

July 2017

£2 No. 400

Mascot

The Magazine of the Midget & Sprite Club



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YORKSHIRE	

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

Compiled by Gary Lazarus (editor@midgetandspriteclub.co.uk). Please advise me of any changes, errors etc.

MEMBERSHIP RENEWAL: IF YOU EXPERIENCE 'MASCOT' PROBLEMS UPON RENEWAL, PLEASE CONTACT THE MEMBERSHIP SECRETARY OR THE TREASURER STRAIGHT AWAY. *The Committee*

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July Editorial



Gapless in Le Mans

Apologies to one and all. I imagine that many of you have been giving your postman accusatory glances or had thought that I'd simply forgotten to produce this month's *Mascot*.

I must confess that the lateness is purely down to the fact that the sunny weather means that I've just been out and about in the car (and other enjoyable pastimes) over the last month.

Mid June meant five days at Le Mans. And what an enjoyable and thrilling race that was. The race however, was only a small part of the extended weekend in France. The camping (pretty much the only time each year that I do that) is great, especially in the company of old and new friends. The journeys there and back are always some of the best drives that I enjoy in the Frogeye, and the Sunday night

stopover in a nice hotel, with a proper shower is definitely one of the high points. Add to that, many laughs, great food and the odd alcoholic drink, combines to make this one of my annual highlights.

The following weekend saw "Gapless" and "Gaps" join forces for a joint assault on the Flywheel event at Bicester. Great cars, great aircraft and once again, good company, all helped to offset the discomfort of the excessive sunburn. I really must remember to wear a hat more often, now that I have such a small amount of hair on my head.

The first weekend of July involved another long journey (this time in my non Spridget MG) up to Redditch for the Midget and Sprite Club Committee meeting. Where I was able to introduce our next editor Neil, to the rest of the committee. More of that next month, but I'm relieved to say that he is still willing to take over the role. And as we were on best behaviour I don't believe that we did anything to put him off (fingers crossed).

The second weekend of July was spent in the company of friends from the Home Counties North West Area, as we took a trip to the third annual Chateau Impnay Hillclimb. Again, an excellent event, with the added pleasure of watching Wiltshire Area rep Andy Cross and his brother Richard, making an assault on the hill in their Racing 948cc engined Morris Minor Bluebell. Also in attendance was James Thacker in his famous (ex Alec Poole) one eyed Frogeye TZA238 (More about this car next month). Great to see them both in action.

The following day was spent visiting the wonderful Black Country museum followed by a lovely cross country drive back to London.

So, apologies once again for the lateness of the magazine. But I wouldn't have changed the last month for the world.

Gary & "Gapless"

The deadline for articles and reports to be included in August's edition of *Mascot* is Thursday 20th of July.

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: Jonathan Black's MkIII Midget at the Forth Bridge

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Club Nights

- 1st Saturday **Yorkshire Area** – Meet each month at lunchtime from 12:30pm at **The Nags Head**, Pickhill, near Thirsk, YO7 4JG – more information at <http://yorkshiremasc.blogspot.com/>
- 1st Tuesday **Essex Area** – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3LB. For further details contact Gary Knight, Tel: 01376 562172 Mob: 07932 077305 email: gknights@live.co.uk
- 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 of last month's Mascot for new log-in information

Also follow the Midget and Sprite Club on



As of 1st June the facebook page has 779 members

Events details needed for 2017

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

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



21st Aug **Deadline for Committee nominations** to be submitted (see page 9 of this month's Mascot)

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

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



14th Oct **Hall's Garage Open day for for Midgets, Sprites and TIFOSIs**. At Hall's Garage, Folkingham Road, Morton, Lincolnshire, PE10 ONS Tel: 01778 570286 between 11:00 and 17:00. Some interesting cars in the workshop and customer built cars.



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

New Members

May 2017-June 2017

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

5449	Peter Plume	Cornwall	Sprite	Mk 1
5451	John McMeeking	Argyll & Bute	Sprite	Mk 1
5452	Peter Pollington	Wales	none	
5454	Allan Clark	Scotland	Sprite	Mk 1
5455	Paul Taylor	Hampshire	Midget	Mk 1
5457	Adrian Floyd	Surrey	Sprite	Mk 2




Linda and I joined the club at the last Classic Car Show at the NEC and I have attached a picture of my MK 1 Frogeye 97 MVK.

I have owned the car since the late 70's and dragged it around the country in my many work related moves, until I fully restored it early in 2000. At the moment I am doing a complete engine rebuild and hopefully this will be completed before the Tatton Park show later this year.

I have kept everything original about the car; twin SU's; drum brakes; and mechanical fuel pump. The car won the best Frogeye in the show at the 2002 Tatton Park event, hence my wish to have MVK ready to revisit the show some 15 years down the line.

I must also say, that being a new member of your club, I do enjoy the format and the content of the *Mascot* magazine.


Linda and Eric Ritchie
Aglionby, Cumbria.



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For some it's the iconic status...



For others it's the marque...

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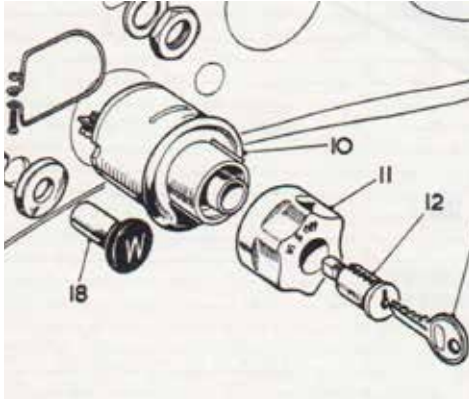
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Frogeye Ignition Switch Clamp



I guess I am not the only Frogeye owner who gets annoyed whenever a 'muggle' tries to start the car by turning the ignition key too far, eventually resulting in the whole switch rotating in the dashboard. The flimsy original spring clip, together with a bent old switch or out of shape modern reproduction, means it is almost impossible to fix the switch solidly in the dashboard and no amount of ingenious home-made or even jubilee clips seem to fix the problem.

I therefore recently imported a clamp specifically designed for this purpose from 'www.bugeyeguy.com' in the USA. It is absolutely brilliant, even if a little pricey at \$40.00 + postage. Two precision CNC milled

clamps are first bolted around the body of the switch, and then 4 grub screws are tightened to push the clamp solidly against the back of the dashboard. Even on a very old, battered and bent switch it transformed the assembly into a rock solid fixing, and also cannot be seen as it is hidden up and behind the dash. The clamp is easiest installed when the dash is out, but can also be installed 'in position' without removing the switch or any wiring (although naturally you must disconnect the battery whilst working here) - but be prepared to have backache for a few days after lying on your back in the footwell fiddling with an allen key!

Clive Seager (Member 5003)

Your Committee Needs You

This is the time of year when nominations for your clubs committee are requested. This year, there are one or two vacancies that we'd like to fill. This year we are asking for volunteers rather than pleading (as in previous years) as the current committee seems to be working very efficiently. However, it's always nice to welcome new people on board. We hold three to four meetings a year and you will be joining a group of like minded members whose aim is to make the club as good as it can be.



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

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

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

Completed nomination forms must reach the company secretary by 21st August 2017, so you still have time to get them in. Some designated committee roles will also carry the extra responsibility of Directors. There are no limits to the number of directors so if you wish to volunteer as a director then please indicate on the nomination form by adding a D next to the post. Committee roles with a D attached are the designated Directorships for the coming year.

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

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

Electric Windscreen

Mk.II Sprites and MkI Midgets.



Some time back, one member described his very elegant modification to use the wiper switch to activate an electric water pump. His modification used a similar switch unit to that used for the heater/air control. I don't have one of those switches spare, and they seem to be nigh-on available used or new. Plus, I want to explore the possibility of having a two-speed heater motor operated of that same heater switch. So, putting my thinking cap on, I came up with the following which leaves the dash looking absolutely standard.

1. Remove your Windscreen Washer from the dashboard and place the ali body on your vice.
2. Grab your Junior Hacksaw and gently saw around the body, right beside the raised end with the three (or sometimes only two) nipples. (If this is done carefully enough, the bladder can be removed undamaged, and this modification would be reversible).

3. Remove the bladder/end cap from the ali body together with the plunger arm attached. Gently bend the two apart and set the bladder/end cap away safely.



4. For the purpose of this modification, you will already have bought a momentary Push-button Switch (and a 12V Electric Water Pump + a "Y" connector to distribute the water to the jets) from your local auto factors.

Washer for Frogeyes



5. Thread the locking ring right up onto the switch.

6. From your scrap box, locate another plastic threaded ring and grab a roll of insulating tape.



7. Wrap the tape around the second ring so as to ensure the unit stays stable within the ali body.



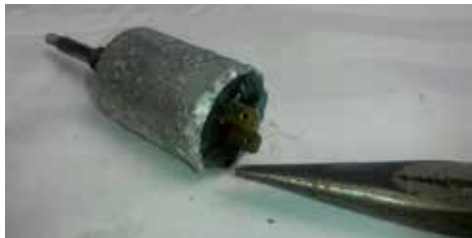
8. Now replace the original push rod in the body and out the other end. Follow this with the new switch and snuggle it into position. Now grab your snips.



9. Make a regular number of tiny snips around the visible end of the body.



10. And fold them in on top of the end of the switch, making absolutely sure that no part of the turned-in body could possibly contact one of the terminals of the switch.



11. Now mount the washer motor in a suitable position behind the dash, and connect up the water pipes as necessary.

12. Make a connection to earth, and power connections off a fused circuit controlled by the ignition switch using insulated connectors. Re-mount the unit in the dash and you now have Electric Windscreen Washers operated in the intended way to wash the screen and at a probable cost of less than £20.

By Ron Corry
Member # 3972

OSKAR is going for a JOGLE



An Update

Fellow members,

The planning for this event has had to be done by a small number of members, and I'd like to thank, in particular, Peter and Barry M for their frustrating and hard work in getting the IT side sorted out. In addition, Nick's wife Chris has been very helpful.

I felt it was my responsibility to get the sponsorship in, and, so far we have had more than £3000 in funds, plus special clothing and an offer of spares only to be paid for if used.

The competition to estimate the fuel used between JOG and LE is now live on both our

website and facebook pages, and when all the decals are on OSKAR's perfectly formed body, the sponsors will be highly visible wherever we go, both before and after the JOGLE. I have been asked to have him on display at the NEC in November at one of the world's biggest classic car shows, with all branding in place.

The help I now seek is for you, your children and grandchildren, their friends and colleagues to use their prowess on social media to make this as widely known as possible. Remember – this is being done so that the Helen Straker Cancer Charity and the Air Ambulance Airbase Appeal can be given as much money as possible. Furthermore, if any member feels they can drive their own car for part of the way, carrying our bits and pieces, then please let me know. One volunteer has already come forward, for which my thanks, but is there anyone else?

We will need accommodation on the route (a Hereford Lion has already offered us a bed for the night) so if you have friends or relatives on the route, please ask for their help.

Please try and get into the Market Place on Tuesday September 5th at 09:30 when MASC member and the grandson of the man who designed my car and many others, Peter Healey, will be flagging us away. Then, at 12 noon on September 12th, we are being allowed to lead a convoy of up to 20 classic cars to cross the Clifton Suspension Bridge from The Downs to Leigh Woods thanks to Lion Duncan White of Bristol Brunel Club, who knows the Bridge Mistress. That should generate lots of media interest and be a great welcome to the West Country.

Roger Stratton
18/06/17



Last Month's Competition Results

The Answer to the name the Motorcycle Competition in last month's Mascot was that it was a "Brockhouse Corgi".

The model shown in last's month's magazine is owned by members Douglas and David Richardson. Their father had owned one and they always wanted one, so they managed to acquire one in Edinburgh which they subsequently restored and now has pride of place in Douglas's hall.

The basic Corgi was a folding motorcycle which fitted into a cylinder and was dropped by parachute to soldiers during the last war.

The competition winner was John Hutton from East Yorkshire, whose correct e-mail was received at 12.01 pm on 17/06/2017. John wins a copy of Andres Ditley Clausager's book "Sprites & Midgets"

Congratulations John.



Graham Smith
Scotland Area Rep

Douglas and his now wife playing on his father's Brockhouse Corgi as children

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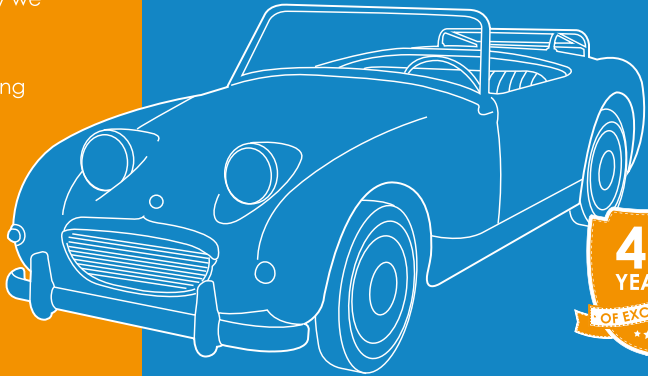
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Steering Rack Inner Ball Joint

Reconditioning

Following removal of the steering rack from my 1965 Sprite, examination revealed both inner ball joints to be somewhat worn in that whilst exhibiting no excess play they offered no resistance whatsoever to lateral displacement as would be expected in similar type joints.

The adjustment is controlled by shims and therefore feasible for adjustment and following discussion with a couple of our area members where it was revealed that one supposedly reconditioned rack had been 'adjusted' by using a cold chisel, I elected to have a go myself!

The tie rods can be readily unscrewed from the rack bar after easing the lock washer however dismantling of the ball joints themselves was more problematic. Firstly, a pin spanner 18G 312 is required as indicated in the Workshop Manual so an equivalent was made that could be held in the vice to support the assembly however at somewhere around 200 ftlbf torque my C spanner, being used in place of wrench 18G 313, broke. Clearly something more substantial was required so a ring type wrench was made with the key being provided with a taper to ensure a close fit. A 1/2" BSF nut is also required to secure the male part of the ball housing.



Manufactured tools

A bit of persuasion from the copper mallet made its mark and the ball housing removed. All parts were cleaned and inspected for signs of damage with nothing being found so

were also subject to crack testing and again confirmed to be good.

A small amount of fine grinding paste was provided to both the ball surfaces of the tie rod and the assembly lightly tightened whilst working the tie rod over its full range of movement with regular rotation about its axis. Strip, clean and inspect revealed a uniform surface texture to ball and mating surfaces. A recheck with Engineers Blue further confirming uniformity of contact. Strip, clean and reassemble using a suitable assembly fluid e.g. graphite based anti-scuffing paste,

engine assembly or cam shaft lube. Whilst attempts can be made to measure the clearance gap to determine the required shim thickness, the eventual outcome was really on a trial and error basis to ensure that when tightened to a torque of 60 ftlbf, although not quite as high as I encountered originally, the tie rod could just be moved under hand effort at the extreme end of the tie rod to meet what is described in the workshop manual as a 'reasonably tight sliding fit without play'.

Repeat for second tie rod. This shows final tightening of the ball nut and the reconditioned pair of tie rods.



Final tightening



Completed tie rods

At this stage it is considered appropriate to also check the pinion shaft end float and plunger pre-load in accordance with the workshop manual although in adjusting the meshing with the rack teeth after a high mileage it should be ensured that if good in the centre position it is not too tight at the extremes of travel due to higher wear in the central region.

Refit tie rods to rack bar and secure lock washers, refit gaiters and secure clips to ensure protection and remembering to inject the lubricant in accordance with the manual (BMC - EP 90 quantity not found, Haynes - EP140 10 fl oz/280 cc) before installing and securing final clip. Looks like a combination of the two manuals is called for in using 1/2 a pint of SAE 90 oil.

The BMC manual also calls for the use of 'a gun filled with lubricant and give 10 strokes only at regular intervals' although with limited mileage this may well result in an excessive build up leading to greater risk of leakage. In such circumstances it will be necessary to drain fully by disconnecting the large end of one of the gaiters and after reconnection, the smaller end should be released and the requisite quantity of oil injected using suitable means.

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Restoration of Crankshaft Pulley



Fitted sleeve for seal

The seal mating surface on my crankshaft pulley was found to have been subject to both wear at the seal contact position and corrosion due to it having been left standing prior to my acquisition.

Whilst I could have purchased a replacement either new or previously used, I thought it worth a trial at recovery in an attempt to provide a suitable corrosion resistant surface.

Available materials included brass, bronze or stainless steel with aluminium, even in the aircraft grades, being considered too soft unless subject to hard anodising, something that I am still yet to trial.

A short length of suitable grade 316 stainless steel pipe of 1-1/4" nominal bore was acquired from a local fabricator and rough machined at with a 1.0mm allowance on both bore and outside diameter (41/37mm) over a length of 16mm, and allowed to cool with the bore being finally finished to a size of 38mm.

Using an offcut of mild steel bar, a stub mandrel was machined to a close fit on the cleaned bore of the pulley with an M10 drilled and tapped centre hole to provide for secure

clamping during subsequent machining operations. The pulley was affixed and clocked for run out although not important as the bore controls its fitting to the crankshaft.

The pulley was turned down to a fine finish with a slight leading taper until the stainless steel sleeve could be fitted with a light press fit using the tailstock screw as the applied force in conjunction with a chemical bonding agent, before machining of the oversleeve to a final diameter of 1.5625/1.5655" (39.7/39.8) and a fine a surface finish as possible, again with a small lead taper to engage the seal bore, with a final polishing operation using narrow piece of polishing cloth grade 00 (approximately 1200 grit) as used on the faces of planishing hammers or a strip of tough cloth e.g. denim, in conjunction with metal polish e.g. Solvol Autosol (other polishes are available).

Final result is shown in the included photograph above.

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PopbangColour

Midget 1500 Competition



Ian Cook (not to be mistaken with our Notts & Derby Area Rep Ian Cooke) is a contemporary British artist internationally known for his unique form of painting. Ian creates his art solely using the method of radio-controlled cars, car tyres and toy car wheels as his paintbrushes.

With a first degree in Fine Art Painting, Ian has a quirky edge and describes his work as a 'friendly explosion of colour' which captures attention through his unusual method of working and the premise of live performance art at automotive events including.

Essentially – the idea for the process started for a number of reasons, Ian is an avid car enthusiast, a trained artist, and thirdly he was bought a radio controlled car for a Christmas present and was told "not to take it down the

studio, and not to get paint on it"...(lightbulb moment) ... so like any bloke would - he listened to a bit of that conversation.

Many years later, having combined his passion of cars, toys and art, Ian has created complex and dynamic artworks including one the size of a three storey building, painted with real cars, featured on TV and travelled to different parts of the globe with a suitcase full of paint covered cars.

Ian has very kindly donated one of his signed prints to Mascot, to give away as a prize. While we assume that the prize would most suit an owner of a Rubber Bumper Midget, it's open to any MASC member.

All you have to do to win the signed print of the Midget is answer this simple question:

Q. Where did Ian attain his first degree in Fine Art Painting?

The answer can be found by visiting Ian's website at www.popbangcolour.com

All correct answers must be received by post or email by Monday 31st July.

Please email to editor@midgetandspriteclub.co.uk or by post to Gary Lazarus, 40B Hungerford Road, London. N7 9LP

Ian can also be contacted at:
email: ian@popbangcolour.com
call: +44 (0) 7985 250 985
tweet: @popbangcolour Ian at work

Ian at work



Austin Healey Sprite MK111

(1966) an Update

By Rob Gambie



The car as seen in the original eBay advert

In June 2016, new member Rob Gambie introduced himself and his MkIII Sprite to the Midget and Sprite Club. At the time he wrote "This was purchased from eBay as a hobby restoration, my first. The Sprite has been stripped to a rolling chassis, engine and g/box still in. A selection of items has been stripped, repaired, cleaned and primed, with a further three shelves of items to complete. Engine and Gearbox out end of June and bodywork repairs beginning soon after. I know it all sounds planned out, but it really isn't, I want to remain flexible with the schedule and enjoy the whole process."

Bringing us up to date, Rob continues where he left off last June

June 2016: Update on 'Dolly' (the wife's choice!). Engine, gearbox and prop shaft



out, unable to remove prop from rear of g/box and decided to bring the whole lot out as one, made possible with the removal of front valance assembly and use of an engine load leveller. The screeching of the prop shaft fell on deaf ears.

Engine stripped, only wear on main components was the big end bearings, replaced for standard. Clutch had worn to the rivets and flywheel required skimming to lose the furrow. Large box of parts arrived 'hurrah'. Engine rebuild completed and prepped for storage.



Engine strip



Gearbox next: I called my Dad (lifetime in motor vehicles) over for advice. Dad, Step mum and Wife then positioned chairs in front of the garage and throughout continuous heckling, the strip down began. Prop shaft



an intermittent lock up during gear changes, a quick call to the gearbox guru (Dad) convinced me that "I shouldn't worry about it son, since the car would never get on the road"....Grrrr.



Beginning of Sept 2016: saw the remaining suspension components stripped from the car, cleaned and refurbished.



removed by separating universal joint and tapping sleeved front yoke into g/box to break lock, before drawing it off the 3rd motion shaft. The rest was straight forward.

Gearbox internals were in remarkably good condition considering the box was full of rain water. Ball and needle bearings replaced the following week and box rebuilt. Had a slight issue half way through when I neglected to install the spacers on the main shaft and 3rd motion shaft to accommodate the narrow replacement bearings, this created

Winter came and for three cold Months progress was stopped, this was a project and when you're not enjoying it then you do something else. The Wife found me something else to do. One shed, two raised beds and a pair of wooden driveway gates later and I'm suddenly very eager to be getting on with my Sprite.



Gearbox strip

Diff then



Diff now



Then



Now



In the early 70's, Dad lined up an Austin Healey Sprite for my Brother (Mike), the car had hit a horse in the New Forest and was a write off. Mike coveted the car from the moment he set eyes on its orange bodywork and it was agreed that he could have it on condition that he passed his test, and paid for all costs. After a lengthy repair, Mike had still not passed his test, and I enjoyed several days out with Dad at the wheel, with the roof down and the wind in my hair (which I had at the time). 40 years later I have the opportunity to re-live them "The car would never get on the road" Hmmm.

May 2017: All the mechanics have been refurbished and the various sub-assemblies rebuilt, time for the bodywork to begin.



With the body mounted on two engine stands, the rear stand had to be set inboard as I needed to remove and replace the boot floor pan.

The engine stands have angle iron bolted to each leg, joining the stands together (not shown in pictures).

Sadly my Dad passed away 16th May 2017, aged 89, and I find that I am currently unable to focus on this project. My Father was a big influence and has been involved from the start. I'm sure in time work will begin again on the restoration; my father has been my inspiration throughout my life and "the car would never get on the road" will inspire me to prove him wrong.....

Rob Gambie
Membership 5277

Austin Healey



Perhaps with time someone will step forward to fill in the history of Austin-Healey Sprite Mk1 PEE173 from whenever the car came of the production line to when this story begins.

Dave Chalk recounts:

I first saw the car standing on a driveway in Tilbury Road, Rainham, Kent around '78/79. It was still there looking very dirty and sad in 1981 and having an active hobby of restoring old British motorbikes I thought rather arrogantly I could easily sort a Sprite! I had called at a nearby house one day in early '81 on duty in uniform and decided I would knock and inquire about the Sprite. The lady that answered the door immediately freaked believing I was the bearer of bad news. Having finally steered the topic to the Sprite, she stated it was her son's car who worked abroad and she would contact him as they were keen to clear the drive. A few weeks later she contacted me to say the car could be disposed of and suggested a sum of £50. Back then that was not an insignificant amount but I really wanted this sad but pretty little car, so money changed hands and I trailered it home.



I never met her son and don't recall their name. Once I did a bit of research and looked closely under the car I found it was comprehensively rotten, with spring boxes, cills, floors, A panels etc. etc. needing replacement.

The brass topped SU's, dynamo tacho drive, all instrumentation were original. I costed repairs and decided it was beyond my budget but a colleague (Pete Holloway of Shuttleworth fame) who was then restoring a very old Aston Martin, advised to sell it for 'a silly price' in *Classic Mechanics* magazine. I advertised it for £195 and had several calls. A chap turned up in late 1981 who thrust the cash in my hand before seeing the car. It was trailered away and I don't recall his name or address. I next saw the car probably in 1982/3 at Bromley Pageant. It was then a darker cherry red had no hardtop but was driven to the show. The owner told me he had recently purchased it and was going to 'have it done up'. Step forwards 30 years and I was still suffering the Sprite itch but prices had sky rocketed. I read about the Tifosi conversion of a Midget and whilst Googling saw a page from *Mascot* showing Kate Andrews car and beneath in the 'Where are they now' section was a request from Alan Anstead for details of my, his, our old car PEE 173!! I contacted Alan, eventually built two Tifosis and finally joined the club. I am thrilled that PEE 173 has made it through all these years and it now looks beautiful. I hope one day that we can all meet up again.

Dave Chalk 4759 Kent.

I was alerted to the car, and its whereabouts, by my dustman. I was, at that time living at Bexleyheath and the car was sitting in the garden of a house on the Bexleyheath / Greenwich borders somewhere atop Shooters Hill.

The car was not in the best of health with long grass growing about it. Mid 1980's perhaps? The gearbox sat on the seats.

A deal was done and somehow I moved the car to my garage. I extracted a bucket full of sand from the car. What had it done to ingest so much sand? The doors were rotten so they were replaced with blue doors from another Frogeye that I had bought as scrap some years earlier for £20.

Sprite MK1 PEE173

A Midget JDY960H gave up its seats and other parts and I commenced a restoration. The Dan Dare hardtop fitted to the car was replaced with an Ashley hardtop bought for £10. This was not by any means of the imagination to be a concours build but a build to get the car back on the road in a useable state that could then be improved upon. The rear spring hangers powdered before my eyes leaving vast voids in the monocoque.



PEE173 to the bodyshop

Door sills, outers and inners, and a rear wing needed replacement whilst many parts needed plating and panelling. Back then I could not weld so a plan was hatched in that I would pop rivet the new metalwork in place and the late Brian Ward (Brian Ward Engineering of Deptford, London) would bring his oxygen / acetylene gas bottles to my house to weld where structure was needed to make the car safe to drive and then the car would be driven to his premises for more welding, body finishing and spraying in a suitable dark green.

Initially I fitted a 1098cc engine but my then girlfriend's brother, who owned a Morris Minor, wanted a 1098 whereas I preferred a 948cc engine so we did a swap.



1098cc to 948cc Me performing an engine swap

A fibreglass Frogeye bonnet was fitted.

With the passage of time I forget how long it took to make the car useable but ultimately the car was on the road and in use.



The trim going in

I then sold the car to good friends the late Bill Worviel and Jean Amos. I had met Bill and Jean when, having bought my regular Frogeye 341KPK in 1969, I joined the Big Healey Club (AHC). Bill & Jean were Sprite enthusiasts: at one time owning every mark of Sprite.

The car was again sold this time to work colleague Paul Cooper and his wife Glenda. I believe Glenda may have been on the log book as Paul was a keen motorcyclist but at that time did not hold a licence to drive. This would have been around 1993 as Paul remembers Glenda driving the car to Brands Hatch motor racing circuit from where Paul & I were starting the M.S.A. Euroclassic Tour in 341KPK. At the time Glenda was pregnant with their son Nathan (born 1994).



Whilst owned by Peter Wilkinson

Again the car is sold to another work colleague Peter Wilkinson. It may have been Peter that added the England badges to the A posts and the boot-rack.

Peter then sold it to David & Jenny Smith, who at that time were editors of *Mascot*. The transfer of ownership was done at Bordon, Hants. As Peter lived, then, at Forest Hill, London, whilst David and Jenny were in Devon. I believe that they carried out much restoration and upgrading as the colour reverted to red; wire wheels were fitted; a 1275cc engine substituted for the 948cc and much more.

David & Jenny then sold the car but to whom I know not. I was led to believe the car had gone to Cornwall.

There was a suggestion the new owner was a Healey Drivers Club member. It seems the car had changed back to dark green.



KPK & PEE at a Rally somewhere in Lincolnshire I believe. Still whilst in my ownership. It was driven by my then girlfriend

Then last year the Kent Area Midget & Sprite Club had an Isle of Wight Tour and John Clark saw PEE173 on the Island. He was unable to halt PEE's progress but this year when again the group had an Isle of Wight Tour John took on the role of a modern day Sherlock Holmes and traced and contacted the current owner Jennifer Belford. Jenny in her own words brings the story up to date.



Hi Alan

Thanking you for getting in touch. Yes I do own PEE173. She was bought from Paignton by myself in 2010. Reading your history this explains why she ended up in Devon. My log book shows most of her early years in Kent. When I bought her she was in British Racing Green and was owned by the son of the seller. She looked pretty good but after 4 years and having sadly lost my dad in 2012, a little money that came my way meant I could get her restored, as her paintwork was starting to bubble in places.

We have a friend who owns a classic car restoration business, so in January of that year she went in for a professional restoration. She was taken back to bare metal and there were about 5 or 6 coats and layers of varying colours from green, red, navy and cream. It took him absolutely ages to eventually get to the base metal underneath.

I decided to put her back to Almond Green which is the 1960 colour for Frogeyes and British racing green was much later. I love driving her to shows and she still has her larger engine which is helpful on the Islands Hills.

How amazing that she was spotted that day by your friend on his trip to the Isle of Wight. Funnily I remember seeing his Frogeye too in passing as they are so rare over here.



Here are some pictures, a long way from the sandpit days...would love anything you find of her past, as I keep a history file and it would be wonderful to have some previous life interest.

Look forward to hearing from you Jenny.

Alan Anstead
Kent Rep
01322-384050

Midget and Sprite Members Win Awards



Bill Harding (left) collects his award from Bob Harman and Nick Cook

I enjoyed the evening on the common at the Windmill pub at Chipperfield of the classic car event on 14th June arranged by the Harrow Car Club, whilst exhibiting my Austin Healey Sprite Mk1.

Other classic car owners had to vote what they considered the best classic car and to my surprise and enjoyment my car won the Harrow Car Club Concours Overall Winner donated by Bob Harman. I received a silver trophy cup and they had my name engraved on the plinth with the year 2017.



Although in my opinion there were better classic cars on show that evening, I did give my Frogeye a good polish and recently restored the wheels and hubs, which did the trick by making the car look good and presentable. Winning such a trophy makes the hard work and continuous attention in keeping a classic car to a concours condition worthwhile.'

Bill Harding.



Cars in attendance ranges from a McLaren Supercar to a Bristol Bolide and a Vauxhall Viva van



Following Bill's success at the Harrow event Keith Warner went to a similar event run by Green Belt Motor Club. He writes "I am pleased to say my 1970 Midget was chosen as the car of the show - not a bad achievement for a car that my friends and I restored in my front garden!

Keith Warner

Both Bill and Keith are members of the Home Counties North West Area of Masc

Images © Nick Cook and thanks to him and Harrow car Club

Surrey Area Report



Tim being towed

The sunny weather brought our members out in strength. All had their hoods down.

The meeting was held in the garden of the Chequers which was very pleasant.

The intention of Tim and Helen Ward to attend in their Frog was frustrated by a failure to proceed situation, which occurred near Leatherhead. Tim's effort to remedy the electric problem was cut short by the intervention of Surrey Constabulary. They had received a call from a motorist alleging the Frog was causing a danger to other traffic the police therefore required its immediate removal.

After giving Tim one final opportunity to make the car mobile (which failed) they very helpfully towed it with flashing blue lights (but without sirens) a short distance to Tim and Helen's daughters house nearby. This meant that they were shuttled to and from the meeting by their daughter, as the constabulary were busy crime busting.



The switch with detached connection

Tim diagnosed the problem which was a detached connection to the ignition switch, new switches are very rare, however he found one and I believe the Frog is mobile again.

I was not in my Sprite as in my quest for a precise speedometer reading continues. The sensor I attached to a bracket to the rear axle failed. I was then re-fitting the sensor to the gearbox speedometer cable drive (where it was before) but did not finish it in time for the meeting.



L to R Nigel Thorne's Sprite, Andy Bufton's Midget, Dave Anness's Sprite and Nigel Swann's Midget

Those attending were Dave Anness and Malcolm Thorne in their Sprites, Midgets in attendance were driven by Nigel Swann, Andy Bufton from Hampshire and Gavin Rowles.

It was Malcolm Thorne's first attendance in his recently acquired 1972 Sprite.

Whilst not in club eligible vehicles, apart from me, we were also joined by Denise and Ashley, Nay and Colin and Rosemary and David.

Mike Gorman
gorman698@btinternet.com



The MASC table in the garden

Essex Area Report



The cars at the start

After last months run which was organised by another club, I stepped in for the first home grown run.

8 cars managed to avoid the heavy traffic locally following the closure of the A12 for bridge repairs and reach the start at Cressing Temple Barns by the allotted time. With the attendance now known, a reservation was placed for our refreshments in the tea rooms after the run.

An admiring member of the public kindly moved his car [modern of course] so we could line up the cars for the obligatory team photo. I led the convoy through Silver End, former home of the famous Crittal window factory, to head for Coggeshall passing a couple of dozen classic & vintage motor bikes on their own run.

Fortunately, the planned short section of the A120 was traffic free, although it was part of the official diversion for the previously mentioned A12 closure. Approaching Earls Colne I was startled as two deer crossed in front of me to safely disappear through a hedge.

After a short regroup in White Colne, a series of lovely minor lanes led through Pebmarsh to Little Maplestead with its rare round church. Both villages were tranquil compared to the school run encountered on the recce. A "B" road led to Castle Hedingham with its typical timber dwellings and castle of course. Here, Dave left us to return home to collect his son who had been delayed by the aforementioned A12 closure.

After crossing the Halstead - Haverhill road, we headed westwards taking care to avoid the wandering pheasants and partridges on the narrow lane before turning south. As we approached a T junction, an MG TF and Y type kindly waited to allow us to pass and continue through Blackmore End to confront a 'Road Closed Ahead'. Luckily, it was in place during the recce so I knew the intended route was open and we continued through Beazley End.

From Church End, the route continued around to the west of Braintree to Rayne where Graham decided to head directly home. After crossing over the A120, the next landmark was Chelmsford City Racecourse at Great Leighs.

Ranks Green followed and then White Notley where nobody opted to try the ford and instead choosing the adjacent narrow bridge. All that remained was to cautiously cross the uneven railway crossing before shortly arriving back at Cressing Temple Barns. A pleasant 46 miles in 1 3/4 hours in sunny conditions, this was very welcome after a couple of very wet days in the preceding week.

A group of tables in the tea rooms had been prepared for us. Most elected for the cream tea option and we spent a very sociable hour catching with each other's news, both motoring and non motoring.

Doug Plumb

Notts & Derby



A rare moment of sunshine overlooking Ullswater

Everyone has been making the most of the good weather recently, having fun in the sun.

In early May a group of five Spridgets from Notts + Derby area drove over to Middleton Hall near Tamworth to join others from the Central area. A huge variety of classics gathered to create their best turnout of the year so far. We had a great run home led by Tim around some interesting country lanes.



Paul goes undercover

A chance discovery of a new classic meet at The Carpenters Arms in Dale Abbey enticed me out into the Derbyshire countryside, to discover fellow members Steve, Paul and Mark already there in Frogeye, Super Sprite and 1500 respectively. It seems to be getting harder to keep track of Paul and his cars. He keeps slipping under the radar – could it be the lack of metal....?

The annual Autokarna at Wollaton Hall in June attracted a great turnout, with a few more distant members bringing their Spridgets to the show. Anita and Gary joined us in their newly rebuilt white Frogeye, and Andrew brought yet another new addition to his fleet – a blue Mk2 Midget – to make 10 cars in all on the day, and much to talk about under Richard's gazebo, sporting its new banners. Steve from Hull dropped in on his annual



Autokarna social gathering

pilgrimage, promising that next year he will have his car completed and in our paddock – look forward to seeing it Steve. Pauls "pop-up bonnet release when the car stops" never fails to draw in the crowds.

After a new set of rear brake drums and cylinders I was feeling more confident about the stopping ability of my Sprite, so booked myself in for the Yorks group "Coast to Coast run" in June, organised by John Austerfield. I had a great run north to Robin Hoods Bay, joining Peter and Oliver Wilkinson in Peter's 1500 Midget for a crossing of the Humber Bridge.

Tops down all the way. Sadly the following day brought showers and a damp run across the Yorkshire moors and westwards through Wensleydale, before overnighting in Penrith. Whilst heading off to meet up with the others for the evening meal, my brakes gave way approaching a roundabout. Fortunately there was little traffic, and a fortuitous exit off the roundabout led straight in to a petrol station where I was able to stop with the handbrake and address the problem. With help from one of the service station staff and a section of pipe from my washer system (who uses

Area Report



Frogeyes of Gary and Anita, Jim and Joan, and Andrews Midget at Autokarna

it anyway?) we managed to bleed the rear brake and tighten up the offending loose bleed nipple which had somehow caused the sudden fluid loss.

The weekly meets at Papplewick and Linby are proving popular as always, and other local pub meets keep getting added to the events list at short notice.

Keep up on the MASC Facebook site – and check your emails.



Ian, Peter and Oliver crossing the Humber Bridge

The second day was overcast and a few managed tops down for the run over the Lake District passes to St. Bees Head on the west coast.

The monthly meetings currently comprise gathering at a pre-allocated pub for a run around the local countryside to a different destination each month. The purpose of this is to find the ideal Spridget friendly pub and is largely weather dependent, so please let me know if there is anywhere you would like to check out in future months.



Ian's Sprite in Wensleydale

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



Kent Mascateers at Seasalter

Eight cars assembled at Brogdale Farm, Faversham, at 0900hrs on Sunday 14th May 2017 for the annual Cote-de-Kent run. Mark Sherwood joined us for his first event with his newly acquired red 948cc Frogeye.

John Clark led us away it being him that devised the route. Travelling the country lanes our first stop was Seasalter where all were able to look out across the Thames Estuary to see the WW2 forts and modern windfarm. At 'water's edge' there appeared to be a Viking Longship. Next stop was the Reculver Towers, where Ethelbert looked out upon the waters. The Twin Towers once an English Church built upon Saxon stones. When Francis Drake sailed by these Towers stood a mile and half inland. Then we passed through or by, in no particular order, Margate, Foreland Lighthouse (NT), Broadstairs.



Mark Sherwood's Frogeye

At Broadstairs its low white cliffs and its crowded streets are familiar to a mighty multitude. Charles Dickens lived here, in a house known as Bleak House, though it has nothing to do with his story. At the curious little Swanson House he wrote Barnaby Rudge. Onward to Whitstable and Manston Aerodrome. There was a 'Tea stop' beside the sea at one point. After some three hours

we arrived at the Crown PH, Sarre for our regular monthly meeting.

Dave Chalk joined us first time out and 'running in' his newly rebuilt and modified IOW Frogeye engine. Another new member - Nigel Dilnut-Smith - joined us bringing his Frogeye to its first monthly meet. This car was delivered to the Donald Healey Motor Co, from BMC, to receive a wire wheel conversion and to be fitted with Sebring pedal box together with Girling Disc Brakes. This car joins my Sebring in having been supplied by Donald Healey Motor Co and bearing a Warwickshire registration number. Warwickshire Council still hold old motor car records and can supply a copy of the relevant page to a register for a small fee.

As the meeting disbanded a few still had the urge to drive more Kentish lanes whilst the sun shone. Dave Chalk led Mark Sherwood and I in a trio of Frogeyes on a route home that took in Wickhambreux to name but one village.

Old Boys.

Our 'Old Boys' run to Stow Maries WW1 aerodrome and the Combined Services Museum at Mardon, both in Essex, on 19th May 2017, was cancelled due to lack of support. As soon as I had sent out a cancellation there was a flurry of applications. Too late! And the weather forecast was not good. Perhaps we can do the run in June?

Other News.

John Wheatley has become the latest Kent Member to have his worn carburettors restored by A.C.Dodd. Such is Adrian's attention to detail that he even modifies the dashpot dampers to ensure that the pistons work and fall in unison. (Pictures courtesy of A.C.Dodd).

Meantime, with a bit of assistance from self, Dave Chalk's new engine is fitted and running on his IOW Frogeye Super Sprite. Graeme Williams' de-tuned engine is fitted and running, Ron Edwards has had to deal with an oil leak following other engine work, firstly on the engine and latterly on the gearbox, requiring removal and refitting of the engine several times, so many times that combined with engine removal and refitting for other members I thought we were heading for the

Area Report

Guinness book of Records, but hopefully will be running well in time for the forthcoming Isle of Wight Tour. And I have even found time to replace a tired brake slave cylinder on my Frogeye ahead of my solo drive to the Retro GP. Puy de Notre Dame in July where I will meet with ex-patrial member, now French resident, Neil Todd.

At the eastern end of the county John Clark has been assisting Mark Mathews with fitting a 'reconditioned' engine and getting it to start. A Swiftune SW5 camshaft with high lift rockers will power this one. More concerned with 'home comforts' pro' auto electrician Steve Smith, who incidentally wired in DC's Revotec fan, has bought some 'new' seats for his Midget 1500.

Vic Barker is looking towards even more upgrades on his Midget!

Representing the Area Representatives.

Attempts have been made to kick start arrangements for a MASC Weekend for 2018. In that year the Sprite will be 60 years young and the Midget & Sprite Club 35 years.

Area Representatives were contacted to seek an area(s) willing to organise such an event but to date, to the best of my knowledge, no one has come forward. Was the last event at Shelsley Walsh done so well that it has put people off volunteering for fear of failing to achieve a high standard. If an event is to happen then it is up to the members to organise. The Club is not just for taking there has to be some giving as well.

My last report in the May Edition of Mascot brought forth another three Area Groups seeking a Coleman Shelter. I will try to advise re 'roll out' following the next Committee meeting in July. If any Area Rep, or Club member, has any issues they would like raised at that next meeting then please get in touch.

MASC Meeting 28th May 2017

Our lowest attendance ever. Graeme Williams and I were the only ones at The Angel, Addington Green for the monthly meet as many were away on the Isle of Wight Tour.

Graeme attended in his red Frogeye upon which we had recently worked. Now with Cometic head gasket to optimise the CR at

9.5:1, an A.C.Dodd RT spec' camshaft, one of my roller release bearings (over 50 now made) and a remote clutch bleed the car displayed good torque and road manners as Graeme took me for a ride around the local roads. I took the Sebring Coupe.

A.C.Dodd Diagnostic and tuning day at M.L.Motorsport on 3rd June 2017

Following an engine rebuild on Dave Chalk's IOW Frogeye and decompression with a Cometic gasket plus the fitment of an A.C.Dodd camshaft on Graeme Williams Austin-Healey Frogeye both cars were in need of a set-up / tuning session with A.C.Dodd.

On a sunny morn both cars were presented at M.L.Motorsport, Higham and I went along to observe.

Dave's IOW Frogeye was first and after the ignition timing was adjusted the carburettor needle in the Hif S.U. Carburettor was fine tuned to optimise fuelling. After a test run Dave certainly looked happy and the car sounded nice.

Graeme's Austin-Healey Frogeye is fitted with an Amethyst Electronic Ignition system requiring a lap-top computer being plugged into it for Adrian to vary the advance curve.

Again the needle of an Hif S.U. was customised for optimum fuelling.

Many Kent MASC cars are now benefitting from Adrian's expertise perhaps other areas might like to engage with him for a lecture or engine work?

Alan

*Kent Rep & Reps Rep to National Committee
www.masckent.org
enquiries@midgetandspriteclub.co.uk
01322-384050 (answer-phone)*



Graeme Williams' red Frogeye

East Anglian MASC Report



Chris' Midget at the Ferry Boat Inn

Unfortunately for quite a bit of the first really good few days weather of the year, Bluebell was out of commission, as I had taken the drivers seat and carpets out to clean the surface rust off the inside of the floor and seal it with rustproof paint. I am afraid that this is a natural consequence of topless driving in the UK, and on the odd occasion when some water gets in the carpet does a really great job of retaining it in contact with the floor pan under the seats. I am tempted to spray the floor in body colour, instead of its current black and not bother to put the under seat carpet back (carpets are a post original upgrade from rubber matting in a 1962 car).



I am heading off to France for a big chunk of the time between now (as I write this) and the next big event we plan to attend (Kimbolton classic in July), hence no other local events to report on at this point, other than the monthly FBI night. I had missed the previous couple of meetings and so was looking forward to attending this one, especially if the good weather held and tempted plenty of proper cars out for the evening. There is nothing better than an FBI meeting on a sunny (light till late) summer's evening where most of the meeting takes place outside in the beer garden and / or car park but as it happened the weather turned decidedly unseasonable.

Although the terrible weather of the week of the FBI night abated slightly at the eleventh hour, it was still blowing a gale with heavy rain forecast for later. So I left Bluebell tucked up in the Sprite cave. I arrived at the FBI to find just one brave soul (well done Chris) had turned up in a topless Midget (see photos), and even Chris needed his hood for the trip home. The main topics of conversation were Dave's Frogeye, a trip to the Ace Café the following week and arrangements for Kimbolton classic (for which I distributed the tickets for those who attended, including passing some to Chris to hand out at the Ace).

We had a reasonable turn out at the meeting considering the weather and the fact that it fell on election night, and were able to discuss the ideas for other events throughout the year. There is the suggestion of a treasure hunt to be staged at a point, where we are able to get a good turn out to justify the effort required to organise it, and the ever popular run to the Norfolk coast, including Dave's fish and chip shop if possible, would make for a brilliant day out and maybe pull in some of our members on the fringes of our area. 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

Heart of England Stuff



Lord Hertford's Front Drive with Some Classics in it

Ragley Hall

I floated a "last minute" suggestion at our May meeting, to visit the Motor Show at Ragley Hall, Alcester over the Spring Bank Holiday.

I had positive replies from a sizeable doughty bunch so we did indeed visit Ragley Hall on Sunday May 28th. The organisers, Gemini Events run three or four Classic car themed Shows, including the event at Himley Hall near Dudley which is extremely well attended. They have a refreshing attitude and strive to put on some extra entertainment including a Sixties themed Band and a Parade Ring where throughout the weekend, attendees can show off their vehicles and are interviewed by the MC which is broadcast over the site. As it happened I knew the band, having booked them in my days as Stourbridge Rugby Club Social Sec and also knew that they were excellent so the organisers were really providing top class entertainment.



The other half of Lord Hertford's drive with some more Classic parked on it

Recently joined member Ray Bower presently rolled up onto our pitch in his well detailed Mk II Sprite. It's a cracking car and a credit to him; a pic of the engine bay is shown.

I didn't take any further pics as the paintwork needs to be tidied up so more will no doubt follow later to demonstrate its full glory. It turned out that Ray is in a very favourable position to sort the paintwork on his Sprite. He has recently taken over as MD of Pershore based body shop Carsmetix and is a recommended MG repairer and sprayer! I think he could be a very handy member!



Ray Bower's tidy Mk II Sprite engine bay. He ate his lunch off it later

Ray also has a contact that could be very interesting. A guy called Martin Chisholm has started a Classic based business in the Cotswolds called the Classic Motor Hub. I think the original plan was to offer secure storage for high end Classics but wanting to make more of the premises that he has,

the activities expanded into Coffee and Classics. This is a similar format to Shelsley Walsh's Breakfast Club; the difference with the Motor Hub version is that you can turn up on spec and it's free, neither of which is true of Shelsley. The thing that really interested me however was the "Classic Drive in Movie" event. A big outdoor screen, with sound piped to every Classic seat in attendance and as I understand it, good quality food and drink available with outdoor seating arranged around big cauldron style log fires. What a great idea! I plan to take a drive down to one of their events and take a look for myself. I think I can see a weekend event plan formulating!

A Wife's good idea!

This was submitted by an associate of one of our members as a cautionary note; his wife thought that he should have a Pick up rather than a Classic and bought him one for Christmas!

The Nissan truck came in a colour scheme of Moss Green and rust, but with the added advantage of air conditioning in the form of a big hole chewed by rats in the gear lever gaiter which lets in an icy blast. I gave it an examination to determine its condition and decided that a full restoration was called for, so I threw a bucket of water out of the duck pond over it and kicked the tyres. One major problem was the spider's web in the cab. Amazingly this was soon sorted by my old Dutch who removed it with a feather duster. Sheer Genius! Never underestimate the power of a good woman! The restoration took about 4 minutes and in the 42 miles that I have travelled since, the only problems encountered have been brake failure, seized engine, jumping out of gear and broken springs.

This is a true story! Beware.

Steve

Devon Area Report

Eight Spridgets at the Seaside



(a bit of news from Devon)

The Midgets and Sprites of Devon decided to head off to the seaside at their Meeting on May 10. It is not too far from Abbotkerswell to Combeinteignhead to visit the Coombe Cellars pub.

The sun was shining, the sky was blue and the tide was high.

A convivial evening was spent with much "Spridget talk" before a drive back through the lanes to our homes. It's times like this when you vow that you will do something to improve the lights on the car!

David Clarkson



Yorkshire Area Update



Greetings from Yorkshire!

We had a good Meeting in June despite some pretty bleak weather, with 9 members turning up for a decent lunch and a good chat. Great to see some new faces and some regulars too. Jenni represented at the June meeting as I was unable to make it.

Our very last minute "drive it day" was also met with some good weather, with a nice little run up to the edge of the Dales. Apologies for the short notice! It was great to see cars out and about.

The Coast to Coast was not such a meteorological success, however, but the route, people and (most of) the cars were

great. A full report will follow. I think it's highly likely that we'll re-run this route again – thanks go to John and Debbie Austerfield for arranging the route and directions.

The July Meeting will be on the Sunday rather than the Saturday – our meeting pub is running a treasure hunt on the Sunday which we are invited to attend. The burgers are very very good.

When you read this I might well have run into some of you at MG Live – hello again if I did.

Hope to see you soon: Next meeting dates will be the 2nd of July (Sunday) and the 16th for the Southern Meet.

Cheers!

Rob



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North West Area Report



MASC at Tatton Park

On the 3rd 4th June we had 11 cars go to Tatton Park Classic car show. This is one of the largest events in the North West with about 80 or so clubs in a attendance and one of the few shows where there is still a large Auto Jumble, which is very unusual these days as eBay seems to have had a big effect on the sale of car parts etc., But it still does sell a myriad of mainly all the things we don't need fellows, like household good, clothes & jewellery! But this does make our wonderful Lady Wives and Partners very happy!

No stand or individual prizes for us this year sadly, although we had a full range of Spridgets all neatly parked up with hardly an inch of space (see above) and we did have our 5 meter marquee up as well, next year, looks like we may be displaying a brand new one with the club logo on. Fantastic!! Thank You Committee. Anyway the weather was very good to us with only a few drops of rain.

Les Robinson our North West Area founder member has been given early retirement & it was also his birthday, so Bernie & Lynne brought along a card which we all signed and a lovely chocolate cake complete with candles, being the age he is, he just managed to find enough wind to blow out all 64 lights in one go!. Happy retirement Les, just need to find a replacement child-minder now, to free your days up to finish the Austin 7 rebuild!



Saturday 10th June 9 cars attended Oulton Park for the Formula Vintage meeting. Leaving home at 7.15am the rain was so bad I could hardly see though the windscreen on the Frogeye, what with the slow movement of the wipers on the outside and steaming up on the inside it really was hard going or should I say Driving!! Anyway by the time I arrived at Oulton Park the rain had eased. When the races started it was mostly dry just with the odd shower. This is a really interesting event with some amazing race cars dating back to the 1920/ 30 plus Ferrari Formula classics with 308 GT4/ 328GTB blasting around the track, but by the time they started the rain was back and the racing became very interesting. An event we will definitely put on our list for next year.



Tomorrow 14th June Graham and Val, Bernie & Lynne, Les and Ourselves are off to Treffen Germany for the 3 day meeting. We are sailing overnight from Hull to Rotterdam, we have been working on the cars in the last few days, checking everything we can before our trip to avoid any possible breakdowns, and we will all be glad to actually get on-board to look forward to a great and trouble free few days discovering parts of Germany. We will have a full report for you next month. Happy Motoring!!!!

Neil & Shelley North West Area reps.



Too Much Pudding

Central events are not only about driving classic cars. This weekend event however was a little different. I thought I was up to the task. Seven puddings in one evening. I failed the test but only at the final hurdle. We had left home in drizzly weather on the Friday afternoon but as we drove down to the Cotswolds the sun popped out now and again. Arriving at the Three Ways House Hotel, Mickleton, we parked our cars neatly in a line. Preparing ourselves for the evening with a walk around the village we took in the church, meadow fields, quaint shops and the local pub. In the evening we were welcomed by the toast master and were offered a light menu with the advice to go easy on the veg. The puddings were then paraded into the room to raucous applause. Seated at the sticky toffee table we made our way up to the pudding table at regular intervals. Jam roly poly, chocolate and nut, passion fruit, sticky toffee, lemon sponge, bread and butter and my downfall apple crumble, a pudding too far. Maybe it was the lashings of custard or the added toppings but as I looked along the table I could see everyone looking full to the brim. I did overhear some people talking about returning for the summer fruits session later in the year. There's no stopping some Central members.



Cars parked next to Cotswold stone

After a good night's sleep we were all surprised how much breakfast we were able to eat. Then back into our cars for a drive through the Cotswolds to our next overnight stop, Stow on the Wold. I knew of a pleasant walk to Bourton on the Water that takes in fields and farms stopping at the Slaughters for coffee and cake. On the way Steve couldn't resist talking horsepower, however, the four legged variety this time.



Steve is watched by Gary, Elaine, Belinda as he enlists more horsepower on the walk to Bourton

Making our way into Bourton, the ladies settled for some window shopping whilst we toured the interesting car museum. Gary commented on seeing a sixties Crypto-Tune machine. Do you remember those? We all nodded in agreement. Those were the days. Returning to Stow on a packed bus we booked an evening meal and enjoyed the local ales and wine. A slow drive home through cloudless sunny skies on the Sunday completed a great weekend.

Report

Club nights often tend to be chatter and banter about nothing to do with Midgets and Sprites. They are often punctuated with someone bringing along a broken clutch plate, engine bits or electrical switches. Last month it was Geoff's turn to share pictures on his phone with us of a problem with his front suspension. Geoff explained, "for a few months I had been wondering why my front nearside wheel was almost touching the wheel arch – I put it down to the spring having lost its tension, so decided to change it. Having taken the wheel off it was clear



Geoff Mears suspension on his Midget



that the problem lay elsewhere! (Thank you, potholes!) The wishbone had completely snapped off both sides at the kingpin and there was literally half an inch either side on the top of the wishbone holding it together.

The reason it had not completely collapsed was thanks to the support arm on my Frontline suspension, which is bolted to both sides of the wishbone and therefore held it all together. So I removed the wishbone – eventually – the one big bolt connecting it to the body drifted out without problem, but the other refused to budge. The metal insert in the bushes were seized onto the bolt, so it would not slide through the hole on the body. The only option was to saw through it with a hacksaw, a long and very slow job as extremely limited space for sawing. Once off new parts were duly assembled and refitted and the car now sits squarely as it should. One thing I felt it prudent to do was to adapt an old screwdriver to exactly fit the fulcrum pin slot. I cut off the end at a thicker point of the screwdriver, and then filed it until it was an exact square fit into the slot. That meant no slipping and possible burring of the pin's slot."

I, along with others listening, found Geoff's advice priceless. I was almost in his garage with him fixing it. I'm sure if you come to a Central meeting you're bound to eventually pick up advice you can't find anywhere else, be it about wishbones or sticky toffee pudding.

Dave Warren
Central MASC

Email to central.masc@live.com



Central Area meet on the 1st Wednesday of the month at the Swan Inn B46 2JA from 8.30pm onwards.

Scotland Area Report

Sunday 4th June saw me setting off early in the morning to attend the The Scottish Borders Historic Motoring Extravaganza at Thirlestane Castle, Lauder in the Scottish Borders. It claims to be the best classic car show in Scotland, and I have no doubt that is true.

I met up with Dennis and Lindsay on the M.G.O.C. Edinburgh club stand. They had been there for the full weekend and had taken part in the classic car run through the Borders countryside on the Saturday. They are a great bunch in the M.G.O.C. club and would have let us put up the M.A.S.C banners but they had not arrived at that point. However, they arrived a week later. Still, next year we will be on our stand resplendent with banners and gazebo.

The weather was kind, although one large shower did necessitate putting the tops up on the cars. There were a few Sprites and midgets, although Dennis and I did home in on a well restored Frogeye owned by a Mr B Hall from Co Durham who had restored it over a few years. We left him with a few recent *Mascot* magazines so hopefully he may join the club in the future.



owner who clearly was not going to let a disability get them down, and I dearly would have liked a closer look. There was also a good range of Austin 7s and a Trojan Bubble car so I was kept thoroughly occupied.

Immediately after the Thirlestane weekend, Lindsay was off to do the "North 500" with a view to the Scottish members doing this en masse next year. Dennis did a trip to the Isle of Mull and also did a reconnoitre for perhaps a club weekend next year.

A few weeks after Thirlestane I went along to the car show at Milngavie (pronounced Milguy) where there was a good display of around 60 to 70 cars from vintage to modern classics but strangely no Spridgets, however that will be remedied next year.

Graham Smith



Another rarity was a Healey Elliot which was in immaculate condition and a favourite of mine an Austin Healey 100/4

Another interesting car which I have never come across before, although I am sure other club members probably have, was a Frogeye which had been converted for a disabled driver. I never got to speak to the



Scotland Area meet on the 3rd Tuesday at the Windmill Tavern Uddingston, Lanarkshire, G71 5QQ at 8.00 pm.

Somerset Happenings



Spring arrived bringing the lighter evenings, with the chance to get the cars out from their winter hibernation and on the road again. Always game for a run out those of us who are retired gathered at Ilminster for an impromptu run to northwest Somerset, skirting Exmoor. With a stop at the Torre Cider Farm, not far from Watchet, we enjoyed lunch sat on the veranda of the café in the sun, watching the variety of animals meandering around.

The following weekend Valerie and I spent the day at the Weston Zoyland pumping station, on the Somerset Levels. This old site boasts a large collection of preserved pumps from the small to the massive steam driven pump once used to drain water from the Levels up and into the River Parrett that runs along side. The river itself has now undergone a 2-year period of dredging and maintenance resulting in a greater capacity for water from the surrounding countryside (hopefully no more flooding of the hamlets along its banks). The site also has a working blacksmith, a preserved caretaker's cottage and a narrow gauge railway used to transport wood for the static steam boiler. A fascinating museum dedicated to a bye-gone era.

The Killerton House annual classic gathering is one of the largest in the west with over 500 vehicles attending this year. The House overlooked the show field, where stalls and marques were offering several varieties of food and local wares. We were able to meet up with the Devon group again as they were

well represented but unfortunately we were unable to muster any Spridgets.

The annual show at Pecorama, Beer, however was well attended with 10 cars for a club presence, flags and banners proudly erected. The 200+ cars on display ensured there was plenty of tyre kicking to be done. Meanwhile the narrow gauge railway was busy all day with rides around the grounds and plenty more attractions to keep the whole family busy. We were also delighted to welcome new members Will and Marion Edwards to our group.

The following day Valerie and I supported the Lions club at Bradford-on-Avon. This was the first time we had entered this show and enjoyed the experience of meeting new faces and cars. Despite rain for most of the day the car boot sale offered the usual mix of rubbish and interesting items; we came home with the car loaded with plants as Valerie continues her search for shrubs and bushes following our garden redesign.



The West Somerset Railway (WSR) annual classic tour, starting at Bishops Lydeard station and visiting all stations along the 30-mile journey to Minehead, had 83 entries of which 7 were club members' cars including new member Robin Bendall with his Tifosi Sprite. The few showers did not spoil the day, which was more of a gentle meander along narrow lanes following the railway as closely as possible, and a diversion through the narrow streets and cob at Watchet Harbour, with a street market in full swing! A new event and brilliant day out for us.

Peter Young

Market Place

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

For Sale: 1964 Tartan red Midget. Wire wheels, Ashley hard top. New MOT. New brakes all round. Recent recon carbs, unleaded head, very original steering wheel, jack etc. Reliable but needs tidying. Lots of history and a reluctant sale after 11 years. £3,000. Blandford Forum, Dorset. Tel. 01258 489004.



and surround, frame for soft top, rear lights and bumpers. Surplus to requirements as re-bodying as Sebring Coupe. Would rather sell as one lot; buyer collects, near Stroud, Gloucestershire. All bits fit within my small van, Citroen Berlingo, (which is also for sale!) Contact Dave davidlovegrove5@gmail.com



For Sale: Tifosi Rana based on 1980 Midget 1500. Frontline 5speed gearbox, Frontline disc brakes and suspension, new Mountney steering wheel, new radiator and Revotec electric fan, Accuspark electronic ignition, 'minilite' alloys and good tread Michelin tyres. Paint by professional bodyshop and lots of spares including new 'Frogeye' style seats not yet fitted. MoT to June 2018. £5850 (Herts) 07962 064555 ddrisco34@aol.com

For Sale: complete external bodywork of 1969 Mk IV Sprite painted white including front wings, rear end (in one piece), bonnet, boot lid, boot lining, luggage rack, dashboard, doors including glass and quarter lights, windscreen including glass, front grille

For Sale: MG Midget 1500. Very clean sound car fitted with O/D gearbox. New brakes and clutch plus a set of new tyres. Enthusiast owned and maintained. £4000 ono Tel: 01227 368577 Richard Jenness

For Sale: Genuine Lockheed brake servo, model no. LE72696 newly fitted with complete overhaul service kit. This is not a spurious Chinese copy, they do not work, but the genuine article and suitable for all Spridgets, and similarly powered cars. £90 plus postage. Call Geoff, 01562 851544 or Ogleman5@gmail.com

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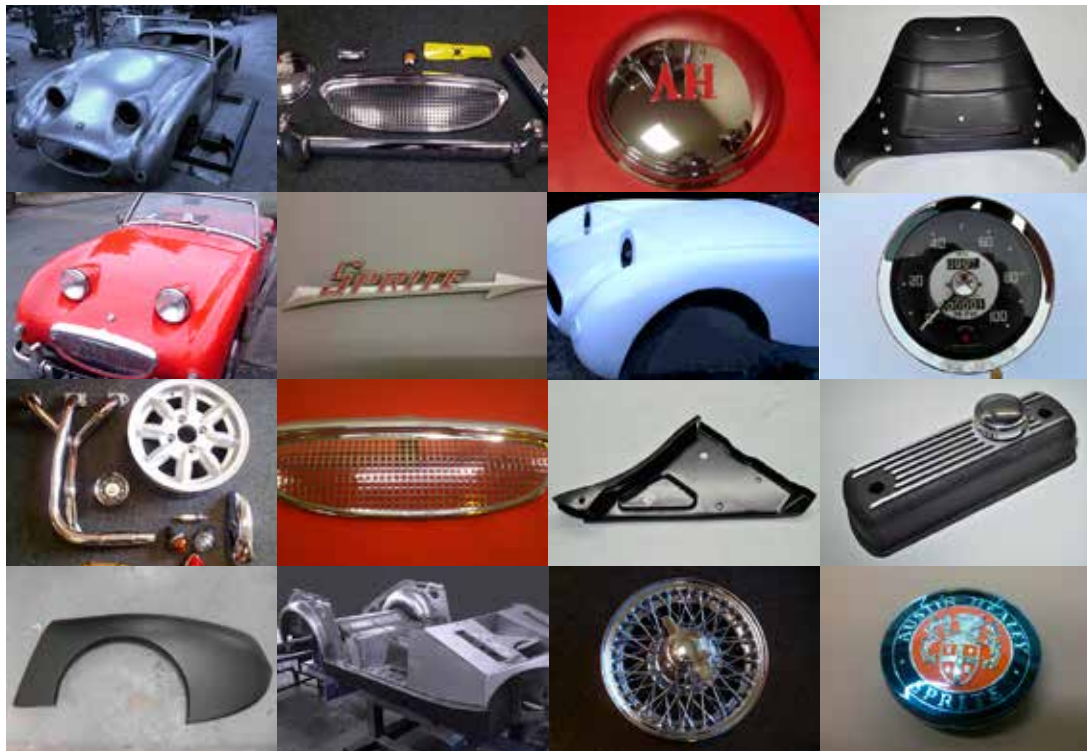
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