

April 2017

£2 No. 397

# Mascot

*The Magazine of the Midget & Sprite Club*



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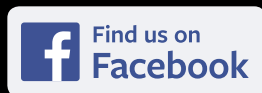
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Also see the Club Nights section for new areas and contacts.

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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# April Editorial



*Gaps ad Gapless together in good company*

It seems that last month's editorial struck a note with a number of you, who've contacted me to confirm that we're quite a trusting and trustworthy group of people. I pretty much knew that, but still, it's nice to have it reconfirmed. You can read of one such example in a letter from Neil Thomas, someone who I suspect you'll be hearing a lot more from in the future.

March into April has been rather exciting for me. "Gaps" has been sold to a very enthusiastic new owner. My neighbour Jago, who is a serial vehicle buyer, has taken over stewardship of the *Frogeye*. He currently owns a couple of old motorbikes, a Fiat 500 (being sold to pay for "Gaps"), an Alfa Romeo Giulia Spider and a Piper Cub airplane! It's just as well that he's an aircraft engineer for BA.

The great news is that he's already started to put things right on the car, especially the

bodywork. It can definitely be classed as a rolling restoration, as he's using it as his daily driver between Islington and Heathrow. It's only a 40 mile round trip, but this is London and it's rush hour, so he's likely to be spending about three hours a day in traffic.

The best news is that it still lives in a garage behind my house, only three down from where "Gapless" is parked. Though it's still a bit weird hearing it drive by the side of my house at 6:30 most mornings.

At the end of March I was lucky enough to be allowed to have the new *Frogeye* on the stand at the Practical Classics Restoration Show, where Alan Anstead and John Clark spent almost every waking hour between Thursday evening and Sunday afternoon converting "Gapless" from drum to disk brakes. While they beavered away at the front, Notts & Derby Area Rep Ian Cooke sorted out the rear brakes. I'm full of thanks and admiration for their combined effort and also their stamina. With the constant work, in addition to answering questions from the visiting public, they really were fit to drop by the end of the show. What's the betting that they'll be back to do it all again next year!

I was also lucky enough to attend the Show's Gala dinner, where Lois and I were wined and dined under the pretext of being shortlisted for some award or other. Needless to say it was won by someone far more deserving than me. It was just an honour to be nominated.


It's nearly Easter, the sun is out so have a wonderful month.

Gary & "Gapless" (not forgetting "Gaps" who now lives down the road)

**The deadline for articles and reports to be included in May's edition of *Mascot* is Wednesday 19th of April.**

**The statements and opinions expressed in each and every issue of *Mascot* are not necessarily the considered views of the Midget and *Sprite* Club. The views expressed by the editorial contributors, letter writers and advertisers are their own and do not necessarily reflect the view of the Club. The Midget and *Sprite* Club accepts no responsibility for the results of following contributor's advice, nor does it necessarily endorse the services or products offered by advertisers.**


Cover image: Alan Anstead's *Sebring Sprite* replica outside what was once the gatehouse to Ingress Abbey, Greenhithe.



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# Club Nights


- 1st Saturday **Yorkshire Area** – Meet each month at lunchtime from 12:30pm at **The Nags Head**, Pickhill, near Thirsk, YO7 4JG – more information at <http://yorkshiremasc.blogspot.com/>
- 1st Tuesday **Essex Area** – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3LB. For further details contact Gary Knight, Tel: 01376 562172 Mob: 07932 077305 email: [gknights@live.co.uk](mailto:gknights@live.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** – all welcome at the **Green Dragon**, Sambourne, Redditch B96 6NU for 8.30 start. To check “what’s on” please email Steve Newton on [newton-gemini@sky.com](mailto:newton-gemini@sky.com)
- 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 **Wishing Well**, Wapley Road, Codrington, Bristol BS37 6RY. From 8.00pm – or earlier for a Curry enjoyed in peace! Contact Terry Horler 01454 881770 [rebelwithasprite@hotmail.com](mailto:rebelwithasprite@hotmail.com)
- 2nd Thursday **Notts/Derby border Area** at the **Sitwell Arms** at 30 Wood Lane, Horsley Woodhouse, Derby, DE7 6BN from 7.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 [ilcooke@btinternet.com](mailto:ilcooke@btinternet.com)
- 2nd Thursday **East Anglian Area**. Previously the Cambridgeshire Area meet at **The Ferry Boat**, at Holywell, 8pm
- 2nd Sunday \*New\* **East Kent Group** – Meet at the **Crown Inn**, Sarre, CT7 0LF from 1230hrs Contact [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.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, [gorman698@btinternet.com](mailto:gorman698@btinternet.com) Tel: 01737 552256
- 3rd Sunday \*New\* **North Notts & South Yorks** group meeting is from 10am. **The Courtyard Tea Room**, Womersley, north of Doncaster DN6 9BH. Contact: John Austerfield [austerfield.07@btinternet.com](mailto:austerfield.07@btinternet.com) 07778 636070
- 4th Monday **Dorset** – **NEW VENUE The Worlds End**, Almer, Nr. Blandford, Dorset, DT11 9EW – 7:30. Contact John Gully. Tel: 07876 334 949 email: [john.gully@btinternet.com](mailto:john.gully@btinternet.com)
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00.
- 4th Thursday **Hampshire** – Meets at **The Golden Pot**, Old Odiham Road, Shalden, Alton, Hampshire, GU34 4DJ. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – Back at **The Angel**, Addington Green, Kent until further notice. Contact Alan Anstead [enquiries@midgetandspriteclub.com](mailto:enquiries@midgetandspriteclub.com)
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or email [andyspeedbox@gmail.com](mailto:andyspeedbox@gmail.com)
- 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: Disks** (which is case sensitive)

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

**The "Midget and Sprite Club (MASC) Facebook page has 503 members as of 5th December**

Area reps please make Gary Lazarus aware of any events already in your diaries and any that are planned for 2017 so that they can be added to this 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)

- 23<sup>rd</sup> April. **Sunday Drive it Day**, The route is currently being worked out, but the plan is to meet at 9am at Morrisons supermarket, Gamston (on A52 south-east of Nottingham) for a run to a final destination at a private classic car museum where we will join fellow MASC members from other areas. Contact Notts + Derby area rep. Ian Cooke [ilcooke@btinternet.com](mailto:ilcooke@btinternet.com)
- 23<sup>rd</sup> April **"Drive it Day"** Check with your area rep for details of local events
- 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup> Apr **Donington Historic Festival** at Donington Park. Contact Richard Wharmby for details [r.wharmby10@virginmedia.com](mailto:r.wharmby10@virginmedia.com)
- 30<sup>th</sup> April - 1<sup>st</sup> May **Stratford Festival of Motoring** 
- 4<sup>th</sup> June Sunday **Wollaton Park Autokarna** To book a place in the MASC paddock area – contact Notts + Derby area rep. Ian Cooke [ilcooke@btinternet.com](mailto:ilcooke@btinternet.com) and see [www.pwa7c.co.uk/eventsautokarna.php](http://www.pwa7c.co.uk/eventsautokarna.php)
- 15<sup>th</sup> - 18<sup>th</sup> June **Treffen trip to Germany** (Now Fully Sold Out) Geoff Hunter [ogleman5@gmail.com](mailto:ogleman5@gmail.com)
- 24<sup>th</sup> – 25<sup>th</sup> June **Correction - Flywheel event at Bicester heritage**. It's now June 24/25<sup>th</sup>, not the 1/2<sup>nd</sup> July. Contact Somerset Area Rep for details
- 8<sup>th</sup> – 9<sup>th</sup> July **Chateau Impney**. Join HCNW at this year's Hill Climb See page 15 of this month's *Mascot*
- 22<sup>nd</sup> - 23<sup>rd</sup> July **Classic Nostalgia**, Shelsley Walsh. See page 32 of this month's *Mascot* 
- 28<sup>th</sup> -30<sup>th</sup> July **Silverstone Classic** Join the MASC club stand
- 19<sup>th</sup>-25<sup>th</sup> July **Historic GP Le Puy de Notre Dame** (allow 2 days either side for a Tour). Contact Alan Anstead for details [enquiries@midgetandspriteclub.co.uk](mailto:enquiries@midgetandspriteclub.co.uk) 
- 1<sup>st</sup> -10<sup>th</sup> Sept **6th Miglia Tour**. Contact Alan Anstead for details [enquiries@midgetandspriteclub.co.uk](mailto:enquiries@midgetandspriteclub.co.uk)
- 23<sup>rd</sup> - 24<sup>th</sup> Sept **Pistons and Props** Sywell
- 10<sup>th</sup> -12<sup>th</sup> Nov **Classic Motor Show. NEC**

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

## Membership Parts discounts



Hello Gary,

Re: Mr A's discovery of the Ahead4Healeys discount. See there advert on page 35 of this month's *Mascot*

I set up this discount with Gary at Ahead4Healeys over 2 years ago. Stu Watson came on board to allow Ahead4Healeys to check the discount was going to genuine Midget & Sprite Club members.

The discount was advertised in *Mascot* and at the NEC that year.

David Dixon was informed personally as we were in contact about that year's 'props and pistons' show.

In short the info has been kicking around for some time.

I am not seeking a pat on the back but every time someone 'discovers' this discount by accident it feels like a kick somewhat lower down in the anatomy.

Is there a way to make the info more prominent? People are obviously missing it.

Hello out there, money to be saved!!!!

Ahead4Healeys will give 7.5% discount off all parts.

They will give you a bigger discount if you spend more! Talk nicely to Gary if you are doing a major rebuild.

Lacey's of Aston, Birmingham will give Midget & Sprite Club members 10% discount on parts, just show your club members card.

This was set up by my mate John Platt even longer ago.

**Down but not beaten, Dave Parker.**

## More on Trust

Hi Gary,

Just received *Mascot* and read your editorial. I would like to echo your comments regarding 'Trust - it's no small thing'. I know we saw

each other at the MG Spares/Triumph day and following our exchange of hello's I headed to the Hoyle Engineering stand to speak with Mark Fisher. Mark had arranged to bring up a set of new four pot billet callipers for me to see which he has produced to provide an alternative to the MGB callipers on the Peter May 900 brake kit, these being suitable for a wire wheel set up. I wanted them for my K series Midget, FEV. These are not inexpensive items, however Mark trusted me to take them any way that day and agreed to send me an invoice. On the Monday I transferred the money to his account. How trusting is that? A true gentleman to deal with and someone I will always recommend in future. Thank you Mark,

I am delighted with the callipers and will make full use of them in my two Sprint and Hillclimb championships this year.

**Neil, Tenby, Pembrokeshire.**



## Mascot Article. Defending Dynamos

Reading my partner Sally's *Mascot* February 2017 Defending Dynamos reminded me of when I started in the motor trade. It would have been mid-sixties, I was working for a family run business BMC dealership, making Number plates & relining brake shoes, did you know back then there were different qualities of pressed Number plates depending on the gauge of aluminium plate, (the thick ones about 3mm stamped out really nice) anyway they were advertising for an Auto Electrician. I thought I can do

that. So I approached the boss, he asked me some rudimentary questions & I got the job. Well I just taught myself as I went on. I remember cars would come in with noisy dynamo. I would remove & strip it, usually the front bearings, you could go to the stores counter & get a bearings kit with new rivets, felt seal etc. Set of brushes, job done much satisfaction. Same with starters, new brushes or new compression springs. Lucas alternator not charging, if brushes ok I could check rectifier, & solder in new one. Those were the days of proper mechanics not fitters like today hey!



Back to dynamos & regulators I still have my 'Wilkinson' ammeter & volt test box & Lucas training manual for starting, charging and Ignition systems, showing how to set up & adjust control boxes.

I recently fitted a replica control box to Sally's Sprite

as a quick fix. I turned the key to start the car nothing but a nice bright warning light; I had to physically push contacts together to get it working, been fine since, time will tell. I have 3 or 4 Lucas boxes about and will have ago at them sometime. Thanks for an interesting read, I like the foot note upgrade to a dynamo.

**Ken Britton / Sally Hale**  
membership no. 4915



## New Members Feb 2017 - March 2017

5397	Nick & Sarah Croft	Bedfordshire	Sprite	Mk 3 RWA
5398	Mark Sherwood	Kent		
5399	Denis Kingslake	Hertfordshire	Midget	1500
5400	David & Jack Lovegrove	Gloucestershire	Sprite	Mk 4



Sarah Croft with hers and Husband Nick's Sprite



Denis Kinglake's Midget1500 which you can read about elsewhere in this month's Mascot

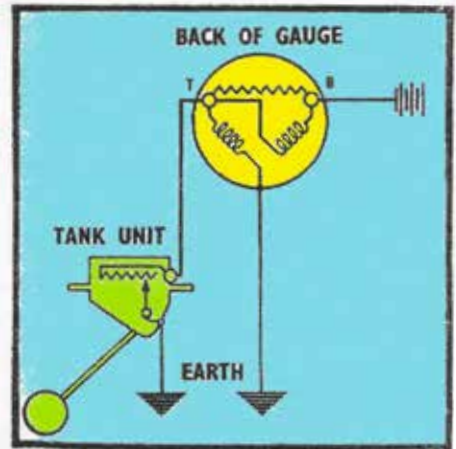
Is it possible that things really do come in threes “omne trium perfectum”? I ask because, in very quick succession, three members of MASC have asked questions about the electrical circuit which controls the fuel gauge fitted to all early Sprites and Midgets. An alternative explanation for this remarkable coincidence is that there is a conspiracy of members fed up with reading about dynamos, all aimed at deflecting my attention to other matters. In case anyone is wondering, my campaign to preserve dynamos has received some success - but I rate this success ‘limited’ because so far no-one has offered to replace a non-original



Original tank sender units have serial number FT 5301/06 and a tinned metal float sealed with solder that can rust badly. These senders must only be used with gauges prefixed ‘FG’

alternator with a proper dynamo. While waiting in vain for such an offer to appear I have cleaned and re-set fourteen voltage regulators and reconditioned four dynamos. I have also cancelled my knitting lessons and shelved all plans to grow vegetables.

Returning to fuel gauges, the real problem in this area (I think) is that the workshop manual offers no help at all: it gives no advice about how to investigate a fuel gauge problem, it gives no information about how the fuel gauge system works and it does not warn us that the early fuel gauges (prefix ‘FG’) fitted to all Spridgets up to and including Sprite



Inside an early fuel gauge: the resistance between terminal ‘T’ and earth is 100Ω; the resistance between terminals ‘T’ and ‘B’ is 60Ω; the variable resistance in the tank unit runs 1-3Ω – 83Ω. Note that the metal bodies of both tank and gauge must be earthed.

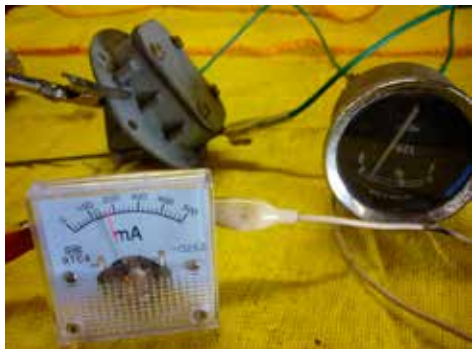
Mk3 and Midget Mk2 can only be used with the early tank sender units (prefix ‘FT’). In other words, anyone suffering a fuel gauge problem can be left stranded, completely in the dark. This little essay is an attempt to correct matters.

The electrical circuit of these early fuel gauges is a particularly simple one: a variable resistance 1-3Ω (empty) to 83Ω (full) in the sender unit is connected in parallel with a fixed 100Ω resistance inside the gauge.

When the tank is full, the two resistors in parallel (83Ω in the sender and 100Ω in the gauge) have a total resistance<sup>2</sup> of  $(83 \times 100) / (83 + 100) = 45.3\Omega$ . This is in series with a third resistance of 60Ω inside the gauge and so the total current flowing to earth is  $12 / (60 + 45.3) = 0.114$  amps or 114mA. When the tank is empty the two resistances in parallel have near zero resistance (say 1-3Ω), the total resistance is 61-63Ω and the total current flowing to earth is about 190-200mA.

1. Our own Dave Dixon can certify that any attempt to mix early and late gauges and senders will have bizarre consequences. For more information, see Mascot July 2006 pages 26-27

2. Here we remember that the total resistance R3 of two resistances R1 and R2 connected in parallel is given by the formula  $1/R3 = 1/R1 + 1/R2$ .



The gauge and sender unit are best tested together on the bench, connected with crocodile clips to a 12V battery and (optionally) a milliammeter. In this test, the current changed smoothly from 200mA to 115mA when the float was moved from 'empty' to 'full', as predicted by our calculations.

So, the fuel gauge is effectively just a milliammeter, suitably graduated.

Once one understands the fuel gauge circuit it's a relatively easy matter to devise test

procedures for tracing a fault. Bad earth connections are very common<sup>3</sup> and a simple extra black (earth) wire from the body of the sender unit to a good earth connection somewhere in the boot can prevent many problems. For more information about fuel gauges and other

Smiths instruments, a comprehensive set of test procedures, descriptions and circuit diagrams can be found in a fascinating 41 page booklet entitled 'Care of Instruments' published by Smiths Industries Ltd in November 1966. This document is now hard to find but fear not – I have asked our webmaster to put a copy onto our MASC website in the Members' section. With a bit of luck this will allow me to concentrate on my dynamo campaign. Surely someone out there must want to increase the value of their vehicle by upgrading from alternator to dynamo? If it's YOU, please stop dithering and contact me immediately. Thanks.

**John E. Davies (Member 3443)**

**[jed2@cam.ac.uk](mailto:jed2@cam.ac.uk)**

3. For more information about the importance of good earth connections, see *Mascot* October 2014 pages 10-12

## Road Trip for Oskar Up-date

**6<sup>th</sup> to 16<sup>th</sup> September 2017**

**Please re read page 8 of February's Mascot.**

Many readers will remember that half the money we will raise will go to two important cancer charities, and now it has been decided that the other half will be donated to Wiltshire Air Ambulance, which like most others, gets no government grants at all. And I'm sure all Mascoteers will agree that air ambulances are a necessity, especially in rural areas.

I've already got four sponsors whose logos will be proudly worn by OSKAR on all outings up to and including the JOGLE in September. Just 6 more to go! All we need now are more support vehicles, especially in Scotland and Northern England. OSKAR needs YOU.

Keep on Spridgetting



**Roger Stratton**

**[rsgatehouse@hotmail.com](mailto:rsgatehouse@hotmail.com)**

# Lightening the 150

Bridget is a 1979 1500 R/B Midget that came into my life in June 2015 as my retirement present to me. Midgets were a car of my youth, with several friends owning them, but sadly not me at that time.

I like 1500's, they are more comfortable, affordable, and in theory, more sound, and like all Midget models, a lot of fun.

Saloon bar gurus deride the 1500 spitfire engine for not being able to rev as well as the A Series engines, and for their "weak" bearing design, but their strength lies in the torque that they are able to produce.

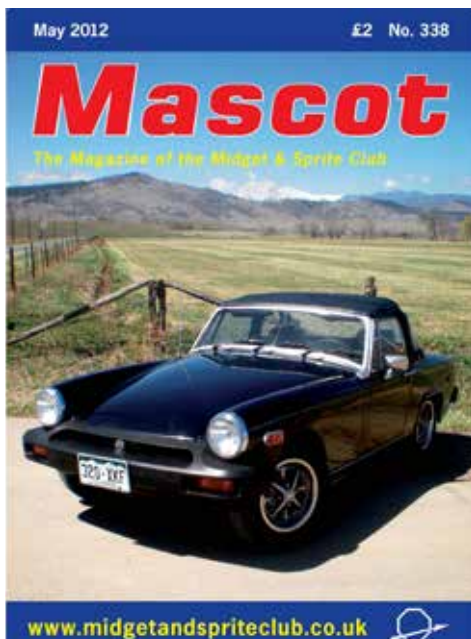
Being in my late sixties I wasn't looking for boy racer performance or handling, so have adopted a policy of long-term improvement, aiming for reliability and long levity.

Previous owners had also followed this route, for Bridget already had electronic ignition and a thicker anti roll bar fitted when I purchased her.

To-date I have eliminated the dreaded sticking throttle by replacing the original cable with a longer Venhill one that is Teflon coated, and that comes as a replacement motorcycle clutch cable kit with an assortment of fittings. The curve is more shallow and smoother, so no more sticking throttles. The other significant changes done were the fitting of Spitfire gearbox with overdrive, and an oil cooler with thermostat. Long distance driving is now greatly improved, with a drop in revs being available at the flick of a switch.

The other major complaint about 1500's is the heavy rubber bumpers. Removing them or converting to chrome are popular options, but the latter can be difficult and costly, and personally I feel you end up with a car that is neither one nor the other, but that's just my personal view.

Bridget, (like her owner) had to go on a diet. The way to achieve this desired weight loss can be found on an excellent article on line, that was written by a gentleman in California, who has an electric Midget with loads of heavy batteries. Details can be found in the May 2012 issue of *Mascot* and online "[www.electrictmgmidget.com](http://www.electrictmgmidget.com)", and it was this article that I roughly followed.



Start with the rear bumper. Isolate the battery, disconnect the number plate, and remove the bumper by undoing the four bolts in the boot...easy...Ha Ha! not. The bolts can be difficult to reach, and after thirty eight years, stubborn to undo, but it can be done. In my case, a large proportion of the bumper released itself as a cascade of rust on the floor!

The outer polyurethane bumpers are secured to the heavy central steel armature by



Rear bumper with armature removed and blocks trail fitted. Note the additional plywood needed to gain clearance

two strips of metal top and bottom, which are riveted through the rubber to the armature. The bottom one is easy to drill out, while the top rivets are much harder, being concealed by an additional

# Midget Rubber Bumpers

rubber cover strip. Prizing the cover away with screwdrivers etc. can reveal the rivets, but drilling has to be done at an angle which is not easy, but can be done with care.

Once the heavy metal armature is removed, the two sections that include the brackets can be cut from the main unit and used again, but sadly not much weight is lost. I decided to replace them with something lighter, but not being an engineer, could not consider fabricated aluminium, so opted for wooden blocks. These came from cannibalised stock, and for added durability, I coated them with two-pack epoxy, though paint could be another option. The original brackets were screwed to the blocks using M10 x 60 coach screws, and these in turn were glued to the rubber bumpers using Gorilla Glue, that cures when in contact with a light coat of water, producing a gap filling bond that will stick to anything.

The most important thing to remember is to measure, measure, and measure again, you only get one chance to get it right.

When set, the central void in the bumper was then filled with builders foam injected from a can, allowed to set, and then trimmed. Now for the mistake....the foam is pale in colour, and obviously susceptible to moisture absorption, so I sprayed it black. Disaster! The foam reacted to the paint, shrank, and cracked up, so it had to be removed and done again. This time I covered the set foam with GRP resin and mat so that it was waterproof.



*Rear bumper now foamed and covered with GRP. Note aluminium strip screwed to blocks with number plate and brackets*

I then refitted the number plate back to the bumper using an aluminium angle strip that was secured to the blocks via the original coach screws, and the number plate brackets then bolted to the middle of the aluminium angle. Ashley Hinton makes stainless steel

number plates, purchased from MGOC, and I found them to be very good.

The original rear bumper weighed 35 lbs., and the foamed replacement came in at 15 lbs., so I had saved over 50%. I had measured the ride height before removal, and after fitting the replacement, it was up by 10mm which I could live with. Re fitting the bumper back to Bridget can either be done using long coach bolts or coach screws. I chose the latter, again using M10 x 60 screws, fitted back through the boot into the blocks and tightened using sockets and extensions.

The front bumper is a repeat of the rear, but beware, it even heavier, originally weighing 50



*The completed rear now 15lbs lighter*

lbs.! Removing the upper cover strip is even harder than the rear but I managed it.

To reach the upper rivets an alternative route is worth considering, where sections of the armature can be cut out with a cutting disc so that the rivets can be reached from below, rather than from under the annoying cover strips.



*Removing the old armature from the front. Note central section removed to reach upper rivets*

Once again treated blocks were used, but then an additional plywood flange was screwed to it so that the curved steel bar that stiffens the front upper tier can be screwed to them. Again measure and measure again before gluing. Foaming, coating in Grand fitting the aluminium angle strip for the number plate is a repeat of the rear. Fitting back to the car was achieved using replacement bolts back to the original brackets.



*Front bumper with blocks, brackets, foam and number plate fittings, ready to go back in Bridget*



*New blocks fitted, void foamed and original brackets screwed home"*

I reduced the weight of the front from 50 lbs. to 25 lbs., another 50% saving, and a total of 40lbs.

The front ride height has always been high, so I purchased a lowering kit from MGBhive which drops it by an inch.

The guy in California did all this in a weekend, but with both Bridget and I being old and rusty in places, it took a bit longer. Take your time, and it can be done.

Many of the lanes are narrow, twisty, and steep, and one from Taunton up onto the Blackdown Hills can now be done in fourth all the way in Bridget, including the S bends, while I have to change down to third in my sensible car.

**Maurice Pyman**  
Taunton Somerset.



*All back in place, note Venhill throttle cable*

# If Only

This is Part 3 of a series of period photos. Again, we can only dream of having access to all these goodies. This time though we can impart a bit of useful information too.

The Frogeye "chassis" was first assembled at John Thompson Motor Pressings in Wolverhampton, then transferred to Pressed Steel in Swindon where the outer panels and bonnet were pressed and welded to the "chassis." The bodies-in-white were loaded on lorries (shown here, picture by the Swindon Society) and trucked to the Morris factory in Cowley for paint, then to Abingdon for final assembly. Sprites did 112 miles by lorry before they ever put a wheel on the ground.



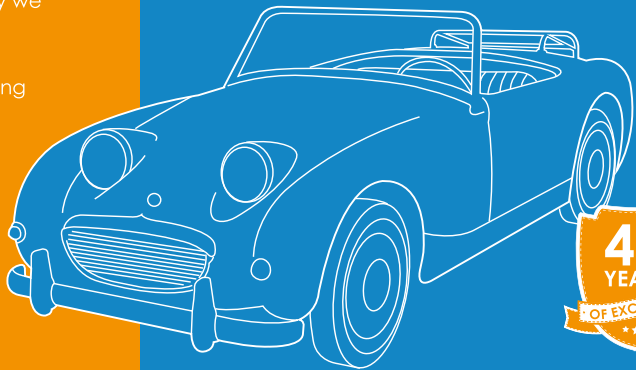
Pressed Steel now turns out panels for the new MINI and the plant celebrated its 60th anniversary in 2016.

With thanks to HealeyRick from Massachusetts on the British car Forum via Gerard Chateaubieux on facebook

## Specialist Car Insurance

Adrian Flux know how much you love your Midget or Sprite, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.

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- Club Member Discounts

# Where Are They Now

## Mk1 Sprite 6636 RF

Ron Gwilliams, originally from Tipton has been in touch via Facebook to ask if anyone in the club knows of his old Sprite 6636RF. He sold it in 1969 when he married. He knows that it's still on the road. Is it yours?

Please contact the editor if you can help



## Midget 1500 WGJ 920R

Here is another car which we're particularly keen to find. This Rubber Bumper Midget used to belong to TV's Ant Anstead and we've been asked to try and trace it. We know that it currently SORNed.

Tracing it would bring very valuable publicity for the club and quite likely earn the current owner a nice fee. Once again please contact me at [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)



# Home Counties North West



## Weekend Escape 7<sup>th</sup> – 9<sup>th</sup> July 2017

In July the Home Counties North West are taking a break in the midlands to visit the Chateau Impney Hillclimb and a visit to the Black Country Museum

It will be a social weekend of cars, culture and cake and is open to all members of MASC

The plan for the weekend is flexible. You can arrive on Friday or Saturday or just join us for one of the days. We will meet up on Saturday morning for a drive to Chateau Impney and spend the day at the Hillclimb. There is classic car parking and we should be able to park together as a group.



We will be staying overnight in the area. There are a good range of hotels and B&B's

in the area so will leave it up to you to arrange, but we aim to meet up in the area for a social dinner on the Saturday evening.



Sunday morning we will again arrange a meeting point and have a planned drive to visit the Black Country museum in Dudley. The Black Country Living Museum is an award winning open air living *museum* that tells the story of the world's first industrial landscape with buildings, vehicles and people. We would be able to benefit from a group admission rate and also we could arrange for a mine visit, canal boat trip or lessons in the Victorian school.

We hope you would like to join with us. If you need more information or would like to confirm joining us then please give either Keith Warner (07800 875835) or Mike Pope (07481 271471) a call.ww



# It was a lovely day out until....



With May's weather gradually improving we decided to enter an early classic car run in my trusty 1971 Austin Sprite 'Gaby'. A run that we had seen in the past and always fancied doing was the HRCR organised "Daffodil Run" on Saturday 25<sup>th</sup> March. When we looked at the website it seemed that the entry was already full with a maximum of 30 cars and there was still 3 weeks to go. Reserve entries were still being accepted so with nothing to lose an entry form and cheque were posted.

With just over a week to go before the run Martin received an e-mail to say we had been accepted and final instructions would follow shortly. This spurred my husband into action to ready Gaby for the big day as she had been under cover since her last outing back in the beginning of November. She started on the 4<sup>th</sup> turn of the key after charging the battery and he then checked, serviced and cleaned her. The days leading up to the weekend were not good but the forecast for Saturday promised bright, sunny weather so it looked as if it was going to be a good day.

Final instructions were received 3 days prior to the event and a total of 38 cars were now entered with Gaby at number 19. We set off from Sutton Coldfield, with the roof up, at 7.00am on Saturday morning as we had a 2 hour drive to the start. This was at a garden centre at Birdwood which is just outside Gloucester where we signed on, had bacon butties and studied the route and entry list. The oldest car entered was a 1927 Willys Overland Whippet and newest was a '05 MX5 with various other interesting car makes/ages in between.

First car was away at 10.30 at 1 minute intervals after a drivers briefing at 9.45. This



is not a competitive event but just a leisurely 85 mile tour around the South Hereford and Gloucestershire areas with the route in the form of a "Tulip" style road book. We folded away the *Sprite's* roof ready for our start with blue sky and sunshine, just as the BBC weather had predicted. Soon we were driving along lanes lined with beautiful yellow daffodils and locals waving at us from their gardens as we passed. What impressed us about this event is that they had various manned controls on the route which held you for a few minutes after signing your clock card so that you all didn't bunch up and end up driving in a convoy.



Half way was at the Yew Tree Inn at Chaceley Stock, Gloucester where we had tea/coffee and a nice slice of Victoria sponge which we took outside and ate in the sunshine on the banks of the Severn. This pub is prone to flooding and during Christmas 1993 the pub was cut off by floodwater. The BBC sent a film crew to record the 'Good Morning' show live from the Yew Tree and presenter Bill Hanrahan was 'ferried' to the pub in Ivor

Newby's 'Amphicar'. This was a German built car with twin propellers powered by a Triumph Herald engine. Feeling refreshed we were then sent on our way again in 1 min intervals and numerical order towards the finish which we never saw!



A purposeful MkII Sprite with matching hardtop

All was going well and about 12 miles from the end our route took us past Weston's Cider at Much Marcle and so not to waste the opportunity decided to stop and purchase a few bottles of Stowfords Press. Back on the road a strange noise started coming from the engine compartment which Martin was unable to identify so it was decide to press on to the finish and then investigate. Not long after though the red ignition light came on and there was a smell of burning rubber. Finding a suitable place to stop we found that the alternator had seized and in turn warmed up the slipping fan belt!

Martin removed the alternator and stripped it as far as he could but it was the front bearing that had seized and he had no way of holding the pulley whilst undoing the large nut so we had no option but to call AA. Whilst we were waiting a gentleman from a nearby house came out to see if he could be of assistance with some WD40 but when this failed to free the bearing he then went back inside. He later remerged with 2 mugs of tea, 2 packets of crisps, 2 large slices of homemade fruit cake and the daily paper to keep us occupied till the yellow van arrived.

Within the hour our friendly AA patrol turned up and got to work, he freed the pulley bearing and re-assembled the alternator leaving out a clip so that it would run free and hopefully get us home although it would

be noisy. Off we set again towards home but within 10 miles the same thing happened again and this time with dusk approaching we no alternative but to request a flat bed to get us home. Again a posh gent in a Range Rover stopped to see if he could help with petrol but when Martin cheekily asked if he had a spare alternator his reply was "I wouldn't know what one was if I had one!" it was nice of him to turn around and come to enquire if he could help in any way.



On the other side of this busy 'A' road was a lay-by so Martin drove Gaby across the road whilst I was giving the AA control our location. It was pitch black by the time our truck arrived and he soon had us loaded and on our way via a comfort break at Strensham Services on the M5. This is the first time we have not been able to get home under our own steam in just over 8 years of ownership and Martin says he will now make a proper job of this alternator mounting as it has been on his 'to do' list for some time!

We have never had to call the AA before and have to say how pleased we were with their service. Both operatives arrived in well under their quoted times, were helpful, friendly and keen to learn more about my *Sprite*. We arrived back home at about 10.00pm and once Gaby was pushed into the garage, again with help from the AA man, a bottle of white was opened and consumed before a well earned sleep on what had been a very long and eventful day.

**Elaine Parkes.**

# Spridgets at Goodwood 2017

## Spridgets at the Goodwood Members' Meeting 2017



Many of you will have watched either in person, on TV or via Social media, the Weslake Cup for A-Series-engined sports and GT cars that raced between 1958 and 1966. It was a race which mainly featured Spridgets. It kick-started Sunday's action at this year's Goodwood Members' Meeting and was a very exciting race. Victory eventually fell to James Colburn (Lenham Sprite GT) who had a terrific scrap with pole man Richard Woolmer (Austin Healey Sebring *Sprite*) in the opening laps.



Richard retired after a collision with the Ecurie Ecosse as he recovered from a high-speed spin. After a red flag to clear the cars damaged in that incident, Colburn controlled the second part of the race.



## The full entry list is here

- 1 1960 Austin Healey Sebring *Sprite*, Christopher Clegg,
- 2 1963 MG Midget Jacobs Coupé, James Willis,
- 3 1962 WSM Midget, Graham Robson,
- 5 1960 Turner Mk1, Darren Turner,
- 6 1960 Austin Healey Speedwell *Sprite*, David Wylie,
- 7 1960 Austin Healey Sebring *Sprite* Will Corry Jnr,
- 8 1961 Austin Healey Speedwell *Sprite* Oldtimergalerie Rosenau Lainer, Guenter
- 9 1962 Lenham GT David Stubbings,
- 10 1964 Austin Healey Lenham Le Mans *Sprite* Charles Rainford,
- 11 1965 WSM Sprint, Tony Wilson-Spratt,
- 12 1959 Lenham *Sprite* GT, Richard Colburn,
- 14 1965 Ashley Works GT, George McDonald,
- 15 1962 Turner Mk2, Paul Woolmer,
- 16 1964 Ashley GT Brian Small,
- 17 1965 Lenham GT, Shaun Rainford,
- 18 1962 WSM *Sprite* Sprint, Ian Hulett,
- 21 1965 Lenham GT, Mike Haigh,
- 22 1962 Austin Healey Sebring *Sprite*, Charles Clegg,
- 28 1962 WSM *Sprite*, Clive Cocks,
- 29 1962 Ogle SX1000, Nicholas James,
- 31 1959 Austin Healey Sebring *Sprite* 'Lumbertubs' Ian Burford
- 33 1962 Austin Healey Sebring *Sprite*, Gordon Elwell,
- 38 1961 Austin Healey Sebring *Sprite*, Richard Woolmer,
- 42 1964 MG Ashley GT, Larry Tucker,
- 55 1959 Austin Healey Sebring *Sprite*, Asher Smith Robson,
- 63 1963 Rochdale Olympic, Roland Lewis,
- 72 1961 Austin Healey Sebring *Sprite* James Skipworth,
- 75 1958 Austin Healey Sebring *Sprite*, Darryl Davis,
- 76 1966 Williams & Pritchard GT MG Midget, Julian Grindall,
- 86 1963 MG "Jacobs" Midget, Charlie Settrington,

Here are just a small selection of the cars under cover, with many thanks to Keith Hall For taking the images and sending them in.



# MG Midget GT

## An "EX Works" Swedish Race Car



### Part 3. From the 1960s into the 1970s with a succession of new owners

#### 19th of December 1970 new owner Per Iwarsson (Roxlin) Vejbystrand

The previous Owner Kurt, put the car for sale at a Sports Car exhibition in Norrköping this year. My brother who showed



his 1958 Lenham bodied Sprite at the same exhibition came back home and convinced me that this was the perfect car for me.

As a student, with no money, a small garage, petrol in my blood, who needed something to impress the girls.....and so on.

No question about it! Unfortunately, it was then sold in Dan Kollberg November 1972.

The only picture from this period. It's from 1973-74 when it was driven mainly by Ingrid Lindqvist from Angelholm.

The car is not damaged, it's just a poor photo.

From this date the car started to go downhill.

The car was sold and became unregistered and then dismantled piece by piece and most of it was sold as separate parts.

Sadly, during this period time, a lot of nice stuff disappeared.

Now the car was prepared to be used strictly on the road and went through a cosmetic upgrading:

Ford Cortina engine 1650cc.

Ford Corsair gearbox

Heating system

Floor carpets

Door rubber sealings

Road tires, Avon Wide Safety GT 165/60/13

Desmond Cooper silencer with twin exhausts

Cibie lights

#### 1970-71

Bought for the dreadful cost of 120 EUR with the total including of all parts ending up at around 300 EUR

1972	22-Nov	Dan Kollberg	Taby	DMT 338	
1974	10-Aug	Bo Lindberg	Vejbystrand	DMT 338	Avställd 25/1
1975	25-Feb	Sven Bergman	Vejbystrand	DMT 338	
1977	18-Apr	Claes-Göran Johansson	Dösjebro	DMT 338	
1980	09-Jan	Peter Neglén	Svedala	DMT 338	
1981	07-Jul	Mats Neglén	Malmö	DMT 338	

**1971**

**12th of November it was approved by “Svensk Bilprovning” (Swedish Motor Vehicle Inspection) and received new registration number LA 3178**

It took a year for preparation but the result exceeded our expectations. A fantastic car with incredible performance (almost scary)

The combination of the very light body and the silky smooth Kent engine was simply fantastic and so much fun.



The Cortina GT engine and Corsair gearbox fitted nicely in the Midget

Unfortunately my budget didn't let me invest in DCOE Webers so I had to cut a hole in the bonnet (terrible)

MG Powered by Ford



**1999**

Mats Neglen in Malmo owned the car since 1981 and I had been in contact with him from time to time. His intention was to restore the car and it race again. When I say “car”, it was actually only a bare worn out chassis and a load lot of boxes, with a mix of many MG, Austin and Morris parts.

So I visited him sometimes to identify what belonged to the Midget and what did not.

Every time I left Mats and also when I met him, I repeatedly reminded him of contacting me if he ever got cold feet about the project.

In 1999 the phone rang and it was time. Mats was fed up and now he offered me the car again. No time to lose. I got the car the next day and then it was my turn to try to restore it back to racing standards.



## 1999 -

I didn't think it looked too bad actually. Using some string, wires and wooden blocks I managed to get it looking quite complete



I managed to rig it up out in the field for taking pictures.



36 years have passed between those two shots. Above is my son doing his best to look like Hasse Radefalk below in the racing the premiere 1963

## Renovation

My very good friend and motor specialist Ingemar Wittstrom pestered me and gave me renewed enthusiasm to put into the project. Without him I'm not sure that the car would have been unfinished

## Starting point 1999





*Pelle Holm visite us. He was one of the main players during the rebuilding 1962*



*Kjell Andersson, a member of the rebuilding team in 1962 and the owner/driver in 1964. Still restoring MGs*

Many of the dashboard details had been altered over the years, and I realised that they were either wrong or too modern. So the modern Steering wheel has been changed to the correct one used in the period. The gear knob is the now the original black plastic version. In 2014 Kurt Axell returned some fantastic original parts that he'd saved in his garage since 1969.

One of the original Cooper magnesium wheels and the steering wheel that was used in the car during the 60s and he also gave me the instruments that he used as well. An extremely nostalgic trip.....!!!

The air intakes have also been removed, as they were not approved by historic scrutineers.



*Here it is today, looking better than ever. And.....enjoying racing again*

**Per Roxlin**  
Sweden

[www.mgmidgetgt.se](http://www.mgmidgetgt.se)  
[per.roxlin@tetrapak.com](mailto:per.roxlin@tetrapak.com)

## Johns Jottings

*Spring has sprung, the grass is 'ris  
I wonder where the Spridgets is?*

Well as I write this the clocks go back tonight, the sun has been shining all day and April 1 is coming up. So it's time to polish the car, fill the tank, and get out and about. From postings on both the Dorset and national MASC Facebook pages I see that many members are exercising their cars.



I recently visited the British Motor Museum at Gaydon after a gap of many years and was not disappointed – that is until I realised that there is no *Frogeye* (although a rubber bumper Midget is prominent 'stacked' with a Spitfire and TR6).

Since my previous visit many years ago the display has been considerably tidied up and the main display is impactful – that is until you realise how many makes are not represented. Hopefully over time that will be remedied. But in a new Collections Centre building (to me) is a breath-taking collection of over 200 cars from the museums reserve collection and the Jaguar Heritage Trust. That collection is truly mind blowing.

My work on Vera my *Frogeye* proceeds and although there are continuing discoveries of non-original parts etc. I have just received the engine back (see photo).

I expected it to be green but quite like the silver colour. I'm told it will now rev to 40,000 rpm. So perhaps a smooth case gearbox is not a good idea after all!

But the main issue will be the exhaust gases which discharge at 300 degrees C. Perhaps I'll route them to the passenger foot well to supplement the Smiths heater.



Work continues with a 'back on the road' target of end of April.

The new dashboard has worked out well and I've replaced the original steering wheel with a more 'vintage' look. The instrumentation has also been augmented.

The Dorset Committee will be meeting again shortly to fix some events for members to



attend as a club but in the meantime any member who is attending a show please ask me for the Dorset Area MASC 'flag' banner so you can display it.

I have previously mentioned the desire of the Committee to celebrate 60 years since the launch of the Sprite in May next year but so far there has been no feedback about a suitable event. Please do bend the ears of myself or Committee members about your ideas.

# Report

The last Club night proved to me how helpful members can be when someone is experiencing issues with their car. My thanks to Pete Vallins and Pete Downton for spending time rummaging in their spares to extract a clutch fork for me to try in matching a smooth case gearbox to my engine.

I hope to see some members cars at our meeting this month and already the fine weather is tempting classic owners out.

Could the car on the right have replaced the Midget and Sprite in the day?



60 Mile run around Dorset in the Spring Sunshine

Midgie all spruced up, with new wheels and radiator grille, ready for the coming year of events and road runs. The picture is on the road from Shaftesbury to Tollard Royal approaching Win Green.

Clear roads ...

**John Gully**

Chairman

Dorset Midget and Sprite club

## The following courtesy of FBHVC News 1-2017



### FUEL NEWS

Bob Owen

*The Federation responded to the recent Department for Transport consultation on Amendments to the Renewable Transport Fuel Obligations Order expressing our concerns about the use of fuel containing ethanol in historic vehicles.*

We have just received a letter from DfT which includes the following statements, which we think we should share with you.

‘You [FBHVC] note that the protection and requirement to make available E5 in the Motor Fuel (Composition and Contents) Regulations has not been required as E10 has not been rolled out. You also ask that all possible steps will be taken to ensure the continued widespread availability throughout the United Kingdom of a petrol fuel grade with no more than 5% ethanol, and when E10 might be introduced.

We are in regular contact with suppliers on the potential roll out of E10 and there are no immediate plans to roll out that E10 in the UK, and we aim to consult this year on proposals to amend the Motor Fuel (Composition and Content) Regulations to ensure an E5 petrol grade is made available in the event that E10 is rolled out in the UK.’

This should serve to allay fears of a rapid introduction in the UK of E10 fuel and phase out of E5.”

# Kent Area Report



*Previous Kent summer meeting at the Angel Addington Green*

## **East Kent MASC meet on a cold Sunday 12th February 2017**

Prior to the meeting, and on route, several of us paid a fleeting visit to the home of Richard Jenness. Who was taken poorly before Christmas. At home, and progressing back to health, we could not get near for fear of passing on a cold or two but were to make our 'get wells' known at the window. Hopefully with the coming of summer, after convalescence, Richard & Daphne will be amongst us once again.

With the benefit of warmer climate on the coastal east Kent John Clark braved the cold with top down on his *Frogeye*. Top down was perhaps dictated by the hood, in such cold, refusing to stretch to fit.

Carole accompanied John, whilst maintaining her nick-name of 'many hats', choosing a Swedish design from amongst a collection of new acquisitions.

Bryan & Sharon Williams also chose Spridget transport - as did James & Mavis Sinfield. Perhaps others, like me, found that when leaving from the west, to go to the meeting, the other end of the county was cloaked in fog.

Brian Keywood made his first visit to a meet, accompanied by Dave Chalk, and able to report that he was progressing with welding to bring his Midget to useable condition. He may make a brief run to Switzerland in September to shadow our Alpine Miglia

tour for a couple of days on the mountain sections. Dave Chalk was asking for suggestions for a Tee shirt for this event. One suggestion was of a man, suitably dressed, with an Alpine horn. The man's shirt could have a MASC logo emblazoned thereon? Thoughts?

I was able to take deposits for a kind offer made by A.C.Dodd of a discount on a multi purchase of his Newman Cams ground X-drilled billet camshafts such are the number of engines that members are, or are about, to refresh for our hard touring season ahead.

Part of that season will be the May Isle of Wight run organised by Mel & Barb Collins, unfortunately absent due to illness, but Dave Chalk was busy taking orders, for Kent MASC Tee-shirts, from participants wanting to ensure that they packed the correct attire for that tour: any colour as long as it is black.

Mike & Anita Pearson brought along a 1275 yoke for my Practical Classics Show (NEC 30th March - 2nd April) carbon thrust race replacement roller items display and also a bonnet catch system for Richard Beer's front opening steel *Frogeye* bonnet. I suggested that a display for the same show might attract interest. Some months back Mike reversed the opening of his Midget's bonnet hinging it from the front. He designed and made a catch / lock system that mounts on the bulkhead and allows opening from the cockpit by way of pull cable. Richard Beer has an American kit fitted to his restoration *Frogeye* that hinges the steel bonnet at the front and Mike has kindly made Richard all of the necessary fittings and brackets and a nice bit of engineering it looked too.

Neither was present but earlier this month Steve Smith had answered a call, from our latest signing Stuart Crofts, for assistance with a Midget that would start but not run. Another showing of good teamwork.

Our 'Old Boys' mid-week runs start late this year with the first being organised by Ron Edwards in March with a visit to Shoreham Airfield but Mike Pearson volunteered to look at April and May with perhaps runs to a Vineyard and Dungeness Power Station. We should have a busy season as Richard Beer is looking for a suitable month for an 'Old Boys'

visit to the Spitfire museums at Manston. Perhaps we may have to have two or more 'Old Boys' runs a month if the weather treats us well. Members from other areas are always welcome on any of our tours / runs at home and abroad. My contact details are always a'front Mascot.

Mark Mathews brought along Shaunna and Izzy in a modern his car awaiting work. A T9 conversion soon to be completed and an engine rebuild already underway.

All this activity and Clive, the Landlord's, food is good too.

### **Kent Meeting on a wet and overcast Sunday 26th February 2017.**



Our next meet was at the other end of the county at the Angel, Addington Green. Illness, coughs & colds, as well as family crisis reduced our number. Our latest recruit Patrick Noble failed to appear travelling homeward bound on the back of a recovery truck. The weather did nothing to bolster attendances with the constant threat of rain indeed John Clark, with top down as usual on his well-travelled *Frogeye*, started his journey in the rain. I was fortunate enough to go there and back with the hood stowed on my *Frogeye* but whilst in the pub car park such was the threat of rain I took the precaution of putting my Rhino cover over the cockpit area just in case. The only other Spridget was that of Mel & Barb both cosy and protected from the weather by a hard top. Ron & Marilyn had started off in their *Frogeye* but a banshee wail from the transmission (?) caused them to quickly garage the car and come in a modern. I will join Ron on the morrow for an inspection: unfortunately it will be an engine out job. Geoff Algood came to

collect my Richard Longman cylinder head that is now destined for his new engine build, which is just a part of an on-going whole car restoration. Steve and Kim were without Midget which is apparently soon to undergo cosmetic surgery.

Mel advised that twenty four people had now paid deposits for the Isle of Wight Tour in May. Let's keep fingers crossed that the English weather behaves.

Just two cars for the Retro G.P. at Le Puy de Notre Dame in July. I shall solo in my *Frogeye*, from U.K. and meet with ex patriot member Alan Todd at Samaur.

In contrast there are thirteen cars, so far, for our Alpine Miglia Tour 1st - 11th September and what a diverse group with *Frogeye*, Isle of Wight Super *Sprite*, Tifosi Rana 1500 *Frogeye*, Sebring rep, Mk2 Midget, Mk 3 Midget and 1500 Midget. Are there any Mk2, 3, 4 *Sprites* that want to join us? We have participants from several area groups.

Our hosts, on the Swiss section, have yet to divulge their number but what is known is that Oliver Wilkinson with guidance from Gary Puxty has rebuilt the engine in his Mk2 Midget and is 'running it in' in readiness.



*Oliver Wilkinson's rebuilt engine being installed*

**Alan Anstead**  
**Kent Rep**

[enquiries@midgetandspriteclub.co.uk](mailto:enquiries@midgetandspriteclub.co.uk)

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

# Hello from a New Member



Two years ago I bought this 1979 1500cc Midget from a local company that specialises in restoring classic Triumphs. It was part of a job lot of classic cars that they had bought from a bankrupt company and they didn't want to restore it themselves. It had been off the road for the last 20 years and at some stage it had been prepared for a respray by removing all the lights and plastering the body with filler. The garage had got the engine running and it sounded OK so I bought the car for a very reasonable price and had it delivered to my house on a trailer.

I spent the next six months replacing all the lights and getting them, the windscreen wipers, switches, instruments, brakes etc. all working. I then rubbed down the primer, fitted 5 new tyres and took it for its maiden drive to the MOT garage. It ran well except for a nasty engine bearing knock above 2000 rpm.

It failed the MOT as some body welding was required under the doors which I had done



by a local company who also said that they would respray it for half the normal price, if I did all the preparation. I decided at this stage to do away with the nasty big black ugly bumpers. The cost of converting to chrome bumpers was just too much, so I decided to make it bumperless. An American had put a video on YouTube showing how to do this for a few dollars. After removing the bumpers I bought two front indicator lights and fitted them to the front wings and fitted a mesh grill. On the back I made two fibreglass mouldings and fixed them below the rear lights and got rid of the two raised bumper attachment areas with a big hammer and plenty of filler!! The respray went ahead and after fitting a new hood it I had a good little car apart from the engine knock at high revs.

After running it for a while I decided to sort out the engine. I removed the cylinder head and sump and inspected the big end bearings. They were OK so the bearing knock must be the main bearings so the engine had to come out. I bought an engine crane on the internet for £105 and with the help of my neighbour took the engine out, replaced the worn main bearing shells, clutch plate and timing chain and put it all together.

After retarding the ignition timing to make it start more easily it is now going well and ready for joining the Midget and Sprite owners from the HCNW area at Redbourne, Herts.

**Denis Kingslake**  
Hertfordshire

# Surrey Area Report



Surrey area member Rod Garnett's Frogeye at Brooklands" (Possibly to the right of the Surrey events list)

I hope you are ready for a busy motoring season and that your Spridget is ready for the road. I was at Austin Morris Day at Brooklands on Sunday which unfortunately was very wet. It was however nice to meet up with Gary Lazarus who was in his new Frogeye, looking very smart. My own Sprite is on the road and I am still running it in. I attended our last monthly meeting in it.

Further to the list of events I attached to a previous email, Nigel Williams pointed out that the Blindley Heath Show is on the April 30th rather than May 30th. He also helpfully mentioned some other events.

In addition I received details of the Sussex Area's BBQ in August which this year is at Copthorne. I attach a revised list incorporating additional events and a correction regarding the Blindley Heath Show.

Looking forward to seeing a good turn out next Tuesday at the Chequers at Walton on the Hill at about 7.30pm.

## Surrey Area 2017 Events List

(Some events are outside Surrey)

April 2<sup>nd</sup> Brooklands MG Era Cavalcade.

April 17<sup>th</sup> Ardingly - London Harness Horse Parade – Easter Monday 17<sup>th</sup> April 2017

April 30<sup>th</sup> & 1<sup>st</sup> May Blindley Heath Heavy Horse and Country Show

May 13<sup>th</sup> & 14<sup>th</sup> Beaulieu Spring Autojumble

May 28<sup>th</sup> Haslemere Classic Car Show and Tour

June 25<sup>th</sup> Croydon Classic Car day at Purley Rotary Field

July 9<sup>th</sup> Macmillan Classic Car Show

July 8<sup>th</sup> & 9<sup>th</sup> Wisden Steam Fair (said by some to be the new Ardingly but is a show I have yet to attend)

July 15<sup>th</sup> Ewhurst Big Day, details provided by Alan Anstead

July 16<sup>th</sup> Warlingham Rugby Club Classic Car and Bike Show

July 23<sup>rd</sup> Retro Jumble & Classic Car Show Brooklands

July 29<sup>th</sup> & 30<sup>th</sup> Ringmer Steam & Country Show

August 12<sup>th</sup> MASC Sussex area summer BBQ at Geoff Snell's in Copthorne.

August 13<sup>th</sup> Cranleigh Car Show. Online applications commence on 18<sup>th</sup> April.

August 19<sup>th</sup> Capel Car Show. Online applications commence on 1<sup>st</sup> March.

August 26<sup>th</sup> and 27<sup>th</sup> Kingsfold Car Show (To be confirmed)

September 2<sup>nd</sup> & 3<sup>rd</sup> Beaulieu International Autojumble.

September 3<sup>rd</sup> West Sussex MG Owners Club South Downs Run

September 17<sup>th</sup> Tilford Rural Life Centre Show

**Mike Gorman**



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# East Anglian MASC Report



FBI night fell on a fairly decent evening weather wise however (even though I was very tempted) I left the proper cars tucked up in the Sprite cave and went in my Japanese shopping car. On my arrival I was instantly shamed by two gleaming Midgets standing in front of the pub entrance, Peter's lovely black 1275 and Stuart's brilliant very original time warp 1500 (see photo). I particularly liked Peter's hard top (if you are reading this HTJ, yes I really did just say that) which, as far as I could see in the limited light from the pub entrance, was covered in fabric and 'almost' looked like a soft top (anyway well done guys for making the effort, unlike the rest of us).

The sun did shine on Monday 13<sup>th</sup> of March and as I am too much of a skinflint to pay for some timber I had ordered to be delivered, I hatched a plan to make use of Bluebell's boot rack (I hate boot racks almost as much as hard tops, but it is surprisingly useful at times) and the windscreen top as a kind of "no roof rack. As the red Sprite was parked directly in front of Bluebell I had to start her up and move her first, so I did my first errand in the red car, which as always started very



easily despite having not been started for months, so mission one accomplished and Sprite battery topped up in to the bargain. Next Bluebell was extricated and replaced with the red Sprite, and she also started relatively easily once we had pumped fuel up to the carburettors.

Errand 2 (to the timber yard) was also successfully accomplished. However, the problem of the horn sounding by itself at the most embarrassing moment possible was back with a vengeance. I was following this poor learner driver through the city and tooting at every junction (where is your cloak of invisibility when you need it), Apologies to Mark's school of motoring. I realised that the tooting was associated with turning the steering wheel and guessed that it was the aluminium boss on my wood rim that must be shorting to the horn pencil slip ring, so I swapped back to my tatty original wheel and the problem went away, however I had also



noticed that the steering column centre shaft was not concentric to the slip ring moulding mounted on the dashboard.

I had arranged to visit HTJ the following day to upgrade Bluebell with a more correct original dynamo and regulator. While we were swapping the dynamo John noticed the original steering wheel, so I told him about the horn problem and he produced a bag of shims for the steering column top bracket and in a very few moments that problem was corrected also.

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

**Dave Dixon**

(AKA Red and sometimes blue Leader)

[e-dave@hotmail.co.uk](mailto:e-dave@hotmail.co.uk)

# Shelsley Walsh



MASC at Shelsley in 2015

## Classic Nostalgia

Celebrating Group A Rallying, 20th Anniversary of the World Rally Car and Speed Records – Bluebird and The Campbells

### MASC Club Discount Code

The Midland Automobile Club are now offering an exclusive club **discount of 20%** off the advanced Car Club ticket price to attend **Classic Nostalgia on the 22<sup>nd</sup> and 23<sup>rd</sup> July** at the Shelsley Walsh Hill Climb when you enter the Code: **MSC17**

When booking a Car Club Ticket, at the “Basket” stage, look for “Coupon Code” on the left under your purchase.

Please note this code can only be used once per person. The ticket includes Forward Parking for the purchaser only. Clubs of more than 25 cars will be offered allocated parking. *This offer is valid until the 9<sup>th</sup> July.*

Here is a link to the Classic Nostalgia event page for further information <http://www.shelsleywalsh.com/classic-nostalgia-2017/>

Classic Nostalgia makes a welcome return to the Midland Automobile Club’s Shelsley Walsh Hill Climb on the weekend of the 22-23 July 2017. This annual event has become a firm favourite on the racing calendar. The action-packed weekend always attracts a very wide variety of pre 1980s competition cars competing on the historic hill climb course, plus features, spectacular static vehicle displays, celebrity drivers, trade stands and vintage-inspired entertainment from musicians, live bands to dancers.

Following on from the huge success of last year’s Group B rally theme, Shelsley Walsh



Ford Sierra Cosworth of Russell Brookes

is delighted to welcome an iconic display of Group A rally cars which dominated the World Rally stage in its heyday. Shelsley will commemorate the likes of Jimmy McRae, Russell Brookes, Mark Lovell, Malcolm Wilson and David Llewellyn, Tommi Makinen and of course Brits Colin McRae and Richard Burns.

Classic Nostalgia will also pay homage to British ‘speed kings’ Sir Malcolm Campbell



Napier Bluebird Replica

MBE and Donald Campbell CBE who between them broke more than 20 World Land and Water Speed Records. 2017 commemorates the 50<sup>th</sup> anniversary of Donald Campbell’s death, to mark the occasion his daughter Gina and nephew Don Wales will unveil a special car dedicated to Bluebird. Gina and Don will be interviewed by land speed authority David Tremayne on the Courtyard stage as well as participate in book signings on the Peter James & Stewart Miller Insurance stand throughout the weekend. A selection of Campbell and Bluebird memorabilia and cars will be on display, plus the Napier Bluebird replica with the W12 aero engine which will do demonstration runs on the hill. It is a great honour to welcome a member of the Campbell family back to the MAC. Sir Malcolm competed at Shelsley Walsh in the 1920s and 30s.

# Heart of England Stuff

## Rosemary Willis

We in the Heart of England group are still trying to come to terms with the sudden death of Rosemary Willis. She was a wonderful person whose life ended too soon, and had so much yet to give to the world had she been granted the opportunity.

Geoff Hunter, who knew her well, has written a separate tribute Rosemary so I leave it to him to paint the picture of the wonderful person that she was.

*No more the welcoming smile or cheerful greeting at Walkwood Farm, the superb hospitality and inescapable Kaffee and Kuchen, (coffee and monumental Austrian style cream cakes), the cream and strawberry jam scones or a feast depending on the time of the day, we mourn the crushing loss of our lovable friend.*

*We will miss her delight of being in Germany, almost her second home, and her ability to get us out of problems with translation and ordering at hotels and Gasthauses. We will miss too her anguish of Jim's annual breakdown somewhere in Germany on the Spridget Treffen, in which she participated in all eleven. This usually occurred after she declared "he had been thraping it" in the Mk 4 in which there was no door pocket to put her hairbrush and mirror unlike his Frogeye in which he was restricted to no more than 55mph and which didn't breakdown.*

*Many from Heart of England were a small part of an overwhelming number of friends and relatives in excess of three hundred including several who had travelled from Germany who attended the Service of Remembrance at Redditch Crematorium such was the enormity of her popularity. A moving eulogy of her life was related in a humanist and on occasions amusing style supported by several recordings of The Rolling Stones of whom she was an avid admirer.*

*From infancy we learned that Jim was the "Apple of her Eye" and together had enjoyed a fulfilling life. Our thoughts now go out to Jim, together with his family who will bear a deepest loss.*

Farewell Rosemary.

## Shelsley Walsh (See opposite)

Once again I have booked MASC into the Shelsley Walsh Classic Nostalgia weekend which takes place on the 22<sup>nd</sup> and 23<sup>rd</sup> of July.

This is always a good weekend with loads going on and an opportunity to really get into the spirit of the event by dressing in period costume (anything from Forties through to Seventies!)

Most of Heart of England cars will be there on the Sunday which is when we're officially booked in, but if you prefer the Saturday you will still be in the Classic parking area and benefit from the discount if you pre book with the code.

## New Faces

It was good to see newly joined MASC member Keith Pickering at our March meeting. Keith has only joined the club very recently and scooted down to the Green Dragon at Sambourne at the earliest opportunity to have a beer and meet up with us fellow Spridgeteers. Keith has a cracking Mark IV Sprite in British Racing Green (as pictured in the March issue of Mascot) and we're looking forward to seeing it at a future meeting when it's a bit warmer than it was on the night of the March gathering!

## Drive it Day

Thanks go out to stalwart Keith Jewkes who has sorted out a route to a private Motor Museum in Saddington near Leicester for Drive it Day to meet up with Ian Cooke's posse who have initiated the event. Hopefully we'll have a gathering of cars from H of E, Notts / Derby and Central. Also if there are any other Spridgeteers lurking over in the South Leics / Northants area feel free to join in.



Speaking of Keith Jewkes, when at Stoneleigh recently he bought a pork pie so big he decided to stabilise the back end of his Midget with it! See pic.

**Steve**

# Central Area Report



## Mystery solved

My teal blue Midget is not the first car people notice at club events. People tend to look at the very fast, very historic or dare I say very pretty Midgets and Sprites before they spot my car. For some reason I have always wanted to keep my car as original as possible, the only oddity being a Dutch flag on the rear valance which I have no idea of how it got there. When a MASC member spotted a picture of my car on the Interweb, he noticed my registration plate was similar to his own. He pointed out that his car had been a factory car which made me think about tracing the history of my car. A few weeks passed. Then at a club meeting Rich Weaver suggested I write to the DVLA to find out who the previous owner(s) were. As Rich pointed out it only costs five pounds. What a bargain I thought. A couple of weeks later a letter containing the previous owners popped through my letterbox. Of special interest was the first owner, who lived near Abingdon and the second owner who had owned the car for nearly a quarter of a century.

Letters were written, stamped return envelopes included and I held my breath in the hope that I would get a reply. A couple of weeks later the daughter of the second owner had not only written a reply but

*Dave Warren and the Holland flag on the rear of his Midget*

included priceless pictures of her mother stood by the car. She then went on to explain how her mother had taken her two daughters to college in the car, all three crammed in with cooking pots and duvets. The car had been well loved with fond memories for the family. However it was only at the end of the letter that she mentioned her mother was from Holland. She questioned if the flag her mother had put on the back of the car was still there. After sending pictures to the family I now realize that the flag on my rear valance is nearly forty years old. No wonder it is fading slightly. Mystery solved, only problem being I was thinking of giving my car a re-spray in the near future. I don't suppose anyone has a Holland flag do they? It is always going to be part of the car now.



*Andy Bel Howe's car under restoration*



# Essex Area Report



Tony's Restored Sprite

I must start with an apology as last month I forgot to include the final part of Poet Laureate Paul's rendition given at the Christmas dinner:

One Sunday, Francis was put on the spot,  
By a seven year old boy who knew quite a lot,  
"Your Frogeye is exceedingly fine"  
"The four cylinders are all in a line"  
Francis was decidedly cockeyed  
"Are they really?" he replied

Tim et Linda allez par la Manche  
A la Belgique? Non, en France  
Pour le weekend? Je t'entends  
Mais, La Grenouille en La Loire arête,  
Quelle problem?  
Peut etre, le pompe d'essence  
Mon dieu, quelle vacances!

Colin and Elaine's trip tested our range,  
We started on time – that made a change.  
Tony arrived in his posh restored *Sprite*,  
It's the bright red one with the stripe that is white,  
All the hard work was obviously worthwhile,  
We could hear it pop, spit and fart for over a mile.

Apart from Tony feeling decidedly queer,  
It has been another really good year,  
A weekend away  
Trips out for the day,  
Club nights sampling the hop, grape and grain,  
Plus healthy discussions – Brexit or Remain?

To help members plan their Spridget outings for the second half of the year, the remainder of the calendar is as follows:

Tuesday 1<sup>st</sup> August – Mid week run/dinner.....

**Colin & Elaine**

Saturday/Sunday 19<sup>th</sup>/20<sup>th</sup> August – Weekend Away ....

**TBC**

Sunday 17<sup>th</sup> September – Chatham Dockyard

**Dave**

Tuesday 1<sup>st</sup> October – Bingo Night.....

**Jayne & John**

Sunday 15<sup>th</sup> October .....

**TBC**

Sunday 3<sup>rd</sup> December – Christmas Run .....

**TBC**

Friday 8<sup>th</sup> December – Christmas Dinner.....

**Gary & Diane**

With several TBCs, Area Representative Gary will gladly accept any offer to organise a run.

Although the monthly meetings continue to be well supported, a few members seem to have been working on the cars. As reported last month, Owen's Sprite broke its exhaust on the London bridges Run. Following removal of the broken system, a bad case of scope creep ensued as he then decided to fit new springs, rebuilt shock absorbers together with poly bushes. Additionally, some welding was necessary to combat an attack by the dreaded tin worm. Still plenty of time before our first group outing on Drive it Day. Also, a couple of cars have upcoming MoTs which of course involve a bit of 'garage time' to ensure a first time pass.

On a personal level, my To Do List for the Midget and Ashley hasn't shrunk as lately I have been more involved with two wheels than four wheeled travel. Cycling on local Spridget friendly lanes has been enjoyable in the recent mild weather. It is noticeable how some lanes that seem level when driving are in fact far from level when cycling.

So far, 6 cars have entered the first run of the year which is an organised charity run as part of the National Drive It Day.

**Doug Plumb**

# North West Area Report



The February Meeting was very well attended by 30 members, Fraser had been very busy producing a route and Tulip map for Drive it Day on the 23rd April. A run of around 80 miles and finishing off at a restaurant for dinner.

We have a very good working club with some members offering to take on various roles, including Les who has volunteered to make our run plaques. We also made good progress with the plans for Cars & Coffee meeting on the following Sunday 19th March. Mike has sorted a short run for the day if anyone wishes to have a go, again in Tulip form. Bernie put his name down to marshal on the day, if all goes well this may be the start of a regular event.

Sunday 19th March, We had our first Cars & Coffee Meeting at the Kilton, as the weather had been constantly raining for almost a week before and was still raining on the morning of the meeting.

We knew numbers attending would be very much an unknown quantity! But we in the North do have some very hardy souls and dedicated classic car enthusiasts, so we had 30 very nice cars turn up with a range from an old Bentley to a very rare MG SVR also a good display of Spridgets, MGAs, MGB GT and a few old MX5s.

We would like to thank you all who turned up to support our club event on "Its Maiden Voyage" it was very much appreciated!

We had a 17mile run in Tulip form, for anyone wishing to discover a little of the surrounding countryside, but I think we only had one brave couple who went on it, as once inside with a nice cup of coffee no one wanted to

move far, much nicer to view the cars and chat from the comfort of a warm and dry conservatory!



So I think there was enough feedback and interest to run another meeting at the Kilton on the third Sunday May 21st from 10am till 1pm. Then on June 25th we will move to Hoghton Towers near Preston for a Cars & Coffee meeting in what will be an amazing setting, the views are spectacular (likewise the reputation of the tea room and cafe! from light refreshments to lunches) and there will



be tours of the beautiful house available for a small fee which will have to be a must for so Shelley tells me!

If all goes well this will become an alternating monthly meeting between Hoghton Towers and The Kilton, over the summer months from March to September 2017.

**Neil & Shelley North West Area Reps**

# Scotland Area Report

At long last the Good Frog is in the M.G.O.C. recommended garage, Paul McFadden's at Motherwell, for some first aid after its minor bump last summer. If truth be known, I was not in any hurry to take it there over the winter months.

One Monday towards the end of February I awoke it from hibernation and drove the 30 miles out to Motherwell. It was lovely day and it was a pleasant drive with the hood down, although I had forgotten about the noise going through the Clyde Tunnel.

When the car returns, I will buckle down and sort out the fuel vaporisation problems and hopefully we will be ready for a full summer of outings. Mark (MASC Chairman) is supplying us with a couple of club pennants and wheel stands so we can maybe try and recruit a few members on our travels. On that subject, I hope at our next beer & blether night we can sort out a few runs and shows to visit in the coming months. I know Dennis has a few in mind, so we might try and figure out a few dates.



While Good Frog is away, the Rusty One is at long last receiving a bit of attention, with the cross-member about to be cut out with the plasma cutter and a new one fitted with a great deal more care this time.

I have already been out to Alan's and taken a load of measurements from his Frog and hope to do the same with Peter's. Once that



is done then it will be full speed ahead to try and get it finished. I do have a finish date in mind but I'll keep it a secret for the moment!

I have started on the engine rebuild but I have a dilemma over whether to fit the reground crankshaft. It has been taken down to -60, both main and big end bearings, and although I was given the shells to suit, I am not convinced that the main bearings can have that much taken off them, as I have not seen any supplier listing them and neither, for that matter, can I see it in any manuals.

The Alien, or rather the Morris Traveller, is out on the driveway covered over with the car cover I bought at the classic car show in November. It cost a fair bit but it was money well spent, as it is keeping the car well protected and also releasing a bit of room in the garage. I still have not managed to contact the DVLA to see if they can supply me with details of previous owners but it is on the to-do list.

Next month should see the completion of Peter and David's *Frogeye* restoration projects so I am sure that I will have pictures of them soon.

**Graham.**

# Notts & Derby Area Report



*If only I could get my hand out...*

At our last meeting I handed a piece of paper around requesting that members write down some of their winter experiences in order to compile a monthly report.

Although some were rather shy about their activities, I managed to glean the following information. It seems that at this time of year the flat driving caps get left in the cloakroom and Spridgeteers don woolly hats to become Action Man spanner commandos!

Chris has been busy with his snips and is ready to replace the floor of his RWA Midget. In contrast, Tim has found a local panel beater to repair his Frogeye bonnet which had been tastefully modified. (See photo on p9 of the January Mascot) John has fitted a new water pump to his MGB and replaced the timing cover oil seal.

On restoration of his Frogeye, Nigel reports that the doors have been lined with Dynamat then 3mm fine ribbed rubber. Note: use spray contact adhesive - beware not to use brush on contact adhesive as it reacts with the rubber components and blisters - he promises to send Gary an article at some stage.

The door handles have been refurbished and plastic sleeved levers were cleaned and acrylic paint sprayed to original colour. The heater box and snail blower all refurbished after hours spent cleaning off the rust worm. Uprated heater matrix (second hand) was fitted in the box after flushing



*The Matrix Refurbished – Watch out Mr Smith!*

and pressure testing. Has anyone noticed the Smith link to the film....? Ian has had his rev counter repaired



*Rear axle and bench seat conversion for Nigel's Frogeye*

by Speedy Cables and fitted with a module for the electronic ignition. Tim has also converted his 1500 MG to electronic ignition and replaced the master cylinder, and is now raring to go! At least he'll be able to stop...

Martin is in the process of replacing the clutch cylinder seals on his Midget, after he lost the ability to select any gears.

Richard (Mr MASC Facebook) has been busy replacing a rear spring, waxoyling, fitting new carpets and seats and refurbishing his tacho. Where are the pictures on Facebook?

I have replaced a broken door handle hinge on my wife's Fiat 500 – apparently a common problem judging by the number of posts on the internet! Now in the throes of working out why my engine leaks oil.... so far I've discovered a tooth missing from the ring gear, a well worn starter pinion, and a leaking slave cylinder pipe, and that's before looking at the engine itself!

Paul was unusually quiet, refusing to say much at all. We managed to extract from him that he may have converted a Supersprite chassis into a piece of gym equipment for improving his "diddly squats"

## **A reminder for Drive it Day, Sunday 23<sup>rd</sup> April.**

The route is currently being worked out, but the plan is to meet at 9am at Morrisons supermarket, Gamston (on A52 south-east of Nottingham) for a run to a final destination at a private classic car museum where we will join fellow MASC members from other areas.

## **Sunday 4<sup>th</sup> June Wollaton Park Autokarna**

To book a place in the MASC paddock area - [www.pwa7c.co.uk/eventsautokarna.php](http://www.pwa7c.co.uk/eventsautokarna.php)

**Ian Cooke**  
Notts + Derby area rep.  
[ilcooke@btinternet.com](mailto:ilcooke@btinternet.com)

# Market Place

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

**For Sale:** MkIV Sprite 1967, rebuilt on new shell in 2005/6, by enthusiastic club member, Adrian Turley. Engine upgraded to 1293cc with full race cylinder head, CooperS camshaft and distributor, twin 1.5 long bodied SU carbs on gas flowed manifold ,3 branch LCB exhaust, oil cooler etc., 3.7 diff. Retrimmed interior , new bucket seats and lots of other improvements. Brake servo and alternator.

**Full details, Photos etc. available by email. P.O.A. to Ray. raymargaret@lineone.net**



**For Sale:** Beautifully restored 1962 MK2 Sprite for sale Original 948 engine and smooth case gearbox with 31k on odometer, Bare metal respray and extensive refurbishment in 2013/4 and only 650 dry miles since .Lots of old documents, photos, Mot and invoices to back up its specification and originality. **Any questions call Mark on 07976439930 (Bristol). Offers Invited**



**For Sale:** IOW Frogeye Sprite in metallic blue with matching lined hardtop. Black hood and interior with blue leather seats, chrome wire wheels and a blue tonneau cover. Built in 1989 based on MG Midget with rebuilt 1098cc engine and gearbox, disc brakes etc. everything new or reconditioned having done only 9000 miles since. Complete history of this fully sorted and well documented car with receipts, MOT's, heritage certificate. In excellent condition throughout, £12,750 ono

**Contact: Chris Yates 07960 330030 dartite@googlemail.com**



**Wanted:** Garage/workshop space in Glos/Wilts/Worcs/Avon area. Looking to restore my MkIII Midget, but sadly don't have access to a suitable space. Do any members within an hour or so of Cirencester, Glos have any workshop/garage space they'd be willing to rent out? An 'experienced/expert' eye during the restoration would be most welcome too!

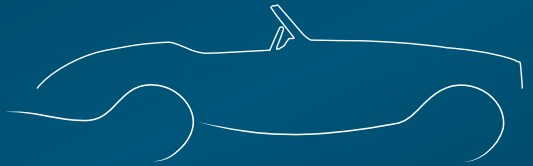
**Contact: Joe Sach jlsach@icloud.com/07870572478**

**Wanted:** Sprite Mk1 (Frogeye) steering wheel, Rev counter, Speedo and sidescreens.

**Please contact Gary Lazarus (the editor) at garyfrogeye@gmail.com or 020 7700 5696 on behalf of the new owner of "Gaps"**

**For Sale:** La Foie/The Frenchblatting company. As featured on page 3 of last month's Mascot. La Foie is a 10 acre farm on the Loire Valley/Brittany Border. Many MG owners enjoy a week in one of the two gites which have a turnover of £3500-£4000.

**See the details at: [www.frenchblat.com/la-foie.htm](http://www.frenchblat.com/la-foie.htm)**



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