

May 2017

£2 No. 398

Mascot

The Magazine of the Midget & Sprite Club



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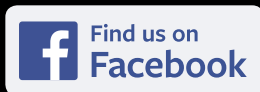
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Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



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

COMMITTEE

CHAIRMAN	Mark Hall , Tel: 01296 660103 email: chairman@midgetandspriteclub.co.uk
GENERAL SECRETARY	Jim Willis , Tel: 01527 402804 email: jim.willis@tiscali.co.uk
TREASURER	David King , Tel: 01453 544202 email: djs.king46@gmail.com
EDITOR	Gary Lazarus , 40B Hungerford Road, London, N7 9LP. Tel: 020 7700 5696 email: editor@midgetandspriteclub.co.uk
AREA REP'S DELEGATE	Alan Anstead , Tel: 01322 384050 (Answerphone) email: alan.anstead@btopenworld.com
MEMBERSHIP	Stuart Watson , "Staddlestones", Thicknall Lane, Clent, Stourbridge, West Midlands. DY9 0HX. Tel: 01562 883076 email: membership@midgetandspriteclub.co.uk
GENERAL MEMBER	Glyn Polly , Tel: 07544 302 575 email: glyn.polly@ymail.com
FACEBOOK COORDINATOR	Alan Pritchett , Tel: 07720 238810 email: a.pritchett@btinternet.com
	Richard Wharmby , Tel: 07814 764546 email: r.wharmby10@virginmedia.com

OFFICERS

CLUB ARCHIVIST & TECHNICAL DOCUMENTATION	Terry Horler , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770 email: rebelwithasprite@hotmail.com
MEMBERS ADVERTISING CAR REGISTERS	Alan Lo , email: alan@mobuzzing.net Tel: 0117 9572617 Mob: 07474 343643
SPRITES & MIDGETS (EXCEPT MK1 SPRITES)	Stuart Watson , email: stuart@thewatsonz.com Tel: 01562 883 076
SPRITES MK1	Gary Lazarus , garyfrogeye@gmail.com Tel: 020 7700 5696
REGALIA OFFICER	Mike Grout , 55 Park Road, Spixworth, Norwich, NR10 3PJ. Tel: 01603 890211 email: miketg54@hotmail.com
TECHNICAL ADVISOR	Mark Boldry , email: mark26r@hotmail.com
WEBMASTER	Mike Bennett , webmaster@midgetandspriteclub.co.uk Tel: 01925 727479
TRADE ADVERTISING	Gary Lazarus , editor@midgetandspriteclub.co.uk Tel: 020 7700 5696

AREA REPRESENTATIVES

BRISTOL	Terry Horler , Tel: 01454 881770 email: rebelwithasprite@hotmail.com
CENTRAL	Dave Warren , Tel: 07831 101850 email: central.masc@live.com
DEVON	Michael Ellis , Tel: 07527 598091 email: michael_ellis@live.co.uk
DORSET	John Gully , Tel: 07876 334949 email john.gully@btinternet.com
EAST ANGLIA	David Dixon , Tel: 01733 222810 email: e-dave@hotmail.co.uk
ESSEX	Gary Knight , Tel: 01376 562172 Mob: 07932 077305 email: gknights@live.co.uk
HAMPSHIRE	Terry Langridge , Tel: 01252 626063 email: friendlyfolk@midgetandsprite-hampshire.info
HEART OF ENGLAND	Steve Newton , email: newton-gemini@sky.com
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 466648 Mob: 07921 089 680 email: neil_mcleod2@outlook.com
NORTH WEST	Ian Cooke , Tel: 0115 938 3838 email: ilcooke@btinternet.com
NOTTS/DERBY	John Austerfield , Tel: 07778 636070 email: austerfield.07@btinternet.com
NORTH NOTTS & SOUTH YORKS	Graham Gibbins , Tel: 01235 530456 email: graham_gibbins@hotmail.com
OXFORD	Graham Smith , Tel: 0141 954 8276 email: smith.graham@yahoo.co.uk
SCOTLAND	Valerie Young , Tel: 01460 391431 email: petyeryoung81@aol.com
SOMERSET	David Hill , Tel: 01239 811307 email: david@hill.be
SOUTH WEST WALES	Mike Gorman , Tel: 01737-552256 email: gorman698@btinternet.com
SURREY	Chris Harding , Tel: 01342 718860 email: harding.cm@btinternet.com
SUSSEX	Andy Cross , Tel: 01225 743554 email: andyspeedbox@gmail.com
WILTSHIRE	Rob Armstrong , Tel: 07889 090411 email: mascyorkshire@gmail.com
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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May Editorial



Masc at Donington © Richard Wharmby

The Bonding Continues

It seems that the name of the new car has stuck and it's now unofficially known as "Gapless". It's not a name that I really would have chosen, because unless you know about "Gaps" the car it replaced, the name just seems incongruous. However, in my mind and now the minds of many of the members, the name of the car is "Gapless".

We've done a fair few miles together over the last month. The most recent trip was at the end of April, when we joined other MASC members at the Donington Historics weekend. Although I only attended on the Sunday, I understand that Friday and

Saturday were also well attended with members and their cars trackside to watch some exhilarating racing, raging from Pre-War Sports Cars through to the monstrous Pre-'73 Prototype, touring and GT cars.

The club pitch was just far enough away from the action to hear yourself think, but close enough to be in the thick of the action. One of the great advantages of Donington is that many parts of the circuit can be viewed without having to move. Another benefit is just how accessible the cars, drivers and mechanics are when walking through the paddock. It's definitely worth keeping in your diary for next year.

The journey there and back from London was just under 230 miles in total and the car was faultless. And I now have enough confidence in the car to not get nervous about our upcoming trip to Le Mans in June. I guess "Gapless" and I are now bonding.

This month marks a couple of milestones, as you will read elsewhere in *Mascot*, we have launched our revised website and also now have in excess of 1000 active members. This is partly due to presenting a good and welcoming presence at the various shows the club attends and also being able to meet a friendly and enthusiastic face at the regional club evenings. If you're one of those members who doesn't often attend a monthly meeting, why not pop along to your local one this month. The days are longer, the nights warmer and you're assured of a friendly welcome.

In the meantime "Gapless" and I will get to know each other a bit better.

Have a great month

Gary & "Gapless"

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

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: Members from Kent Area Midget and *Sprite* Club take a well-earned rest during last year's Miglia Tour

Practical Classics



Alan Anstead and John Clark begin working on the Editor's Frogeye the evening before the show even started!

Practical Classics, Classic Car and Restoration Show 2017

Once again we have had a very successful show, and we signed up 27 new members. A remarkable result considering that this show is smaller than the November Classic car show, although the organisers tell me that the number of visitors is increasing.

Several members took pictures of the stand and the activities going on during the show and these were then posted on the MidgetandSpriteclub Facebook page, www.facebook.com. Although by now you will have to scroll down a bit to see them. If you are not a Facebook user, and I have to confess that I don't really bother with it, it is worth a look even if you don't want to become an active member. You may be surprised and want to join in.

Once again we had Alan Anstead and John Clark getting their hands dirty. They were assisted by Ian Cooke and the end result was our esteemed editor driving his Frogeye home with new disc brakes on the front and new wheel cylinders and shoes on the back, along with new wishbones and stub axles. Well done to all three, some serious effort from them allowed Gary to drive home safely on Sunday night.

The biggest thank you goes to Geoff Hunter, who stepped in at the last moment to provide transport for all the stand equipment after a last minute change of plan, and also thanks again to Janet for providing the cakes. Last but not least, a big thank you to everyone who came and helped out, and to those members who brought their cars



MASC Stand organiser Alan Pritchett makes last minute preparations, with hero Geoff Hunter to the right



Jim Myers' radical Frogeye KAD Twin Cam A Series engine

I now have to start to think about the Classic Motor Show in November, the dates are 10-12th so put them in your diary. I shall be needing cars for the stand and people to man the stand, so cancel the holidays and get polishing, I need your car!

Alan Pritchett

a.pritchett@btinternet.com

The editor adds: Once again the ultra modest Alan Pritchett and his band of helpers have understated the enormous effort involved in organising the club's highly successful stand at this year's Practical Classics, Classic Car and Restoration Show. On behalf of the Committee and those who attended the show, I send our thanks and gratitude. Gary

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://yorkshireremasc.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
- 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
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at grahame_gibbins@hotmail.com
- 2nd Tuesday **London Area** (Congestion Zone) – Meet at **The Ace Cafe** at 7:30pm together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garyfrogeye@gmail
- 2nd Wednesday **Devon Area** – 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
- 2nd Wednesday **North West Area** – Meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue. Neil McLeod email neil_mcleod2@outlook.com Tel 01772 323770 Mobile 07921 089 68
- 2nd Wednesday **Bristol Area** will meet at **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
- 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
- 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
- 3rd Tuesday **Scotland** – Meet at **The Windmill Tavern**, 4 Thorniewood Road, Uddingston G71 5QQ at 8pm. Graham Smith 0141 954 8276 email: smith.grahamf@yahoo.com
- 3rd Tuesday **Surrey** – Meet at **The Chequers**, Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF. 7.00pm onwards. Contact Mike Gorman, 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 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
- 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
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or email 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 or on 07850 488636.
- Last Thursday. **Somerset Area** – Meet at **Windy Miller’s Pie & Bar House @** Haselbury Mill, nr. Crewkerne. TA18 7NY 7pm if eating, 8 to 8.30pm if not. Please contact Valerie Young on 01460 391431 for further information. We may not always be there, especially in the Summer!
- Northern Ireland robertholmes25@hotmail.com. If enough interest, will arrange a meeting.
- South West Wales Non-regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: david@hill.be



Club Website

www.midgetandspriteclub.co.uk

Members Only Pages: Password:

No longer applicable. Please see page 6 for new log-in information

Also follow the Midget and Sprite Club on



As of 1st May the facebook page has 735 members

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

For the website Mike Bennett can be contacted at webmaster@midgetandspriteclub.co.uk

4th June Sunday **Wollaton Park Autokarna** To book a place in the MASC paddock area – contact Notts + Derby area rep. Ian Cooke ilcooke@btinternet.com and see www.pwa7c.co.uk/eventsautokarna.php

15th - 18th June **Treffen trip to Germany** (Now Fully Sold Out) Geoff Hunter ogleman5@gmail.com

24th – 25th June **Correction - Flywheel event at Bicester heritage.** It's now June 24/25th, not the 1/2nd July. Contact Somerset Area Rep for details



8th – 9th July **Chateau Impney Hillclimb.** Contact Keith Warner 07800 875835 or Mike Pope 07481 271471



22nd - 23rd July **Classic Nostalgia**, Shelsley Walsh.

28th -30th July **Silverstone Classic** Join the MASC club stand. See page 16 of this month's Mascot



19th-25th 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



1st -10th Sept **6th Miglia Tour.** Contact Alan Anstead for details enquiries@midgetandspriteclub.co.uk

23rd - 24th Sept **Pistons and Props** Sywell

10th -12th Nov **Classic Motor Show. NEC**



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

Area Reps, Please remember that you can now add your monthly events on the Club's website. Please contact Mike webmaster@midgetandspriteclub.co.uk

Revamped Website



Home Events Club Member's Area Log Out Join the club Logged in as (mgb)



Revamped Midget and Sprite Club Website

By the time you read this, the Midget and Sprite Club web site will have been revamped with a new look and some new features.

Access to the member's only areas of the site has been simplified and you will no longer need the password from the latest edition of *Mascot* as the username/password login previously used just for the forum will now give you access to both.

If you have not already registered to use the web site and forum, please select the Web Site Registration option from the menu (under Member's Area) and complete the form.

When you log in, the web site menu will change to give you direct access to the forum, *Mascot* on-line, technical articles, etc.

As before, each MASC region has a separate page on the website, but now there is an extra page per region for local messages, your Area Rep can post messages here to announce local events etc. When a message is added by your Area Rep, an email will be sent to you to keep you up to date. You have the option to remove your name from the distribution list if you do not wish to receive the emails.

Mike Bennet

webmaster@midgetandspriteclub.co.uk

Club Membership passes the 1000 mark




In April we exceeded 1000 active membership numbers for the first time in recent history and welcome to all recent new members who helped us with that achievement. Membership has hovered just below the 1000 mark for the last few months but the surge in 27 new members from the NEC Restoration Show was sufficient to break the glass ceiling of a 1000 and currently stands at 1002. Whether or not that number has been reached in earlier years I'm sure that club historians will let me know. Taking joint members into account, who are equally important but share a membership number, we have 1340 members

Elsewhere in *Mascot* the new club website is described. An integral part of the new site is the new Card Payment System which replaces one which was run on our behalf by Secure Web Services. Using this New Payment System members are able to renew their membership and purchase regalia. New members are also able to join the club using this new facility. Thanks go to Mike Bennett the MASC web master for developing this new feature which I am sure that you will find easier to use than the one it replaces. Help guides are provided on the site but please contact me if you have any queries on membership@midgetandspriteclub.co.uk

Stuart Watson


membership@midgetandspriteclub.co.uk



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For some it's the iconic status...



For others it's the marque...

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New Members Mar

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

5401	Mike & Anne de St Paer	Cheshire	Sprite	Mk 1
5403	Alex Snelling, Carol Fossick, Seren & Imogen Prosser	Sussex	Midget	Mk3 RWA
5404	Ray Pattenden	West Sussex	Midget	Lenham
5405	Gary Lawrence	Essex	Sprite	Mk 1
5406	Harry Schweidler	Wiltshire	Sprite	Mk 1
5407	Michael Hicks	Surrey	Sprite	Mk 1
5408	Andy Fitzgerald	Suffolk	Sprite	Mk 1
5409	Mike & Karen Barker	Staffs	Midget	Mk 3 RWA
5410	Roger Gavan	Northamptonshire	Sprite	Mk 1
5411	Helen & Ian Feeny	Cheshire	Midget	Mk 3
5412	Brendan & Susan Carroll	Dorset	Sprite	Mk 1
5413	Anthony & Isabel Hopkins	Derbyshire	Midget	Mk 3
5414	James Grigg	Kent	Sprite	Mk 2
5415	Martin Bateman	Lancashire	Sprite	Mk 2
5416	Richard Griffiths	Monmouthshire	Midget	Mk 3 RWA
5417	Scott Compton-Harris	Hertfordshire	Midget	Mk 2
5418	Alan & Beth Fletcher	Roxburghshire	Midget	Mk 3
5419	Avtar Singh	Leicestershire	Midget	Mk 3
5420	Gregory Kett	Bristol	Sprite	Mk 4
5421	Colin Peach	West Midlands	Sprite	Mk 1
5422	Elliot & Vincent Clowes	Surrey	Midget	Mk 3
5423	Colin Mee	Shropshire	Sprite	Mk 4
5424	Tony Meredith	Shropshire	Midget	Mk 2
5425	Ian & Alexander Christians	Cambridgeshire		
5426	Ian Boneham	West Midlands	Midget	Mk 3
5427	Duncan Henny	Bedfordshire	Midget	Mk 3
5428	Jeff Stevenson	South Yorkshire	Midget	1500
5429	Brian & Luke Kempson	West Midlands		
5430	Graham Harper	Not Known	Midget	Mk 3 RWA
5431	Mark Mason & Dawn Hopkins	Worcestershire	Midget	Mk 3
5432	Eric & Linda Ritchie	Cumbria	Sprite	Mk 1
5433	Richard Owen	East Yorkshire		
5434	Karen Petters	Essex	Midget	1500
5435	Russell & Amanda Jones	Worcestershire	Sprite	Mk 1
5436	Jean-Paul & Michael Lardenoije de Vroomen	Holland	Sprite	Mk 1
5437	Ian Macnab	Canada	Midget	Mk 3



Mike & Anne de St Paer's early 9 stud screen Frogeye"



The MkIII Midget of Alex Prosser-Snelling, Carol Fossick and Seren & Imogen Prosser



Ray Pattenden's 1966 Lenham bodied Midget



Martin Bateman's blue Midget after a seven year rebuild. He also intends to rebuild his MkII Sprite



Harry Schweidler's rebodied Mk1 Sprite.
See the letters page



Martin's Chief engineer Finlay, in the Midget



Michael Hicks' Mk1
Sprite



Fiona Young and Alan Fletcher's MkIII
Midget with kids
Beth and Adam



Andy FitzGerald's Mk1 Sprite



Duncan Henny with his
Midget MkIII



Mike and Karen Barker's RWA Midget



Canadian member Ian Macnab's 1970 MG
Midget MkIII

Strange noise on a 1500

Hi Gary,

This may be of interest to other 1500 Midget owners. I was driving along when suddenly the wife (Elaine) said what's that noise? Now trying to tell people what type of noise is not easy, it is a sort of whirring noise from the LH side of the transmission tunnel. So after looking underneath I see the speedo cable and rev light harness are the only things there, so I have tie strapped them away from the bodywork but still not much change, so an in depth look. Now a strange thing, the starter motor spacer casing appears to be touching the body work! So a check of the engine/gearbox mounts all looks ok, so out with the starter motor. The only thing here was to angle grind away some of the spacer, See Pic's. Re fitted all back and now have a clearance.



Before



Ground spacer



After

Another road test and all seems ok at the moment. Watch this space!

Les Jeans

New member's Unusual Later Bodied Mk1 Sprite

Hi Gary

Having recently joined the club i attach a photo of my Spridget.

It's a bit of a mishmash having been heavily modified around 1986 by a previous unknown owner. It started life as a 1960/61 mk1 Sprite, but as can be seen it has left that legacy behind and now sports a 1275 Midget engine bored out to 1340cc along with a 3in wider body shell and custom fibreglass bonnet, to name but a few of the modifications.



Having been parked up under a tarp for 5 years i have been able to rescue it and get it back on the road. The plan is to get it on the hills next year. Until then i am embarking on a steep learning curve to get it and myself ready.

The picture was taken at Gurston Down driving school this last week, which has provided me with a long to do list and bags of motivation.

All the best

Harry Schweidler

OSKAR's Jogle Update

Hi Gary,

Further to previous emails, there has been a slight change in dates, and some confirmation of what/where/when.

We will be leaving Devizes on September 5th and at John O Groats on September 8th. On the 12th we plan to cross into Somerset using the Clifton Suspension Bridge, and the Bridge Master (well, Mistress actually) is helping us to organise a cavalcade of classic cars to cross the bridge that day at 12 noon. So, at 12 Noon on Sept 12th we're hoping for Spridgets, Healeys, Jaguars, etc., etc. and lots of press coverage. We're already talking to ITV West News and BBC Points West, as well as newspapers and so on. We shall arrive in Lands End on the morning of the 14th and then return to a massive welcome in a field just outside Devizes.

We also hope to go live on the 'guess the fuel used' competition before the end of May.

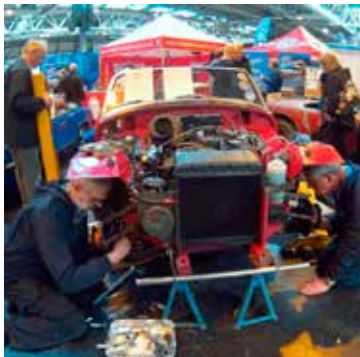
Could you also alert fellow Mascoteers that we are looking for offers of help and support along the way. The JOGLE route is as follows:

- Sept 8th. Inverness to JOG and back.
- Sept 9th. Inverness to Abington or nearby.
- Sept 10th. Abington to Garstng or nearby.
- Sept 11th Garstang to Hereford area.
- Sept 12th Hereford to Bridgwater via Clifton Suspension Bridge.
- Sept 13th. Bridgwater to St Ives.
- Sept 14. St Ives to Lands End and back to Taunton

Can you ask if anyone can offer or recommend accommodation in the places named?

Best wishes,

Roger Stratton



It's Good to Use Your Head When Working on Cars

Hello Gary

Though this rather amusing: This is what separates the Spridget owners from other classic car owners. Alan & John at the recent Classic Restoration Show, demonstrate how to convert front drum brakes to discs by supporting the car (jacking it up) with their heads, won't see any other car clubs attempting this!

Regards

**Oliver Wilkinson
Switzerland**

A Lapping Plate Tip

If scrapping any of the domestic security lights it is worth removing the piece of toughened glass from the front cover to use as a lapping plate either in conjunction with a piece of wet & dry or similar abrasive or grinding paste for truing small flanges or similar flat faced components.

Steve Keil NW Area

Case Study -

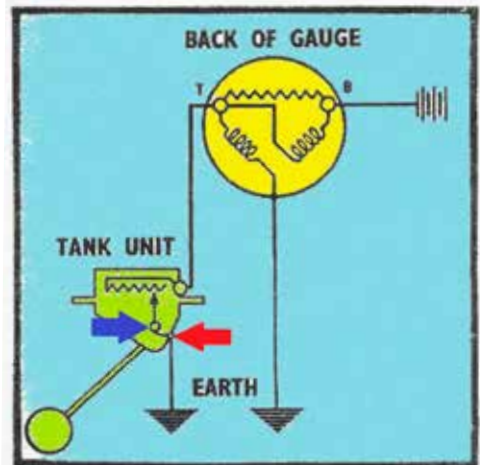
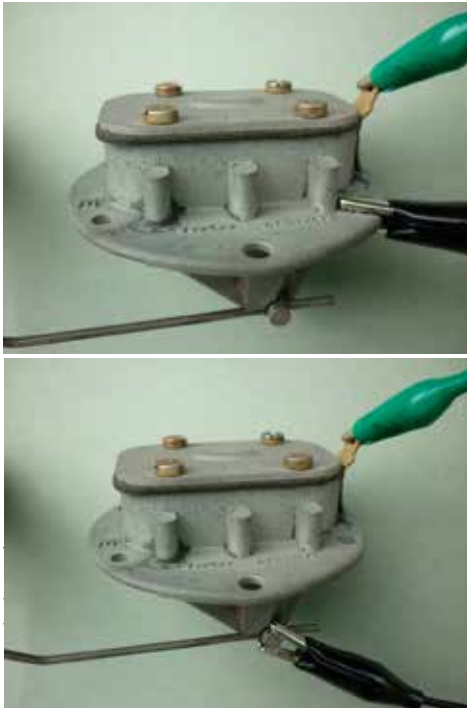
This case study is an attempt to show how the information presented in my recent article 'Early Fuel Gauges'¹ can be used to trace and correct a fault. At the same time it attempts to highlight what I believe is the Achilles heel of an early Spridget's fuel gauge circuit, something that may be responsible for many fuel gauge sender units being replaced over the years with expensive and very inferior after-market replicas. The presenting symptom of this particular fault is a fuel gauge that displays erratic readings - sometimes correct, sometimes too high, sometimes indicating that the tank is full even when the fuel tank is empty.

In this recent study, the dashboard gauge was not the culprit: when tested on the bench with a spare sender unit it performed perfectly, indicating that the fault must be elsewhere.

One of the easiest ways to check a sender unit is to first connect an ohmmeter between the sender's signal terminal and the metal

"In this study, the way the resistance varied between the two crocodile clips changed dramatically depending upon how the black (earth) clip was attached to the body of the sender. Performance was hopelessly erratic (top) but quite normal (bottom)."

Before removing the sender's top cover and fiddling about inside there is one extra test that can be performed with the ohmmeter, obvious if one studies the circuit diagram. Inside the sender, buried beneath the cylindrical bobbin of the variable resistor, there is a small but vital wire which connects (grounds) the rotating shaft and mechanical wiper arms of the resistor to the metal body of the sender unit. Even with the cover removed it is impossible to admire this connection. The MGA gurus² tell us that it is 'connected to the rotating shaft, wrapped three or four times around the shaft and then trapped under the bottom end of the bobbin for grounding on the housing ... as the wiper shaft moves this grounding wire must flex like a coil spring to have a very long life without breaking'. Well, at best this connection sounds distinctly dodgy (the Achilles heel of the circuit?): its design life was probably closer to ten years than to sixty.



Inside the tank unit there is a vital grounding wire which connects the sliding arms and rotating shaft (arrowed blue) to the metal body of the unit (arrowed red).

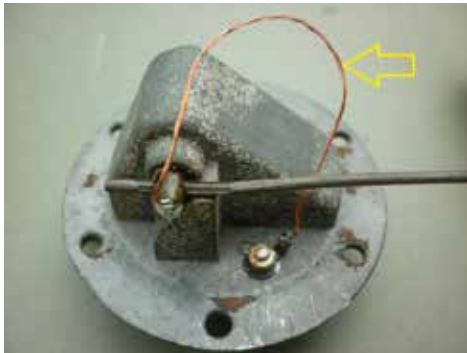
1 See April 2017 Mascot No.397

2 See <http://mgaguru.com/mgtech/electric/et214.htm>

Early Fuel Gauges

The extra test then, is to check for zero-resistance between the metal body of the sender and its rotating shaft. In our case study, this resistance was sometimes low, never zero and often far too high, varying widely and randomly as the float was moved up and down – a clear indication that the little grounding connection had failed. This was confirmed by repeating the first ohmmeter test with the grounding clip connected directly to the rotating shaft rather than to the metal body of the sender. The unit then behaved perfectly: as required, the resistance changed very smoothly 3-83Ω when the float was moved gently between its two extreme positions.

Any attempt to restore this failed connection inside the unit would be fraught with danger, destined to fail. The cylindrical bobbin is very difficult to remove, perhaps impossible to replace and reconnecting the hair-like wires would require both a high powered microscope and the hand/eye coordination of a top neurosurgeon. Instead, I added a thin flexible external grounding wire, one end soldered to the end of the rotating shaft, the other screwed to the metal body of the unit. For proper operation it is important that this grounding wire should be long enough, thin enough and flexible enough not to interfere with the movement of the float during normal service.



The addition of a simple external grounding wire (arrowed) restored proper function to the case study sender. One end of the wire was soldered to the rotating shaft, the other was fastened with a nut to a screw passing through a small hole drilled in the metal body.

Note that this fuel sender unit is not the only part of an early Spridget that needs a very good grounding connection to a rotating shaft. The early horn circuit requires a good earth connection to the steering column, something best achieved via a small but strong wire connecting the pinion tail bearing cover of the steering rack to the nearby steering rack mounting bracket. There's no need for any flexibility here though: twin wind tone horns can draw almost 30 amps; one of the car's two fuses is dedicated to the horn(s) alone.



A short earth wire (arrowed) from steering rack pinion to adjacent steering rack mounting bracket can solve many problems with the early horn circuit.”

Finally: note that the hole in the top of the tank for the fuel sender is not in the middle of the tank. When installing the sender, the sender terminal must point towards the front of the car, not towards its wire which approaches from the back. This ensures that the float will swim serenely in the middle of the tank, like an island in the middle of the Pacific, rather than bumping into the front of the tank and sticking at ¼ full³.

I thank Eric Flack (Member 120) who first drew this matter to my attention and who has kindly offered to test the case study sender unit in his 1960 Frogeye. He has also offered to report on the test in a later issue of Mascot. Good on you Eric!

John E. Davies (Member 3443)

jed2@cam.ac.uk

³ See Mascot issues 259 and 260 (September 2005 p6, October 2005 p7)



By New Member Ian Macnab

It is almost fifty years since my love affair with Spridgets began. After completing high school in 1967 I bought my first car. It was a 1965 Austin Healey Sprite painted British Racing Green and it was love at first sight. The car cost \$1,300 (CDN); I paid \$700 towards it and my father loaned me the balance, which I repaid over the next two years. I drove my Sprite through four years of university and two years of graduate school. Then I traded it for a Mazda but that car was never as dear to me as my Sprite. I even tried without success to buy my Sprite back from its new owner. Time passed and I still longed for another Spridget.

In the mid-seventies I saw a maroon 1974 Midget for sale. Soon it was mine but the emission gear on the car made it difficult to keep tuned. Two years later I sold it in a moment of frustration. It was time to grow up and focus on both family and career. Time passed but in the mid-eighties I came across a red 1972 Midget that just had to have a new home. A year of restoration work put that Midget back on the road. It was a

great little car. However, in the early nineties my family moved from town to country and I needed a tractor. So my red Midget was sold and taken to Florida by a Canadian snowbird as a winter car.

I still loved these little cars and indeed everything MG. I would stop, look, and dream whenever I saw an MG. For Christmas 1998 my eldest son gave me a book on the history of MG's. That was my downfall (or



My 1970 Midget as it arrived from North Carolina

salvation). I just had to have one! In the spring of 1999 I saw a 1970 Midget for sale over the internet. It looked pretty rough but

Sprites and Midgets

something about it called out to me. I bought it for \$500 US and had it shipped from North Carolina to my home in Ontario Canada.

Almost three years passed until I got my Midget on the road. Originally painted Blaze Red, I chose British Racing Green just like my first Sprite. I researched the history of the car and found that it was built on November

my car Bridget – British Racing Green Midget – and would never think of selling it. Yes, it is a bit harder getting in and out of the cockpit than it was when I was eighteen. However, when I am sitting behind the steering wheel and I hear the little A-series engine spring to life, I am a young man once more with my first-love “Bridget”.



Before



After

12/13 1969. It was shipped to Palm Beach Florida and then sent to a dealership in Fayetteville North Carolina. Bought by its first owner in January 1970, my car spent the next 29 years in North Carolina. I am the fifteenth owner of this little survivor. I named

It's always great to hear from our overseas members. So if you have a tale to tell or simply just want to introduce yourself and your car, please feel free to contact me editor@midgetandspriteclub.co.uk



Engine bay before



Engine bay after

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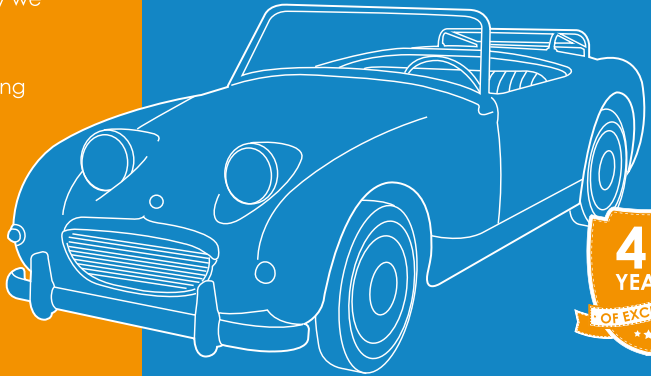
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First Engine Rebuild

After all the excitement of joining the 2016 Kent MASC Miglia for the second year running, my much loved 1964 MKII gave up just outside Dijon (Beaune).

After a visit to the Château de Savigny les Beaune museum we all stopped to refuel, it was a stiflingly hot day and we had many hundreds of KMs to cover to get to Anney for our next scheduled stop. Pulling away after the refuelling about a km up the road I heard a horrible knocking coming from the engine, I pulled over and radioed the rest of the convoy. After a lot of chin rubbing we came to a consensus it was better to call it a day, as I may be able to save the engine rather than causing more permanent damage, the Frogeye behind me said there was a grey then black puff of smoke just before the incident. The Midget was delivered back to Switzerland on a flatbed truck where I reside.



The morning before the incident at Prenios Race track



Just outside Dijon (Beaune)

The car was delivered one week later, I was eager to get the engine out and see what the problem was. Due to having no workshop or

place to work under cover, I asked the local garage if I could use a place in his garage and use a car lift and crane to withdraw the engine. The garage said yes but it has to be the next day due to having a slot free.

I went home grabbed my Haynes manual and various other books to read about how to go about removing an engine. I had never done this before but knew the day would come and it was actually something I have always wanted to do, it became reality very quickly and of course with an added time pressure as I was using the facilities of the generous garage owner.

Needless to say I didn't sleep much that night, I took the day off work to get this done, I turned up at the garage at 07:30 with my clean overalls on and lots of nervous enthusiasm, to cut a long story short the engine & gearbox was out by 10:30am, I was chuffed to bits with myself! I thought that the hard part was done but little did I know what was ahead of me for the next 5 months.



A nice garage to use to remove the engine

I placed the engine and gearbox on a wooden trolley with castors on and ratcheted it down ready for the walk through the village back to my house, needless to say there were a few raised eyebrows, I could just hear them saying "what's that crazy Englishman doing now, I saw him not long ago BBQing in the rain with rubber boots and a waxed jacket on, "nowt stranger than folk!"

I got the engine home and found a packet outside my front door, it was the engine stand I had ordered, perfect timing, I split the gearbox from the engine and lifted the engine onto the stand. It stayed in my bike shed for a few weeks, as I dismantled it I documented all with photos, I labelled everything and



Engine ready for its walk

bagged it all so I would know what went where, this was one of the best things I did as I had no idea how long it was going to take to get all back together.

While the engine was out I decided to sand back, prime and repaint the engine bay, luckily my brother was over so I got him to push me in the car from the garage through the village back home, yep a few more twitching curtains.....and one sweaty brother!



Before

After

I contacted Alan Anstead and asked what he thought would be the best way to proceed or if he knew of anyone that could rebuild it for me in the UK. I was put in contact with a guy called Gary Puxty who actually works on top end cars such as Bentleys, Ferraris & Aston Martins and in his spare time races

MG Midgets, he builds engines and has very good knowledge which he shares with the Kent MASC (he has actually built and in the process of rebuilding for club members).

Anyway a few mails were bounced back and forth and after finding out how much it would cost to get the engine over to the UK I decided to have a go at the rebuild myself with the help of Gary.

I continued dismantling the engine until all I had were bags of bits, I remember stepping back and thinking now what, what's the next step?

I asked for the advice of "Guru Gary" as I like to call him (lets refer to Gary as "GG") and he started talking about lots of measuring, more measuring and then re-measuring.... Blimey this was going to take some time!

I thought I need to get more serious about this as GG had very clearly told me "good enough is not good enough, it's either right or its not!" (this will always stick with me). This was the turning point for me where I needed to get organized and take this seriously to get a well built and reliable engine that would give me years of trouble free driving.



Cleaning the block & head

Luckily I work for an airline and am responsible for all tooling, this gave me access to some measuring tools, sand blasters, ultrasound wash baths, I cleaned the engine block thoroughly, sand blasted all the ancillary parts and resprayed all BMC green.

All done at the Engine shop at my work place (Swiss International Airlines) AVRO Engines



Problems that were found once engine was apart:

The head gasket had blown, between cylinders 3 & 4, would explain the puff of smoke and also cause all sorts of funny noises.



Pistons 2 & 3 were very carbonized and after measuring the bores, cylinder number 3 was out of round causing blow by. The cam bearings were also scored and the rocker shaft also worn with deep grooves



The Main & Thrust bearings were replaced and New Pistons too.

Quick purchase between engine rebuild

I needed to get the cylinders bored to the next size; $+0.020$ " as one was slightly out of round, I always remembered what GG said "good enough is not good enough". I found a company in Switzerland after searching the www and decided to take the engine to be bored, head and block to be skimmed, crank and cam polished, they also installed the new cam bearings I had bought. The pistons I had already bought from Moss Europe, I later found out they were County brand with a 3cc dish, this I had to measure myself as Moss couldn't provide this data, GG needed this data to work out the compression ratio which all depended on how much the block and head had been skimmed, piston dish capacity, top of piston to deck clearance and combustion chamber capacity.

The company I commissioned for the rebore etc.. was very old school and it was like going back in time with milling, boring machines from 40 years back. The company I found out was run by father and son and has been going for 38 years, so some good experience there! I got chatting to them and ended up having a tour of the facility; down in the cellar was a 1958 Frogeye that they had owned since new, the brother had handmade a metal bonnet for it 20years ago, they had travelled the Alps in it but it was just left in the corner and hadn't been out in over 10 years. I started chatting to them about the Alpine tour I was organizing with the Swiss Spridget.ch club and the Kent MASC club "Alpine Miglia", 5 days of Alpine driving in Switzerland (see Alan Anstead for more details should you wish to join as he is organizing the journey too & from Switzerland, 13 cars are in at the moment, not including Swiss cars!) After chatting to them I spotted in the corner of the cellar another Sprite with a Sebring / Cobra looking



See the red Frogeye in the corner!

bonnet, it was in a state; no back axle or wheels, floor pans missing and half of the paint off, no interior. I asked what it was and they just said a 1960 Sprite, I wanted this car, I loved the Austin Healey back end and with this special bonnet it was an opportunity not to be missed!

I asked if they wanted to sell but they said no, they wanted to restore it as it was one of their old colleagues who was a car body specialist, he had passed away a few years ago (1/2 way through the project, hope this doesn't repeat with me on the second 1/2 of the build!) and his wife asked them if they wanted the car, of course they took it and just left it in the cellar. The front end had been restored and the engine had been painted (doesn't mean anything I know) the rest of the car needs to be finished and I was the man for the job but they didn't want to part with it!

I contacted them two days later and asked again, they said no. I wrote to them the next day and said I was looking for a new project and wanted to get this car back on the road, they asked me to give them an offer but I refused and asked what they wanted for it, after some haggling we came to an agreement, I rushed over 2 days later to collect all the parts they had for it which were stored in a shipping container, I paid some cash up front to secure the deal, I didn't want them to back out after I had rekindled interest.

I arranged to collect the shell of the car second week in January as I needed a trailer and somewhere to store it. In the meantime Alan Anstead had put out a round robin to



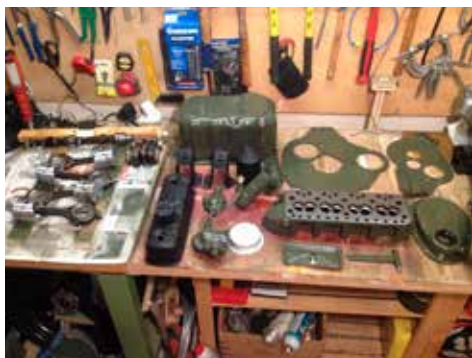
Getting the Shell (with Emil Frey Fibreglass bonnet) home in January... Brrrr..

see if anyone was familiar with this bonnet & by coincidence GG thought it was a German or Swiss made bonnet. After investigation it had been confirmed it is a bonnet that was commissioned by Swiss Car dealer / importer; Emil Frey, they are still the biggest dealers / importers in Switzerland today, with the Carrosserie company still existing in Albisrieden near Zurich run by one of the brothers.

Sorry about the side track!!

GG was instructing me step by step for the engine rebuild at this stage. He would write a mail and tell me what to do, I would do some back ground reading about it and carry out the steps and document all values / measurements in a book (this is now like a medical record for my engine)

On occasions I would be over enthusiastic and go one step too far, GG would reprimand me and I would have to undo what I had done as there were steps to be done before



Sprayed all parts after sandblasting

After months of dismantling, cleaning, spraying, recording data, reporting back to GG things were starting to come together.

After measuring combustion chamber capacity, lapping in the valves, measuring TDC so that the piston to deck could be measured and cleaning all threads with tap, it was time to reassemble the engine ready for its ritual push through the village back to the garage for installation



Newly painted engine going back into the newly painted bay

Since the installation I have covered nearly 300KMs and so far it's running like a dream. Will run it in for a few hundred more, give it a tune up and most probably think about sorting the kingpins out. They are small cars but there is always something to do on them.

Also have the MASC Alpine Miglia to look forward to in September and a cheeky Yorkshire run in June where I will be joining the South Yorkshire MASC and riding shot gun with my father in his 78 Midget....looking forward to some good northern countryside.

Should anyone have interest in joining the Alpine Miglia tour please contact Alan Anstead from the Kent MASC Club for a brief itinerary.

Once again many thanks to Gary Puxty for his know how, Alan Anstead for the contact and support, Martin Rudolf from Madmotors Switzerland www.madmotors.ch for his facility and my wife & kids for their patience and having to listen to me talk about engines for months on end!

Happy motoring!

Oliver Wilkinson
Switzerland



Radical Frogeye Unveiled at the NEC



At the recent Practical Classics Restoration Show one of the talking points on the MASC stand was Jim Myers' on going Frogeye project. Jim has owned this 1959 Sprite Mk1 since 1966 and it has subsequently followed him faithfully from house to house. It's pretty much original in terms of bodywork, the only exception being replacement outer sills testament to Jim's care of his vehicles.

The spec was originally standard but that's in the process of being upgraded – and how!

The story so far.

Bodywork

Panels have been extensively lightened throughout but extra strengthening panels have been added to the floor pan. A full roll cage will be added later on in the build to give absolute rigidity.



Cockpit

Tacho is upgraded to show up to 9000 revs and speedo upgraded and recalibrated to show 140 mph max. Metal gearbox gaitor has been refabricated in lower form to suit straight cut gearbox.

Rear suspension



Rear coil over location

Avo Coil over telescopics with bespoke fabricated mount inside the car, all stabilised with a panhard rod. Front Suspension



Lever arm dampers are retained but uprated and stabilised with Peter May rose jointed top joint plus 1.25 degree negative camber top trunnions. Springs are stronger and lowered. Steering column is jointed to accommodate fuel injection system.

Hubs are bespoke, built from aerospace spec aluminium incorporating taper roller bearings.

Transmission



Lowered gear gaitor

Straight cut close ratio gearbox and LSD 3.9 to 1 ratio differential. Uprated half shafts are fitted.

The Beating Heart!



Fuel injected twin cam head

1399cc thick flange A series engine with Jenvey fuel injected twin cam head by KAD. Compression ratio is 12.5: 1 and control and set up is via 3 D mappable Omex ECU. In order to contain any crankcase pressure, a Speedwell Oil Seal from the USA is fitted and the Sump is baffled. HP is 178 at the flywheel and torque is 118 lb.ft at 8500 revs. The engine is cooled by means of a custom made alloy rad with built in oil cooler. Range is increased by means of bespoke aluminium 10 gallon fuel tank.

Many onlookers at the Show mistook the engine for a K series and were taken aback when its true origin was explained. There's a little way to go yet before completion but the die is cast and this will a remarkable Frogeye for sure!

Watch this space.....
Steve Newton



Bespoke radiator

Goodwood Members Meeting

The Weslake Cup

A reminder of the recent Spridget based Race



Graham Robson's, Clive Cock's and Ian Hulett's WSMs

For the Goodwood 75th Members Meeting a 20-minute race was held for early 'A' Series sports cars, named in tribute to the engine designer and tuner Harry Weslake. Although there were also some interesting alternatives such as an Ogle, a Rochdale and two Turners, the majority of entrants were varieties of Austin Healey Sprites or MG Midgets, and of course it was superbly entertaining. A great feature was that we saw plenty of young driving talent leading the way, very refreshing in historic!

The qualifying session on Saturday was wet, and most exciting was Richard Woolmer, getting the bright yellow Sebring/WSM/Speedwell Monza Sprite 46BXN to incredible angles and claiming top spot on the grid for Sunday's race. Next and just as impressive was Tom Grindall in the Williams and Pritchard bodied MG Midget, and beside him was Renault Clio star James Colburn, here in an extremely quick and aggressive looking dark green Lenham bodied Sprite.

This was a family race for many, with several fathers and sons racing. We had Richard's father and Austin Healey expert Paul Woolmer in a Turner, Shaun Rainford and son Charles both in Lenham Sprites, Graham

Robson and young Asher Smith-Robson in WSM and Sebring respectively, and Charles and Christopher Clegg both in Sebring cars. There were "superstars" too, current Aston Martin WEC professional Darren Turner had put his own Turner, with just a 1 litre A Series, on the second row of the grid, but sadly was not to finish Sunday's race due to an electrical fault.



Ian Burford's Sebring "Lumbertubs", and Tony Wilson-Sprat's WSM

The track was dry for the Weslake Cup race early on Sunday morning, and from the starting flag a magnificent battle ensued at the front, as Woolmer's yellow Monza bonnet snuck ahead time and again, only to be passed each time by Colburn's dark green Lenham. Close behind, young Tom Grindall was having the race of his life in third and fantastic train of cars fought for fourth, including the uniquely bodied Ecurie Ecosse Sebring Sprite, 1413WD of James Dean and the beautifully built Sebring bodied car of Will Corry, who had been up to Peter May's workshop overnight to fit a new engine. Working through from a lower start position was Mike Haigh's Lenham, and Ian Burford in his familiar "Lumbertubs" Sebring Sprite was chased by Charles Settrington, son of Lord March, driving well in the new incarnation of the "Works Hack" Midget 138DMO, now with a Jacobs type front end. James Willis' Dick Jacobs Coupe 138DJB was also racing extremely well from 21st on the grid, finishing seventh, just behind Ian Hulett in his very pretty WSM.

Unfortunately the race had to be red flagged and restarted, after Richard Woolmer spun the yellow Sprite dramatically at Madgwick, but collided heavily with the Ecurie Ecosse car as he re-joined the Goodwood tarmac. Ouch! I'm sure both cars will be repaired perfectly, but it was very sad to see.

Nevertheless, the Weslake Cup race was a great showcase for the amazing speed and handling of these beautiful Sprite and Midget variants, and really impressed the crowd. James Coburn kept the Lenham dancing on the edge of its adhesion and drew a great round of applause in taking the win. A delighted Tom Grindall and Mike Haigh completed the top three.

What a race! Of course, it was a mix of important original period cars, re-creations or re-incarnations and a few replicas, but for the entertainment it really doesn't matter,



David Wylie's Speedwell

all the cars drew appreciative comments all weekend in the paddock. Let's hope we see more of these gorgeous little cars in other meetings soon, not just Goodwood!

Surry Area Report



The attendances this year have got off to a good start. I am also pleased to mention I have attended in my own Sprite, the first occasion was in February and that was the first time I have taken it to a meeting since June 2011. I think some of our more sceptical members wondered if I had a Sprite at all! I have and it is shown here in a picture sporting its newly coated Minator wheels, have I been watching too many Wheeler Dealers?

My Austin Sprite was the only club eligible car at the February meeting but March saw



Tim and Helen, Andy Bufton in their frogs and Dave Anness in his Sprite MK111 as well as me in the Sprite.

April had a more impressive turn out, but without me, due to a wheel bearing issue. This time as well as our regulars, Dave Anness, Helen and Tim attended in their cars, we also had John and Bethany and David Scrutton in their Sprite MK1s and Ted Milbourn in his Midget. We were also pleased to welcome on their first Surrey meeting Jo and Peter Harris in their recently acquired and very smart looking Midget, which like my own Sprite is Midnight Blue. Mention must also be made to our stalwarts attending without eligible cars namely Nay, Colin and Sid, Gavin and Julia and Nigel and Sue Swann. Frogeye rebuilders were represented by Rosemary and David from Reigate and Brian Holt.

Mike Gorman
gorman698@btinternet.com

TRAILERS... RH HAS THEM COVERED!



By Emma Airey, Account Executive, RH Specialist Insurance

One of the great things about owning a lovely classic vehicle is the pleasure you get from driving or riding it.

Sometimes, though, hopping on board for a trip isn't always the best idea. Sometimes it makes a lot more sense to put your cherished vehicle on a trailer.

Vintage vehicles in particular can struggle to keep up with modern-day traffic. Or, if you're attending a concours meeting and have laboured at home the day before preparing your vehicle, there's not much point putting it through a murky morning drive on filthy roads on the day of the event.

Whatever the reason, trailers certainly have their place in the world of classics.

Unfortunately, just like classics, trailers can go wrong. They have moving parts that can seize, tyres that can burst and chassis components that can break. And they are highly stealable*.

For very little outlay, you can secure damage, fire and theft cover for your trailer with RH Specialist Insurance. There's no upper limit on the trailer's value, and if it's 7 metres (22.9 feet) long or less, a damaged or broken one will be recovered to your nominated address at no charge.

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*When your trailer is not in use, it must be secured with either a wheel clamp or hitchlock.

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Somerset Happenings



Sheep on Exmoor

Not having submitted a missive for a couple of months. It was interesting to read Terry Horler's piece in the March issue, which prompted a review of the attendances during the last 12 months here in Somerset. Surprising to report there has been almost a 25% drop since Christmas, with even some of the most regular members over several years rarely seen. Even so we have to date completed three end-of-month runs, three club meets and attended a few shows.

January and February's runs were relatively uneventful making the most of the best of the winter weather. The March run however was quite an adventure even by our standards. Starting with a light breakfast near Taunton we headed west to Milverton and Dulverton before diverting onto country lanes northwards. Several miles later we came to a ford (not anticipated). At around 4" deep it was deemed ok to cross and all did so without problem save for a moment for Chris and Jilly Lord, on their first outing with us, when their Midget just stopped about 20 feet from the water's edge! They did get going fairly quickly with fuel starvation thought to be the problem.

Unfortunately following a number of recurring stops they decided to head for home just before the final ascent to the top of Exmoor, later phoning to say they had arrived home safe and sound. On over the top of Exmoor, giving way to a flock of sheep, and after going round in a few circles, mainly as a result of route changes to avoid further fords, we finally descended Porlock Hill and parked up outside the Ship Inn at Porlock Weir.

Entering the pub we asked for our reserved table only to be informed that we had no reservation and perhaps we were supposed to be at the Ship Inn in Porlock village! So it was we headed back to the village and the 'other' Ship Inn for lunch. With all having a good



No fuel

chuckle about the morning's escapades, it was Sara who said to Peter that "I thoroughly enjoy your runs especially when they turn into utter disarray!" At least on such a warm and sunny day combined with the beauty of Exmoor and the plethora of spring flowers it was a day to remember.

Maurice Pyman had a few words to say on the day which he posted on the Club Facebook page; he is a fairly regular contributor. He has now lightened his 1500 by removing much of the weight from the 'rubber' bumpers and combined with the overdrive now fitted the car, does seem to be better suited to modern day traffic. What next Maurice?

Most of the other members are completing their winter rebuilds and fettling and hopefully will be soon out and about. Valerie has completed the annual list of events in and around the Westcountry; we have entered about 6 events so far this year, with a couple of new ones a little further afield than usual, so will probably use the TVR for those.

Peter Young

Somerset area members will be making an appearance at the following events:-

- 14 May - Killerton Classics at Killerton House, Devon
- 28 May - Classics at Pecorama, Beer, Devon (Club Stand)
- 29 May - Bradford-on-Avon Lions Fun Day
- 4 June - West Somerset Railway Classic Tour
- 17/18 June - Bristol Classic Car Show, Shepton Mallet
- 1 July - Blackmoor Vale Revival Meeting - Henstridge Airfield, Somerset
- 8 July - Steam & Vehicle gathering at Powderham Castle - Devon
- 27 July - Forde Abbey Country Fair, Somerset (Club Stand)

Scotland Area Report



Well, the last month has flown by and while there is nothing major to report in the way of progress in the “rusty one”, a number of members have been helpful with suggestions on how to refit the cross-member and front H-Beam. I have so few datum points, which is causing the major headaches. Alan came through and we spent a few hours levelling, measuring, again and again, before we tack welded the cross-member on to the transmission tunnel, and whilst happy with that, I still feel I have a few problems. So I might ask a few more members for some help (more heads and all that).

Although I am struggling a bit, the good news is that Peter has finished his Frogeye restoration, ahead of schedule, and has been out for a test drive. All went well, although it conked out at Knockhill racing circuit. He traced it to the high tension side and a couple of the racing fraternity got a new coil,

but he eventually discovered it was a dodgy rotor arm and managed to get back home. A very minor issue and just a little snagging problem. It has taken Peter about 18 months of fairly intensive work, although he has managed a few holidays in Spain in between times. It certainly looks superb in the photos he sent me and I cannot wait to see it in real life. He has upgraded it with a 1275 engine with a 266 cam to give it more oomph, 5-speed box and disc brakes up front, to enable him to stop.

So another Frogeye saved and on the road again. It will complement his Midget well. I fully expect to hear from David that his Frogeye is finished as well but that is for next month.

Dennis, Lindsay and I met at Dennis's golf club for lunch (and very nice it was too). We discussed what outings we might attend thought it was a bit late for many of them. However, the Milngavie Car Show and a trip to Beaulieu Autojumble and Car Museum would be on the cards. Dennis came in his Midget to fly the flag. Next year we hope to organise a trip around the Isle of Mull and to do the North 500 (Scotland's answer to Route 66). It consists of a trip leaving Inverness around the North Coast of Scotland, down the North West Coast back to Inverness, It has beautiful scenery, rugged coastline and single track roads, fantastic for sprites and midgets



Graham.

Heart of England Stuff



Practical Classics Restoration Show

There will be, no doubt coverage elsewhere in this edition but I must congratulate Alan Pritchett for once again organising the MASC stand at the recent Practical Classics Resto Show. When he lost one of the cars destined for the Show at the eleventh hour and no replacement was forthcoming, he used his own car which made his job more difficult as he had to arrive in it on the day before the Show. There was then the small matter of organising the stand, as each of the other cars arrived and when all was ready, found himself with no easy way of getting home! Trusty helper Geoff Hunter however stepped in as the homeward Shuttlebus! It was all worthwhile however as the MASC stand was very busy, signing up just short of 30 new members, and our efforts were appreciated by the organisers as well with work undertaken on the stand being featured in e mails beamed across the country to promote the Show. Alan Anstead also deserves much praise, as for the second year running he singlehandedly organised and carried out the lion's share of work being executed on the stand, on this occasion upgrading the brakes on Gary Lazarus's new Frog Gapless. The MASC stand in short, due to a team effort led by the two Alans, represented what the Show was all about. Real work being carried out on affordable classics which anyone can get involved in.

Worcester County Boundaries Run

In early April, three Heart of England cars set out to join in with a local run organised locally to follow the edge of Worcestershire for about 150 miles. It was interesting to note that this event, in its second year was organised by one guy who had no allegiance to any club or organisation. Simply the love



And the rear of this car is.....

of Classics was the common thread and that was enough to attract around 30 great Classics including everything from Capris to American Pickups. There were also a couple of Midgets who were of course asked if they'd like to join MASC! The organisation was first class, the weather was kind and everyone had a great day. Membership sec Stuart Watson courted disaster by weighing down his route map with his best tiffer, sans roof only to witness it blowing away down a Gloucestershire dual carriageway at speed in a direction contrary to the one in which he was travelling! Order was restored however but not until he'd executed a handbrake turn and set off to successfully retrieve it.

Can anyone identify the rear end of the non Spridget vehicle being driven by a mystery MASCEr? (Without looking up the reg on the DVLA and no there isn't a prize!)

Small Furry Gremlins



Andy Bourne's engine is plagued by Gremlins

Andy Bourne had to overcome some issues with his 1500 Midge in the last couple of weeks. He had to overcome multiple Gremlins in his engine bay which seemed to have migrated up the M5 from the Bowels of Bristol (as featured in a recent edition of *Mascot*.) The pictures show his car under Small Furry Gremlin attack but never fear Andy waded in and exterminated them!

Steve



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East Anglian MASC Report



A get together of early Sprites

Not a huge amount of official MASC business to report this month, despite the improving weather, I am writing this very early in the month because I am off to France in the red Sprite on the 8th April. My plan is to leave the Sprite at Frogeye cottage for the summer so I had to book her in for an early MOT, which she sailed through with no advisories (for the 17th time in succession). This is going to be a complicated trip involving most forms of transport including trains, boats, planes, busses, Sprite and feet, with the return journey being a bit of a public transport marathon. Sadly I will miss the April FBI night but (assuming I manage to make all eight connections on my return journey) I should be at the May meeting.

One interesting thing a few of our local (and not so local) Mascites got up to was the recreation of one of the earliest Frogeye Sprite test drives from the days of the first Frogs back in 1958. HTJ had not only managed to organise some early spring sunshine, but also Rodney Tibbs (the original motoring correspondent who did the test drive) and incredibly the original car Rodney tested 59 years ago. HTJ had all sorts of good reasons for setting this up (which I won't go in to here) which may well surface in articles in other publications. My main reason for attending was that the original very nice 1958 Frogeye trailed in from Liverpool, had had quite a lot of tasty upgrading since 1958 and so HTJ invited me and my original spec (948cc, drum brakes) 1962 MKII Sprite (Basically a Frogeye in Midget clothing) along as the nearest thing we could get to an original Frogeye driving experience at short notice. I did manage to find a 948cc Frogeye (coincidentally in the same colour as the original car) belonging to Stuart Admans,



Rodney Tibbs with the original car that he road tested 59 years ago

however even this lovely old car had the disc brake upgrade.

We had a brilliant day (thanks again John) that from my point of view was just something that was very right and fitting to do, and it was brilliant to ride shotgun in my 1962 Sprite while Rodney (who turned out to be a wonderful chap) clearly enjoyed putting her through her paces. I had never really thought about this before but there is a very noticeable difference between driving my 1962 and 1966 Sprites even though they look almost identical.

Ironically a new member contacted me a few days after our little adventure, to see if I would accompany him to an auction viewing in East Anglia to help him check out a couple of fully original Frogeyes he was interested in. Both cars were quite nice but the 1959 car looked the better deal, lets hope Mark wins!

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

North West Area Report



Love is in the air ! Da da da da da da dum ! On the 9th April, 11cars met in a McDonald's car park near Blackburn on what was a lovely sunny morning, to start a run to celebrate Lynne & Bernie's 30th Anniversary and if anyone is interested it's a "Pearl Anniversary !"

We started off to do the first stage of 60 miles before stopping at Helwith Bridge Inn for a coffee break. We had driven around some amazing roads and scenery, fully replete with coffee and bickies we set off on the second stage of some 36 miles, finishing at the Knowles Arms Ego Restaurant. This was an excellent choice of "Eatery" by Bernie and Lynne, and we thoroughly enjoyed both the food and the company. So it just leaves us to wish the Happy Couple a very Wonderful Anniversary and we look forward to their next 30 years run!



Bernie and Lynne

Our next exciting outing on 23rd April 2017 is "Drive it day". Fraser has kindly volunteered to organise this for us, putting in an awful lot

of work and research to what we anticipate will be a very enjoyable event. We will be sending a report for you covering this event in due course.

Just a reminder, on Sunday 21st May 2017, MASC North West will be holding another CAR AND COFFEE MEETING, at the Kilton 10 am – 1 pm. This meeting is open to all members and other clubs that would like to join us, our last meeting in March was very well attended despite the weather being a bit grim, but fortunately the conservatory provided us with a good viewing point of all the cars in comfort.



On 25th June 2017, our cars and coffee event will be moving this month to Hoghton Towers, this is an amazing and unique backdrop to show off our classic cars, there is beautiful scenery to view, a lovely cafe for refreshments and lunches, and a tour of the Tower can be arranged at a very reasonable admission price for those of us who would love to see inside this beautiful building. Again 10am – 1pm, all clubs welcome, and classic car owners. For your sat nav reference it is: PR5 OSH.



Neil and Shelley
Report from North West Area

Notts & Derby Area Report



Engine goes back in

The last couple of meetings in our area we have trying out The Hunters Arms in Kilburn, where the landlord has been very helpful in offering a private room for our use. Whether the car park proves to be suitably spacious for our cars as the summer months bring out more members remains to be seen.

We hope to have some runs out to other locations for the summer monthly meets, so any suggestions or offers to lead an outing will be gratefully received. We would particularly like to hear from members south and east of Nottingham, as I know you are out there, and we could arrange to investigate some different venues.

Ian celebrated the fitting of new gauges to his Midget with a 30 mile outing, the long way round, to the inaugural meeting at The Hunters in March, parking in pole position in the car park for all to see.

Martin appeared in his 5-speed Midget in April, at last with a smile on his face, after many weeks of muttering the words clutch and bleeding (but not necessarily in that order). He has now successfully replaced the master and slave cylinders and lengthened the push rod in order to be able to select gears without the associated crunching noises.

Jim is on the search to replace his 20 year plus tyres on his Froggye, once he gets his starter motor sorted out.

John clearly has too much time on his hands as he has now taken apart all the bullet connectors on his MGB in order to clean them!



Lead sheet protecting paintwork during engine removal + installation – note timing marks repositioned for sighting from above

At last my engine is back together after fitting new seals to the sump in an attempt to solve the oil leaks. I managed to secure Ian's pole parking position at The Hunters in April with my Sprites first run out, having only sorted the issue I had with the tuning earlier in the day.

I would like to thank the support of all the local members whose suggestions have helped me get the engine back together. It is at times like these that we appreciate the depth of knowledge and experience others have to offer. I can usually take the things apart, and put them back again, but knowing what is correct or what to look out for is invaluable information gathered from others more knowledgeable than myself. I will report my technical experiences (or lack of) at some point in Mascot at a later date.

Sunday 4th June Wollaton Park Autokarna

www.pwa7c.co.uk/eventsautokarna.php

Please join us at the annual Autokarna at Wollaton Hall (March Mascot cover photo), where you will find us in our reserved paddock area. Bookings may be full by the time you get this, but general parking is available. This attractive Elizabethan hall and surrounding deer park offers lots to see and do at this event so please consider joining us from other MASC areas.

Ian Cooke
Notts & Derby area rep.
ilcooke@btinternet.com



I must make mention of Mark Wanstall of Fisher Services who kindly continues to sponsor our Kent website and also to Rylan Williams who continues to maintain our Kent Area website.

See www.masckent.org

March 11th was scheduled for another visit to Higham for an A.C.Dodd tuning / diagnostic day. Unfortunately Ron Edwards had to cancel having diagnosed 'big end' failure on his 'Alexander' 948 engine leaving Graeme Williams to attend alone. I doubt it was a great surprise to Graeme when he was informed that the engine in his Frogeye was carrying too much compression and too wild a cam so I guess that is another engine destined for removal and rectification.

March 12th and it being the second Sunday of the month meant the East Kent MASC meet at the Crown, Sarre.

Mel & Barb in their Midget, Dave Chalk in his F*** F****, and me in my Sebring Rep, complimented with new side-screens that have only taken fourteen years to be delivered, met at the Farthing Corner Services. Whilst waiting for all to arrive I settled down watching the traffic passing under where I sat and took a Cappuccino by way of Costa. But this was no ordinary Cappuccino as the chocolate sprinkles were hand crafted using a Frog template. Perhaps I should have brought the Frogeye instead (but no! It rained on my way home). Once assembled, we set off in convoy. Although Mel & Barb's Midget has a hardtop Mel has cleverly inserted an opening glass sun-roof which was open to the elements on such a fine (so-far) day.

We travelled to meet with John & Carole Clark. John had recently fitted some wire-mesh grills, to his spot lamps, on his Frogeye. Lookin' good! Was it something that I have said in my write-ups but Carole 'many hats' chose not to wear a hat at all her hair free to the wind as John maintained his hood down tradition as he led us to Sarre.

Pulling into the pub car park we were greeted by Mike & Anita Pearson (Midget), Phil & Liz Manship (Midget), Mark Mathews & family - too many to fit in a Sprite, and Richard & Sarah Munnings in a foreign car named after a light bulb (?). We were joined for our meal by James & Daphne (Midget). The landlord - Clive - had set us up in the restaurant on this occasion where I was aghast at so many of our number having gourmandised on Clive's well portioned and well produced meals partaking of calorie, and cholesterol, inducing desserts.

Don't blame me if you all end up too large to fit in your cars!

After dinner there was the usual 'tyre kicking' session in the car park. Mike Pearson demonstrated his front opening Midget bonnet conversion and then accepted the offer of a trial of a hardtop from Dave Chalk. Time soon passed and it was time to depart.

March 16th was the day for an Old Boys mid-week run organised by Ron Edwards. But Ron's car was poorly and undergoing an engine swap as his 948 had worn big ends. Ron passengered a very dapper looking Vic Barker in Vic's 'accessory shop' Midget. Vic's car has every modern accessory from T9 gearbox to four pot callipers, leather seats to a unique bespoke



Enough to put the diners off their lunch

Report

Sat-Nav hood. Geoff Allgood's Frogeye is not at all-good, at present, as it undergoes restoration so Geoff took a passenger position in Surrey Rep Mike Gorman's Sprite. Dave Chalk, another with an engine under reconstruction, passenger-ed Mel Collins in his 1500 Midget. Everyone else, from Kent, Surrey, Sussex areas drove solo. Most rendezvoused at the well-used Grasshopper Inn, at Westerham before Ron & Vic led us away along the Kent lanes to Edenbridge there to meet with Kevin Fryer and then Dave Chalk thence onward to Shoreham, Sussex. Any missed turns these days are always attributable to a Sat Nav never the navigator but we all got to the destination without mis-hap whilst enjoying a clear spring day with nature showing her blooms along the hedgerows and verges. Shoreham Airport upon arrival was however covered in fog. Mike Pearson was waiting patiently for our arrival having driven across county to be with us. First we dined in the superb art-deco control tower restaurant. The building has been listed and 'sneaking a peek' in a couple of 'committee rooms' showed more art deco design and application. Dinner was followed by a guided tour of hangers where we got up close to airplanes and helicopters before a visit to the Museum. The fog lifted before we 'star burst' for our respective destinations. My odometer showed 140 miles for the day but John Clark, who rarely misses a Kent MASC meeting or run in his well-travelled Frogeye, lives at the other end of the County from where we met, at the Grasshopper, so will probably have done in the region of 220 miles so "Well Done" John.

Sunday 26th March was Mothering Sunday but more importantly the main monthly Kent MASC meet. Would numbers be down as members spent the day with their mothers? We assembled a goodly number of waifs and strays. Landlord Lee March set aside the conservatory for our use, as our "Clubhouse" from 1200 - 1600hrs.

We mustered a group of eleven. Two youngsters, not long out of Uni', appeared bringing their



Spridgets. Club member Andy Dawson came in his Sprite in company with his friend Sam Hibidge who was in his M.G.Midget. Sam lives on the Dorset / Hants borders neither close to either MASC Area group meeting place so remains a non-MASC member. It was good to see two youngsters not afraid to use old cars - both cars wore decals from their last drive to Le Mans for the 24hr race - and clearly neither is afraid to effect maintenance and repairs. Indeed a few years back Andy rebuilt, and installed, his car's engine with a little bit of assistance from me.



Sam Hibidge's Midget and Andy Dawson's Sprite both with Le Mans stickers (Gets the editor's approval)

Travelling not so far, but from Surrey, it was good to see ex Kent member Gavin Rowles. Upon arrival Gavin announced that his timing was a bit out. The comedians amongst us pointed out that there was no problem with the time as the pub had yet to open.

Some had to leave early to visit Mothers but it was much appreciated that those concerned had made the effort to make an appearance however short.

Alpine Miglia Tour 2017 (1-11 September)

Plans for this joint effort in association with Spridget CH are going well. Some parts of the Swiss

Section look awesome. So far we are fourteen Sprites, Midgets, & derivatives. Probably not too late to join us?

Alan Kent Rep
www.masckent.org



Dorset Area Report

John's Jottings

Well my attempt at April Fools humour in the last *Mascot* attracted a range of responses from laughter, to indifference, to a query about what type of engine I was planning to fit in the Frogeye.

Well the engine depicted was a Rover turbine and the 'modified dash and steering wheel' were actually 'Old Number One' the first MG sports car - both on display at Gaydon.



But my real engine has now returned and been painted after having all the gaskets and oil seals renewed. The work on this has revealed that a previous owner had spent time and money on creating a tuned engine mated through a strong clutch and later, ribbed case, gearbox.

Sadly where it all went wrong after a relatively small mileage was that they did not change the engine back plate to one suited to the rib gearbox or properly sort operation of the clutch slave cylinder. Result - clutch operation and thrust bearing failure coupled with damage to gearbox input shaft.

I've now returned the clutch to standard and replaced the lightened flywheel with a full weight one. I've opted to have a painted gearbox to minimise corrosion on the case and after cleaning the engine bay the engine will shortly be returned to its rightful resting place.



Along the way both master cylinders need replacing and the heater needs to be refurbished. Then - a session of open top motoring will follow - won't it? The weather so far this spring has been delightful and the weather could not have been better for the Classic Cars on the Prom (actually at Christchurch) meeting which saw over 300 classics gather for this free event next to the river - a perfect day and all credit to the guys and gals of CCOTP!

Dorset was represented by five Spridgets which made a (small) mass arrival and other members were parked elsewhere. But what a diverse collection of classics were enjoyed by many hundreds of visitors strolling next to the river.

The DAMASC committee has met to give further thought to an event next year, possibly on Sunday, May 20 to commemorate the 60th anniversary of the launch of the Sprite on that same date in Monaco all those years ago. Will national be arranging anything that day?

It was agreed that we will have a stand at the Poole Bay Classics Motoring Extravaganza at Breamore House on Sunday 17 July. A stand area has been booked and spaces are available at just £2 each - first come, first served. Contact Ian Beaver to book.



We have also agreed to have a club outing on Sunday 2 July to the Chickerell Steam & Vintage Show and we need volunteers to support our fund raising efforts on the day. Enjoy Drive it Day which I will have to miss due to being out of the country that day.

Clear roads...

John Gully

Area Representative

Dorset Area Midget and Sprite Club

Central Area Report

Out and About

Blue skies and hoods down can only mean one thing. The Central events season is well under way. The first real event of the year started with a good turnout of Midgets and Sprites at Middleton Hall. With the daffodils welcoming us along the drive we enjoyed the pleasure of viewing over 150 other classic cars attending the event. Also that weekend members were honing their skills and picking up tips at the nearby Practical Classic Car Show at the N.E.C. Central member Justin Bates, in between collecting parts for his Frogeye, managed to collect a picture of himself with Car S.O.S legend and fellow Midlander Fuzz Townsend.



Central member Justin Bates (right) and Fuzz Townsend (left) at the Practical car Show

The long planned and anticipated Drive it Day has been one of the most talked about events in our calendar. Meeting at Tamworth M42 services on a bright spring day we set off to meet up with Notts/Derby, Heart of England members and even a few from as far as Kent to visit a private motor museum in South Leicestershire. Thanks have to go to Ian Cooke from Notts/Derby area for coming up with the idea and venue. Thanks also go to Elaine and Martin Parkes for not only guiding us on a wonderful trip through the countryside, supplying us all with tulip diagram maps in case we got lost (we didn't) and even getting us there at the allotted time of 11am.

On arrival at the museum we were greeted by brothers John and Tim Cooke who parked us up neatly in precision rows. Soon we were

joined by other regions and before long there were nearly forty of our little cars parked up. The brothers then split up the numbers into two groups giving us guided tours of all their wonderful vehicles on display. This included a warehouse full of classic Rolls Royce and an upstairs room full of classic bikes like Rudge, Norton and Triumph. Two further warehouses full of Bugatti, Bentley, Ferrari and too many more timeless classics to mention. Maybe I should mention they also have an MG Midget. The extensive and personal tour also included the workshops, showing work in progress on various cars, along with all the equipment needed to complete the task. The tour concluded with tea and biscuits and the opportunity to ask questions and find out more about this unique collection.



Central members pose for a picture at Tamworth M42 services before setting off on Drive it day

Some of the Central members had now realised that it was well past lunchtime so we decided to stop on the return journey at an eatery in Lutterworth where we enjoyed a roast Sunday lunch together.

If this is the start of things to come then this year looks like being another good year to be out and about in our Midgets and Sprites.

Dave Warren

Central MASC

Email to central.masc@live.com

HCNW Area Report



Scramble to Bicester Heritage

Drive it Day meant that the HCNW folk were out for a day in the sun. We choose to attend the Bicester Heritage Sunday Scramble. Bicester Heritage is based on the old WW1 and 2 bomber base. It has restored quite a number of the pre and post war buildings on the site and let them out to Classic car workshops and associated businesses. It is normally a closed site only open to visitors to the businesses but 3 times a year it opens its doors and holds one of the best small car shows. Having the roads around the old buildings lined with the most eclectic mix of cars takes you back to times past and the scene looks like an old photo. A number of car clubs also congregate on the airfield and this time it was packed!

We met for breakfast a local Aylesbury café, 10 of us in total not all Midgets and Sprites. For the record, Keith and Ann (1275 Midget), Mathew (1275 Midget), Mark and Toni (Ashley Fastback Sprite), Bill (Frogeye), Mark (MGB), David and Penny (Tifosi Rana), Steve (1275 Midget), Maurice (DB7), Chris and son Oliver (TVR) and myself in the Frogeye. A great turnout and testament to our clubs friendly approach

We set off through the Buckinghamshire and Oxfordshire countryside through lanes and villages lined with thatched cottages and Norman churches in bright cold sky's, warmed by a breakfast and the sun on faces.

The route from Aylesbury to Quainton, Edgectott, Marsh Gibbon and onto Bicester is

a road less travelled and some of the lanes had quite a few bumps, and the TVR exhaust scrapes were audible, it seems a plus for a Sprite over a TVR as none of us had this problem



The route went well until near the end where we missed a finger post as it had a bit of prang and was leaning over (Well that is my excuse!) We stopped up to replan the last mile although to my relief most of the party thought it was to make sure we were all together.

We arrived at site, but were unable to all park together, but met up as we wandered round the workshops full of racing E types, D Types, and Bentleys. The new Riley workshop and display of cars was impressive, but I am sure we all had our favourites from the day.

There were quite a few other members from other areas there as we spotted club stickers on cars dotted around, so our apologies that we did not get a chance to say hello, but hope you had a good visit and drive home.



Next outing will be to the Chiltern Hills Rally on 21st May. All welcome to join us from other areas

Mike Pope

Essex Area Report

Following last year's success at the MGOC 0906 quiz with a team of 6, a full team of 8 were recruited for this year's effort. Unfortunately, only 6 were able to make it on the night so Paul & Helen Mutton, Doug & Jenny Plumb & Tim & Linda Wyman upheld the MASC honours and everyone wishes Gary a speedy recovery.

With the questions set by a different organiser from last year, they had a different feel to them which resulted in generally lower scores for each of the 8 rounds. There were 3 typical marathon rounds comprising covers of the Radio Times, photos of artists and car logos. The latter was the only motoring related questions of the evening.

The 9 person King family team returned to winning form and so had to share 8 bottles of wine between them. Despite our team finishing in joint fourth, everyone enjoyed the evening and helped raise money for the local children's hospice.

A thought occurred to me, why do you eat crisps, nuts etc at these types of events when we had either fish or chicken with chips at the halfway stage?

It was great to meet two new members the last monthly meeting, both driving their Spridgets. It was a longish run for Colin Martin who lives on the western boundary of our patch and has previously attended the London Area's Ace Cafe meet as it was nearer to his home. His red Frogeye has a modified 1275 engine complete with 40 DCOE carb and he explained how a session on his local rolling road had transformed the running.

Gary Dines lives in Braintree so The Green Man is much more local. His Sprite Mk2, also in red, was restored with the help of his father who owns a couple of classics.

Both said they are keen to join some of our runs so we hope they are able to join the first Tuesday evening run on 6th June which is organised by Tim & Linda.

Following collecting an annoying stone chip on the London Bridges Run, Paul was asking how to confirm what colour his car was. BMC / BL had used various shades of white through the production of the Spridget

starting with Old English White through Glacier White to finally Porcelain White. So he



was keen to identify the correct shade so he could touch in the chip.

Thanks to Tim Wyman who supplied the following:

An issue with the Frog design is the open boot compartment, which is normally acceptable, but not ideal when touring and you have all your possessions stored within the open compartment. So using a plywood surround to match the profile of the shell and with a lift out hatch, this boot screen provides basic security for everything inside. The hatchway has been covered in matching vinyl and an aluminium trim provides a hard wearing edge that matches the cock pit trim. Designed to allow easy removal of the spare tyre or roof, access for the mechanic is somewhat difficult, but not impossible

This subject is raised from time to time on various forums so may be of interest to others.



Doug Plumb

Representing the Area Representatives



Last month I informed everyone that I have had obtained for MASC members a 5% discount at Minispare, London. Well known in mini circles, and used by several well known engine builders

/ tuners such as A.C.Dodd, CalverST & Bill Richards, the company supplies engine parts and ancillaries for BMC & BLMC mini transverse engines that are compatible with A-Series M.G.Midget & A.H.Sprite inline engines. A system is in place, thanks to the assistance of MASC Membership Secretary Stuart Watson, so that members seeking the discount can have their bona-fides checked at the time of purchase. You will have to state your MASC membership number for the purpose of obtaining the discount. There have been one or two teething problems for members seeking this discount. If it is refused then persist and mention that it was agreed by Mr Simon Jackson and ask the member of staff who deals with you to check. I have recently ordered parts without experiencing any difficulty.

As well as representing the Area Representatives if any member has an issue that they would like placed before the National Committee then contact me via enquiries@midgetandspriteclub.co.uk

Great News is that Neil Thomas has stepped forward to take over the Editorship of *Mascot* from Gary who retires from the job in October.



Areas are able to get a Free Coleman Shelter by applying to National Committee. I have informed all Area Representatives, by e-mail, but to date, to the best of my knowledge only three Areas have asked. If your Area organises / attends events where shelter in inclement weather or sunshine is sought then have a word with your Area Representative and ask him / her to apply. Apparently these shelters are suitable for carrying in a Sprite or Midget.

From the Club Webmaster, Mike Bennett, details of some changes to the Club Website. Membership Sec. Stuart Watson has been testing the online payment for the new website, now he is happy with that, the site has been switched over. Look out for the announcement elsewhere in this edition of *Mascot*

Alan Anstead

Kent Area Rep' & Area Rep's Representative to National Committee.
enquiries@midgetandspriteclub.co.uk
www.masckent.org

Market Place

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

Wanted: New old stock original mg Midget folding hood - unused original with vyback washing markings - preferably on header rail but any considered - to finish off my car. **Contact Richard Weaver 07530 284 310 Fsam1983@hotmail.com**

Wanted: RWA Flame Red Midget with documented body rebuild or reshell as original as possible. Preferably on wire wheels. **Contact Sean Crowley scrowley@adb.org.**

Wanted: Dry, secure storage space for a Midget for 12-18 months. I am looking for a place to leave a car until I return to the UK, not a storage place where I would require regular access for tinkering. Greater London, the south east or midlands would be my preferred locations. **Contact Sean Crowley scrowley@adb.org.**

Wanted: Tonneau cover for a Sprite Mark 4 onwards. New or used, as my original ones have shrunk! **Contact Peter Healey peterdhealey@gmail.com**

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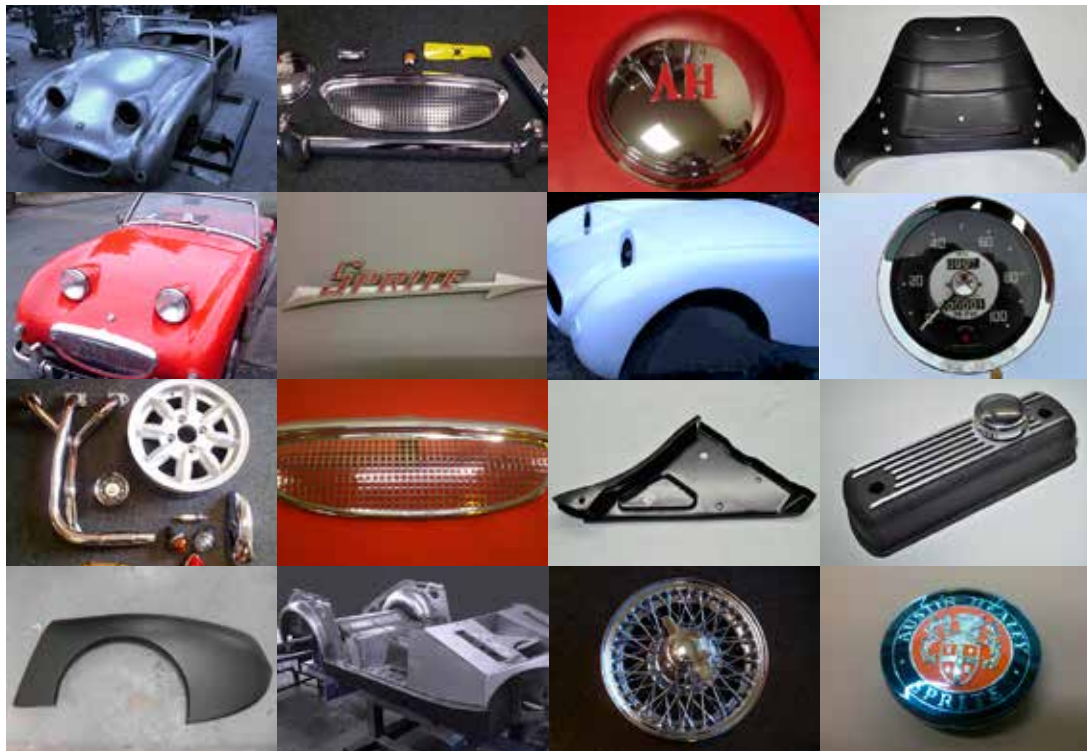
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