foreigners away" according to Mark Boldry (MASC technical guru) – so he says from Australia's Gold Coast! Mel reports that her Frogeye is not so reliable at present,

# and a little bit of Yorkshire



*North West meets Notts & Derby at Chatsworth*

although I'm sure Kev's tinkering has nothing to do with it.

My wife and I had a run up the M1 to Yorkshire to visit the Harewood Speed Hillclimb recently where Geoff Hill was in action with his K-series WSM. The event consisted of a large range of cars including Caterhams, Lotus plus a round of the Austin



*Dave Missin's K-Series – Missin the A?*

Healey Championship. From the top of the course spectators can view almost the entire track, including a downhill section, set in wonderful scenery.

Some members are still being plagued by faulty new parts for their cars. David's new coil on his daughter's Frogeye resulted in yet another callout from the AA, due to failure after only 80 miles, but managed to make it to The Coopers Arms eventually.

Yet more news of a K-series car in our area. Dave Missin has recently converted his Austin Sprite and plans to tell us all the full story in a future edition of *Mascot*. We look forward to the article, as I'm sure does Gary!

**Next meeting Thursday September 10th**

**Ian Cooke**

Notts + Derby (and a little bit of Yorkshire) area rep.



*Geoff Hill races the WSM past Farm House at Harewood hillclimb*



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# Central Area Report

## September 2015

The August meeting of the Central region turned into a bit of a quiz night. Everyone arriving had to guess the name that member John Collins had given his new baby.

Now, if I tell you it was a boy and John's first child was named Austin, what name do you think they chose? Although John couldn't be at the meeting for obvious reasons I asked him to reveal all for Mascot.



*The delayed John Collins' project*

"Well all things MG have come to a bit of a halt for me for a while. The K Midget project has been loosely assembled and put in the garage to await more time to become available.

The reason for this.....a new addition to the Collins household. On the 29th July at 12:24pm (lunchtime) our second little boy was born at a healthy 9lbs 9.5oz (I'm not 100% sure what that means – but he was a big boy – although being 13 days overdue contributed to this I'm sure). Having our first son, Austin (who is now 5 – where does time go?) there was a lot of speculation on names – we chose to call him Jensen. Pom and Jensen are now doing great and Austin is very proud to be a "big brother!"



*Austin and Jensen Collins*



*Spot the Midget at Church End*

What great news, we are all thrilled for John and his family and we will be wetting the baby's head at the next available opportunity.

A couple of out and about events took place during the month. A visit to the Church End Classic Car show near Nuneaton, which proved busier than expected. If you were hoping to leave early, then you should have brought a crane, all the cars were packed in tightly leaving little room to make an early exit, thank heavens our little Midgets and Sprites are on the small side.

The other event was a trip to the "Ace cafe" in London, which is becoming a bit of an annual pilgrimage for Central members. Geoff, Andy and Bill drove to the Ace Cafe via the RAF Museum in Hendon. The weather was good with only slight light clouds en route to Hendon. Driving down the A5 they arrived at the museum around lunchtime. After enjoying several exhibits they'd never seen before, they then made their way to Park Royal and the famous "Ace cafe". In the evening down came the rain, although they had bravely left their roofs down for ages. Eventually they needed to close up their cars but only after a few passers-by had enjoyed getting close and personal with "oh what lovely cars!" On the way home it continued to rain all the way along the M40 until they reached the Chiltern Hills escarpment, where characteristically the rains stopped and the night cleared up for a pleasant drive home with no dramas to punctuate the run. Yet another great day out was enjoyed by all.

**Dave Warren**  
Central MASC

Email to [central.masc@live.com](mailto:central.masc@live.com)



# East Anglian Area Report

Quite a lot of really good stuff going on in the belly of Britain this month, not to mention the brilliant weather and attendance (in proper cars) at the FBI, and the events I couldn't get to (maybe someone will send me a report or two for a later issue of Mascot), this is a truly brilliant time of year for Sprites (and Midgets) and area reps with too much stuff to fit in to the monthly report.

Kimbolton charity classic is always a popular event with our local members, and even though the weather was a bit questionable either side of the event, and despite a slightly overcast start to the day, the sun (as always) shines when I attend East Anglian events. There are as always those negative doubting Micks and Robs itching to say I told you so (they are almost more delighted with raindrops than they are with sunshine), who made me sign in blood that I would give an accurate weather report in Mascot) regarding this event.

Pat and I attended in Bluebell, this being her maiden voyage (at least as far as official MASC appearances are concerned). We arrived early and were first to start the annual ritual of finding our patch, the event is staged in the beautiful grounds of Kimbolton Castle among stunning huge ancient trees (a truly wonderful setting), however the various club areas are faintly marked out in paint on the grass (using, I think ancient Kimbolton

hieroglyphics). All you get is a couple of symbols on the grass so you have to guess where your area starts and finishes and park your cars so as to stake your claim, and just to make it all a bit more entertaining, the location of the club areas is deliberately not divulged to the marshals. This is a brilliant show in every other aspect but this one thing.

This year we had our secret weapon, the club sail which was also enjoying its maiden voyage, so we quickly ignored the written instructions and erected it on its mount tucked under Bluebell's front wheel. Our pitch (or at least the one we laid claim to) was at the corner of the main arena and in the thick of all the action we even shared it with the motorcycle display team and the sealed Knot at one point (or maybe lots of sharp points). With our territory marked, our HQ (gazebo) erected and our flag flying high (not to mention the guys with the pikes and cannon) our area was secure and soon filled with Frogs, Midgets and Sprites of almost every verity and age, we even had an Austin Sprite and a Sebring, brilliant!

As you will have worked out by now there was a lot going on apart from battle re-enactments and motorbikes leaping over cars (not ours), there were dogs and horses, 800 plus classic vehicles (including a brilliant display of Minis on the castle steps), real ale, Lindy Hop Dancers, fairground rides, craft



and gourmet food stalls, Morris Dancers (sadly no Austin Dancers), Galaxy Swing Band, art, Dream rides in classic and sports cars, the battle of Britain flight and us. All this in a brilliant setting with lots of other nice friendly people all helping to raise money for worthy causes like the East Anglia Air Ambulance (we can't have the future king flying around in some tatty old helicopter). Sadly at around 2 o'clock it did cloud over a bit (well a lot actually) and we had a nice cooling shower for half an hour (quite heavy actually) however by now the gazebo was well furnished with deckchairs, totally dry and weatherproof and full of lively chat (mainly about a certain red leader's weather forecasting abilities).

After half an hour the sun came out, the gazebo and cars started to steam (I bought a leather to dry off Bluebell) and in no time all was dried up and right with the world (even the gazebo was bone dry) and ready for a topless drive home a couple of hours later.

All in all a brilliant first outing for Bluebell and the sail.

Next up was Silverstone Classic, the biggest and best classic sports and racing car event on the planet with 10,000 cars on display (some with fascinating histories and worth millions). Pat and I could only manage to attend on the Saturday due to other commitments, so despite her protests we made a super early start in drizzly rain (Bluebell was getting an early bath on only her second official MASC outing). To be fair the weather had been atrocious on the Friday, the first day of the event, and this looked much better, so it was a chance to try out the hood. Twenty miles in and the rain subsided, 40 miles in and the sun started to break through.

We arrived as intended without queuing (well not on the public road anyway), we did have the usual three abreast lines of traffic on the internal circuit roads, as people show their tickets and get directed by the marshals, but no endless stop start queues with the engine temperature rising and the engine faltering. Suddenly someone was blowing their horn, I looked round to see a guy in a beautiful dark blue topless early E-Type smiling and waving at us (clearly he was not too proud to appreciate the humble Sprite, brilliant). We were soon through the formalities and spotted the MASC tent, which had apparently appeared by magic on the previous Thursday (actually it was not by magic but by the good graces of some of our members who took the time and trouble (and provided the van) to set this up for the benefit of the club. I won't embarrass you by naming names (you know who you are) but me and quite a few other MASC members have good reason to thank you.





The organisers had thoughtfully placed our pitch beside a purveyor of coffee and bacon rolls, so once I had removed the hood (I really don't like hoods and like to remove them ASAP even though this one had proven quite watertight) we sat with a couple of other members and took advantage of the catering while the tent dried out enough to roll up the door and look open for business. By the time I had opened up the shop the stand was starting to fill up with an interesting variety of cars and members (its great to be able to put faces to names and to see old friends). I found the four generic MASC sails in the tent and Pat and I busied ourselves setting them up under the wheels of the few cars that had not brought their own (I think Gary finished up with two). It was brilliant to see a sea of MASC sails and it really made our stand stand out (these sails are a great idea and boost to our club).

The event itself was brilliant as always with 10,000 classic sports and racing cars dating back over the last 70 or more years, with access to everything and everything you can imagine and more to access, plus live music, possibly the most iconic and famous venue in the world, trade stands, fabulous racing, every car club worth its salt and much much more. I am sure that others from the many different areas of the club who attended will fill in the details in their reports.

The only downside to this fabulous event was the weather, basically the event was a washout on the Friday and the Sunday and although I attended on the Saturday, which was quite sunny and warm, I really feel for those who either attended the whole weekend or just Friday or Sunday. I know MASCeteers are made of very sturdy stuff and will not complain, but it is nevertheless a

crying shame that the weather could not have been kinder on this fabulous 25th anniversary celebration event, not just for us but for the traders and organisers who had spent a great deal of effort and money on creating something brilliantly wonderful.

The show still went on with some very brave faces and some very exciting racing but the rain must have taken the shine off things a bit. We left about 1830 after a stunning day, having decided not to chance our luck any further, so we could get home in daylight and in the dry, and regrettably did not get to see Status Quo (as Pat had originally planned), I must admit I am not a huge Quo fan, however the live music thing is always done very well at Silverstone and I was hugely impressed last year when I stayed almost to midnight watching Canned Heat who were incredibly good.

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

**Dave Dixon** (AKA Red Leader)



The East Anglian Area meets on the 2nd Thursday on each month (from about 8:00pm), at the Ferry Boat Inn, Holywell, St Ives, Huntingdon, Cambridgeshire PE27 4TG

**Contact Dave**

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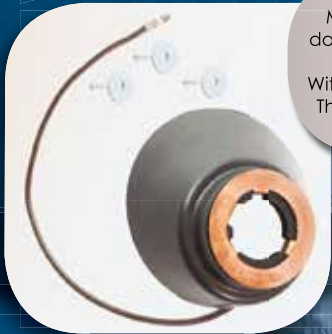


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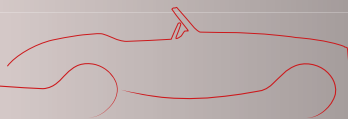
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## Hampshire Area Report(s)

### Frensham Fayre

Alison and I, with Andy, Hannah and Hannah's Dad decided to go to a new event this month which was Frensham Fayre.

The meeting place was at Alice Holt Forestry Commission Woodland Park between Farnham and Bordon. We met there at 11.15 and enjoyed tea and homemade cakes in the cafe before we all departed at 12.15. The start of the Road Run was delayed as a Triumph Stag had a flat battery and no one was quite sure how to jump start a Positive earthed car: and being an automatic there was no chance of a Jump start! Typed directions were handed out and Alison and I were chosen to be the lead car, a responsibility we really did not want. The directions turned out to be very misleading

and the route we took was not the correct one, but the cars made it to the back of the procession on time (about 20 minute drive through leafy Hampshire) and then proceeded to drive into the Fayre. Once through the gates the organisation was somewhat non-existent, however fortunately we managed to park in the allocated area

The Fayre was similar to Awbridge but on a larger scale. There were many Art and Craft stalls; Andy and I lost Alison and Hannah straight away! Other stalls included a blacksmith, Punch and Judy, coconut shy; plants – Hannah was thankful for the large boot in her Dad's car so all of her plants could go home! There was music provided by More House School band. Cars on show included an Austin Healey 3000cc, Stag, Aston Martin DB 5 and our MG Midget and Sprite.





## Merrist Summer Show

Our route took us northwards up the A3, to Guildford, which meant travelling through the Hindhead Tunnel. Always an experience with the hood down, though this morning the speed limit approaching the Tunnel was 40mph. The usual green signage above the tunnel was not showing, just signage saying "Tunnel open". On entering the Tunnel it was apparent that there was a problem with the power as only the emergency lights appeared to be working: an experience. Alison and I met Andy, Hannah and Hannah's dad a few miles from Merrist Wood so we could all drive together and park along side. The only concern being that the other two cars were BMW's!! Once parked we managed to find enough room to put up Hannah's Dad's Gazebo which gave welcomed shade when the sun managed to shine through the clouds.

Merrist Wood Summer Show is held on a 400 acre site with a variety of entertainment. There were many cars which included MG's. One Sprite, VW-Campervans, Military Vehicles, a Fire engine and motor bikes. In the main display area there was an Arena. The displays included dog agility, Stunt shows – motor bikes and quad bikes driving over upturned skips and jumping many metres into the sky and stunt divers jumping off extremely high platforms onto very small air beds.

Other stalls included many Fairground rides, Falconry displays, one of the birds decided to fly off for a while though was eventually found. There were many Art and craft stalls, Plant sales, Floristry displays and the Model Railway display was excellent, though it is best not to ask the exhibitors how it all works (Andy), as the explanation went on and on.

The Woodlands Hospital was showing Lambs, Rabbits, tortoises, snakes, gerbils, and even pet Rats!

The day ended for Alison and I about 3.30 as our Dog need to be walked. Andy and Hannah needed to drive the BMWs back to Dorking and then travel back to Alton. The Show was as always well attended and was helped by the dry weather

## White Dove Collectors Transport Show Hampshire

Alison and I met John, Vic, Hannah and her Dad (Selwyn) at the Cricketers in Kingsley on Sunday morning and then made our way to The White Dove Show. This was the first year our Chapter had visited this show. Andy Bufton joined us for lunch, as his morning's priority was to complete the repair / spraying of his Midget bonnet. The spraying was done by Barry Green. I am sure that people will be queuing up now for their cars to be done now Barry!

The White Dove Collector's Transport Show was conceived over a decade ago by, John Turner. He had the idea of organising a small-scale gathering of veteran, vintage and classic cars, motorcycles, military and commercial vehicles to raise money for the Phyllis Tuckwell Hospice. The day included a motorcycle ride out, live music, auto jumble, trade stands, refreshments, a bar, hot food, BBQ, tombola and much more!

Classic cars included, Americans, Aston Martin, Audi, Austin-Healey, Rolls-Royce, BMW, Collectable Classic Coupes, Ferrari, Jaguar, Lotus, Mercedes Benz, MG, Mini, Morgan, Morris, Pontiac, Porsche, Volvo and Triumph with trophies awarded to the winners of their classes.

We all enjoyed the show; the ladies enjoyed the Jewellery and clothes stalls, whilst the lads spent much time looking over the Auto-jumble. I must thank my wife Alison for the Pigeon Decoy!!

Report(s) by **Jonathan and Alison Hill**

**For information on upcoming Hampshire Area meetings, events and outings, please contact Area Reps Terry and Harriet Langridge**

**Tel: 01252 626063**

**email: friendlyfolk@midgetandsprite-hampshire.info**

# Kent Area Report



MASC at Shelsley Walsh (C) John Egan

The event many had been looking for – The first MASC National Weekend 17-19 July was a great success. Stuart Watson and his team of organisers are to be complemented. Seven Kent crews met at the Grasshopper Inn on the Friday morning for the drive to the event base camp at Stourport on Severn. The town is worth a visit for its historic canal dock basin replete with colourful canal barges. As we travelled on the Friday we had to miss the organised visit to the Morgan Motor Car Factory but a route was chosen to incorporate a visit to the Bourton-on-the-Water Motor Museum. The Museum staff kindly extended the use of the car park for to display our cars whilst visiting.

Friday evening provided the opportunity to meet up with old friends and acquaintances and receive a well stocked 'goody bag' and route book etc. The weather was kind with rain only falling when convenient. Saturday was a road run then a Gala meal. A solo guitarist provided sound and vocals that drew many to the dance floor.

Sunday was the Shelsley Walsh Hill Climb. Amongst the competitors were several Sprites and Midgets one, a Sebring Sprite, on the preceding day, driven by sometime MASC member Steve Casson, posted first in class leading the relevant championship.

At the end of the day it was time for home. Hopefully this excellent event will be repeated.

July 'Old Boys' mid week run out was to have been to the Dover Transport Museum but unable to muster a minimum of six Sprites,

Midgets, or Derivatives combined with the traffic chaos created because of Operation Stack, on the M2 preceding Dover, the event was cancelled. We hope to do this event venue for the October 'Old Boys' run.

The September 4th Miglia Tour has attracted another entrant. Oliver Wilkinson's father, Peter, is to travel to Switzerland, where Oliver lives, to navigate for Oliver when he joins the Tour as it passes through Switzerland on route to the Fluella and Offenpass. Ex patrial MASC Members David Whittacker & Tony Santer are to meet up with us at Angouleme. If anyone would like to join the tour at this late stage it might still be possible.

Sunday 26th July 2015 was wet. Five members brought Sprites or Midgets to the monthly meeting at the Angel PH Addington Green. John Gibbons brought a Midget from Surrey Area. Without his IOW Frogeye Michael Martin made the effort to attend coming across the river from Essex.

John & Jayne Le Mar reported that they had an engine malfunction returning from the MASC Weekend. The engine of their car awaits inspection to assess whether





Presentation of the trophy

or not it has suffered damage. 'Oil Man' John has offered Penrite Motor Oils to members at a discounted price with an even greater discount if four persons purchase oils together. Contact John for more detail (E-mails can be forwarded).

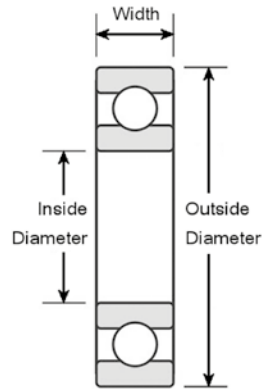
Mark Mathews had finished that event with oil pouring from his 'new' back axle, the oil seal had failed. Mike Pearson had sorted the problem by fitting a 6207-2RS sealed bearing, a consideration for others as the oil seal contact area becomes worn with age. A cheaper solution than fitting a 'Speedy sleeve'. As well as fixing the leak Mike had polished the remnant of the half shaft, the endcap that had failed on the return from Spa Classic, affixed a Spa Classic decal and presented it to Mark as a Trophy.

### **Product Description for the bearing Mike Pearson has fitted to Mark's back-axle.**

The 6207-2RS bearing is a sealed ball bearing measuring 35 x 72 x 17. The single-row bearing is built to support radial loads and is made from chrome steel for durability and resistance to deformity under heavy loads. The bearing has rubber seals on both sides to keep lubricant in and contaminants out.

Rolling bearings use rolling elements to maintain the separation between moving parts to reduce rotational friction and support radial and axial loads. These elements can be one of the following types: ball, cylindrical, spherical, barrel, needle, spindle, or tapered. All rolling bearings are open, shielded, or sealed. Sealed bearings are lubricated with oil or grease in the

bearing factory, while open and shielded bearings are meant to be lubricated in place, with periodic reapplication of lubrication, based on use. The shield protects the working parts of the bearing from environmental debris that may be introduced and could reduce the ball bearing speed and lifespan.



Dave Chalk sought entrants for the August 'Old Boys' mid week run that will precede some of us re-convening in the evening of the 6th August at the Chatham Classic Car Meet. Dave had brought a 1500 gearbox for Mel. A winter project perhaps? Dave also announced that he is to sell his Halls Garage built, Midget 1500 based, Tifosi Rana which people may recall John Clark and me fitting a BGH Geartect Sierra T9 gearbox on the MASC Stand at NEC. Midget racer Gary Puxty had been at nearby Brands Hatch spectating the class of racing he usually competes in, but came away to eat and chat with us before returning to spectate the afternoon races. Gary had taken some tips on spraying from our website sponsor Mark, at Fisher Services, as he progresses on his rebuild of 'Ratty' his road going Midget. Mark has sprayed several Kent cars to a high standard. Thanks all for making the effort on such a miserable day.

It will soon be time to look forward to events for next year. Some events such as Le Mans Classic 2016 require planning, and the securing of accommodation well in advance. There has been some interest shown for a Battlefield tour, in France and Belgium, which were a popular Kent fixture a few years ago. Is there interest in Bressuire Historic or an Historic/Classic event at Monthery? How about a six day tour in/around Dinant (Belgium) in Sept 2016? Time to give it your thoughts and let me know. As per usual the events will be for Sprites, Midgets, & derivatives only.

**Alan Anstead.**

Kent Rep. [www.masckent.org](http://www.masckent.org)

# Market Place

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

**For sale:** 1967 MG Midget 1275cc. All original and RARE!  
One of only 476 cars made at Cowley. Off the road and in storage since 1976. However, the car is SOLID and in superb unrestored condition. However, the car is more than presentable as is and also has full MOT. The car has had a full recommissioning new tyres aluminium rad all cooling pipes brake pipes pads full service etc etc...  
Drives very nicely. **Contact Lewis: 07720 894 431**



**For sale:** Austin Sprite 1966 Mk3 one of the last made, fully rebuilt, with Heritage Cert. Many new parts with upgrades, too many to list, also some spares. The Engine is starting to burn oil so ideal for a 1275cc upgrade. Hence price £4750.00.  
**Further info contact, Les lesjeans@hotmail.com**



**For Sale:** Shorrock Supercharged Austin Healey Frogeye Sprite, Jan. 1960 in exceptional condition throughout. Original registration 9414 PO with V5. Built 1959 (can be MOT exempt). Tax exempt. Rare 5 1/2 inch MK 1 Sprite reverse rims. Old English White. Leaf green leather trim, dark green hood & tonneau, all excellent. Engineer owned car last 17 years. Tuned, lightened & balanced 1098cc engine with ported Cooper head, SW 5 cam, 1:5 ratio roller rockers. Manifold 3 branch manifold & large bore exhaust. Updated rad, good oil pressure. Recent 1275 gearbox. Roller clutch release bearing. Grooved discs. Green stuff pads. MK 3 rear brakes. 3.7:1 ratio diff. 12 months MOT. Steel bonnet. Waxoyled. Always garaged. Dry weather use. Superbly maintained. Fabulous looking. £19,500 Ono.  
**Contact Mike ShawTel. 07989916426 Devon.**



**For sale:** Set of new unused double valve springs for 1500 Midge or Spitfire.  
They are the uprated Triumph-Tune type with the yellow coding. Part number TT1307.  
**Contact Tony 01273 833144**

**For sale:** Frogeye parts. An original steering wheel good condition with a few age related marks, reasonable offers considered. 2 x Wishbone pans (originals without hole for anti-roll bar); 2 spring seats; 2 steering arms; 2 brake drum backing plates. All the above have been cleaned, treated and sprayed ready for fitting, offers invited either individually or as a group, but would obviously prefer it to sell as a lot. **Contact Rylan – rbw@twl230.plus.com**

**For Sale:** Midget works hardtops for 1275 and 1500 from £250. New old stock OE Midget Hood made by the Coventry Hood Company as supplied the MG Factory in the 1970's. Extremely rare to find. Has all the correct markings to windows and is brand new in box £360. Windstop, mesh style £75. New old stock carpet set in Navy Blue £75.  
**Tel Mike Authers Classics on 07703 465224**

**Wanted:** One piece fibreglass front end for A Series engine Midget/Sprite. **Contact Colin on 07771 573 744 or 01794 341 305. (Romsey) email colin.mccabe@virgin.net**

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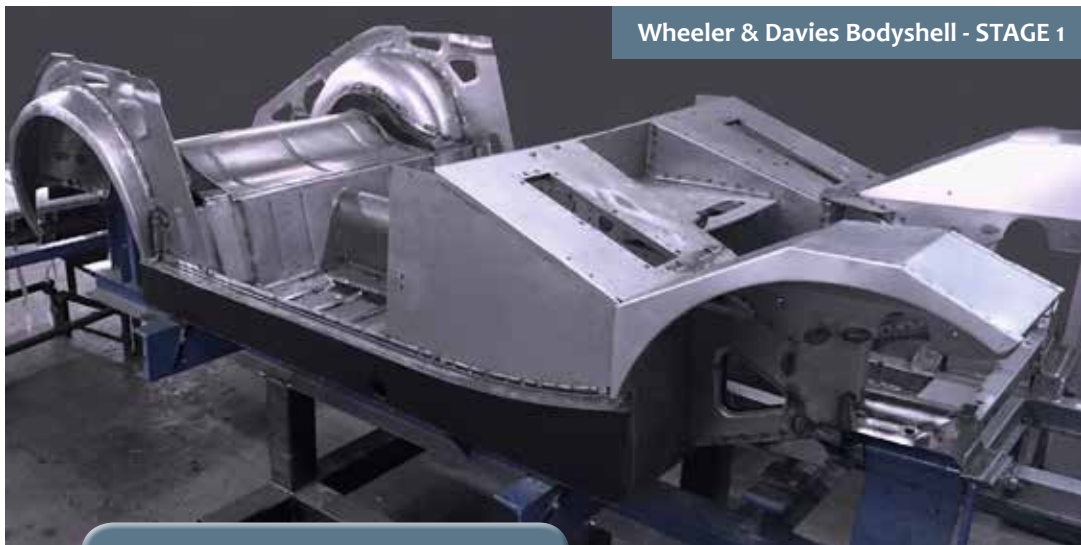
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