

August 2017

£2 No. 401

Mascot

The Magazine of the Midget & Sprite Club



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

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

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

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August Editorial



Hasn't it turned nippy!

I'm sitting here as July turns to August and it got a bit chilly and very wet all of a sudden. Where did summer go? Hopefully it's not the last that we'll see of the sunshine for 2017.

This year, the months seem have flown past at an astonishing rate. It feels like only a couple of months ago that I was scraping ice off my windscreen and just a matter of weeks ago that I saw the first swallows arrive overhead to mark the arrival of summer! Now it's apparent the nights are beginning to draw in and my thoughts are turning to putting on the central heating.

This is usually the time when problems arise and if it's going to breakdown, it will happen

now. Those of us who've had the heating system serviced and used it a few times (or at least switched it on every now and again), will be safe in the knowledge that nothing untoward is likely to happen. You can see where this is heading.

Our Spridgets are similar. If not serviced properly and used regularly, they have the habit of letting us down when we go to use them. Even if the mechanicals seem ok after a lengthy snooze, the lack of use may have an adverse effect on the brakes, rubber parts and the ignition system. Not to mention the occasional invasion from foam and wire eating rodents, who've quite justifiably assumed that your car is the perfect place to remain undisturbed.

So here's the plan. Rather than mothballing you cars over the coming months. Why not simply keep them in fine fettle by using them regularly. Obviously clean them of road dirt after a rainy day out (I'm certainly not the best qualified to give this advice), service them at the appropriate times and enjoy them for most of the year. That way you'll be able to make sure that they're in good working order whenever the whim takes you to pop out for an unplanned drive for no reason other than just for the fun of it.

Before you do, why not run your central heating for five minutes to make sure that it's working ok too.

Lastly congratulations to the Somerset Area of MASC who are celebrating their 20th Birthday and also to AH Spares who next month, celebrate 45 years of service to the Spridget (and big Healey) community.

Have a great month and have fun in your cars.

Gary & Gapless

The deadline for articles and reports to be included in September's edition of Mascot is Friday 18th of August.

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

Cover image: "Swiss based member Oliver Wilkinson's Midget at the Tremolapass (Switzerland)"

Midget and Sprite Club AGM 2017



Sunday 8th October 2017

At the Shuttleworth Collection.

**Old Warden Aerodrome, Hill Lane,
Biggleswade SG18 9EP**

**The AGM will take place in the Princess
Charlotte room next to the restaurant:
1:30pm for 2:00pm Start**

This is to let you know that this year the MASC AGM is taking place at the Shuttleworth Collection. Old Warden Aerodrome, Hill Lane, Biggleswade SG18 9EP, where you will be able to meet the incoming Committee and say goodbye to the old committee, ask questions about how the club is run and more importantly get to hear about the past twelve months.

Why not spend the morning looking around the wonderful collection then join us at 2:00pm for the AGM.



We will have group rate entry at £10 per member for the Museum rather than the usual £15. Membership cards will have to be produced to obtain the discounted entry.

The Collection of aircraft and cars was started by Richard Ormonde Shuttleworth, a passionate racer and pilot. Based in the aerodrome, the Collection contains some of last airworthy aircraft of their type remaining anywhere in the world.

Vintage aircraft: 1909-1950s

**Vehicles: mostly Edwardian, early
dogcarts and 1930s-1940s cars**

**Motorcycles, penny farthings and a
1904 Aurora**

**Agricultural exhibits: working Chaff
Cutter, living van and tractors**



The Collection opened to the public in 1963, and further aircraft and vehicles have been added over the years. The Collection's aircraft and vehicles, as much as possible, are all kept working as intended – it's where history flies and drives!

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

For more details about the Shuttleworth
Collection visit www.shuttleworth.org

**Shuttleworth Old Warden Aerodrome
is two miles due west of the A1 where
it bypasses Biggleswade. They are
approximately 20 miles from Junction
13 of the M1. Postcodes for SATNAV
devices: SG18 9EP for Visitor Centre
and the Collection**



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**: Holme Bush Inn, Old Wareham Road, Wimborne, BH21 3RZ, 01202 659420 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 August the facebook page has 850 members

Events details needed for 2017 - 2018

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

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

30th Sept **A H Spares** from 11am till 3pm, will be opening its doors
their 45th year. Please R.S.V.P to rebecca.kemsley@ahspares.co.uk



8th October the Midget & Sprite Club's AGM at Shuttleworth Collection

See page three of this month's Mascot

Contact Jim Willis for information jim.willis@tiscali.co.uk or 01527 402804

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

1963 Innocenti Spyder S

Designed by Tom Tjaarda (July 23, 1934 – June 2, 2017)



The death has been reported in the *Motoring Press* of Tom Tjaarda who designed the body for the Innocenti version of the Austin Healey Sprite.

Tjaarda studied Architecture at the University of Michigan. In 1958, he moved to Turin, Italy, where his career began and where he continued to live and work.

Tjaarda started his career at Ghia with the Innocenti 950.

In 1961, at Pininfarina, Tjaarda worked on cars including the Chevrolet Corvette Rondine, the Ferrari 330GT 2+2, the Fiat 124 Spider, and the Ferrari 365 California.

He later returned to Ghia, where he designed the Isuzu Bellett MX1600, the De Tomaso Pantera, and the De Tomaso Longchamp.

In 1981, Tom was appointed as Director of Fiat Advanced Studios. In 1984, he started his own independent design firm, Dimensione Design.

It's a long time since we've featured one of these in *Mascot*, so I thought that I'd refresh your memories with our Spridgets Italian cousin.



The Innocenti Spyder S was based on the Austin-Healey Sprite, as it used the same suspension, steering, drive train, and engine, but it had a unique body styled by Ghia. It also included some luxuries not seen in the Sprite, such as wind-up windows, larger doors, and external door handles. This car is a Spyder S, which was introduced in 1963 with a slightly larger engine versus the original cars. The engine came from the Mark II Sprite. The S was different cosmetically over the earlier Innocenti Spyderys, with a new grille, badging, hubcaps, and interior.

The Turin based design studio, Ghia, was tasked with designing a bodyshell, based on the Austin-Healey Sprite. The result was a MK1 Sprite with a stylish body and luxurious amenities. A 948 cc A-series four-cylinder engine, borrowed from the Mini, was slightly modified and placed in the engine bay. The interior was plush with amenities such as roll-up windows, glove box, heater, and interior light. Practicality was reinforced with wider doors and a trunk that was lockable.




In 1961 the 950 Ghia Spyder was introduced, a time in history when the MK1 Sprite was nearing the end of its lifespan and the mechanical components were no longer being produced. This meant that only 624 of the 950 Spyderys were created using the MK1 chassis. With the introduction of the Sprite MKII, production continued for the Innocenti 950 Ghia Spyderys with around 4176 examples utilising this configuration.

By 1964 the 950 received mechanical and visual updates that included a larger 1098 cc engine and an improved chassis. The name was changed to reflect these changes becoming the 1100 Spider. Production of the Ghia Spider continued until 1968.

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By Daniel Vaughan


© www.conceptcarz.com



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For some it's the iconic status...



For others it's the marque...

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Unknown Hardtop

Hi Gary

Any chance that you might be able to recognise the manufacturer of this top? This old race car has recently been brought by Mark from Fishers, unfortunately the owner passed away so not much information is known.

Regards Ron
frogeyeron@gmail.com

Ed's reply: Sorry Ron, It's a new one to me. Do any of our members recognise it?



Nick's MkII Sprite Goes to the Proms

Hi Gary

It was nice to take Kayliegh Tate and Luke Bearpark from Charmouth to their prom which was held in a very nice barn conversion in Crewkerne. Many pictures were taken and it was in the local Bridport newspaper. I've got to say I enjoyed every minute and it was a great day.

I've owned my Sprite mk2 since 1978 been to Le Mans many times, plus Spa Belgium and a little trip to Euro Disney.

Nick Fussell, Bristol

Ed's reply: It's great to see a Spridget being used as an alternative to the usual lumbering stretched limousines. They are obviously Promenaders with impeccable taste and judging by your registration number, must have been the EM V of their classmates.

Market Place in Mascot

Many thanks for including my Midget in the July edition of the Mascot. I am pleased to say that the same day I received the magazine, I had an enquiry from another club member who has now bought the car.



Regards, Richard Jenness
Membership No. 4971

Representing the (Area) Representatives

Fourteen Area Groups have now requested Coleman Shelters. Arrangements are in hand to effect a bulk purchase and then have them adorned with the Club logo. Hopefully we can begin 'roll out' to Areas soon.

Your National Committee have had 6" x 4" postcards printed (blank on reverse) so that we can all carry a couple to hand to Midget and Sprite owners where ever we may meet them on our travels. The cards can be affixed to the windscreen of any unattended Spridgets. The cards can even have a stamp affixed and be posted. The Club has recently exceeded the 1000 member mark but let us all endeavour to attract new members and ultimately new friends.

I am able to supply cards to Area Reps that make a request and supply me with a postal address. Ask your rep for a couple next time you meet.

Alan Ainstead, Kent Rep.
Area Reps Rep to National Committee.
enquiries@midgetandspriteclub.co.uk
01322-384050 (answer-phone)

Five Minute Fixes

Five minute fix (1) Handbrake Rod Modification



After time the holes in each end of the handbrake rods on the earlier cars become enlarged maybe oval. There are several ways of approaching a restoration to 'as new'. Some braze or weld the hole and re-drill. The approach that I take on the brake cylinder end, where most wear seems to occur, is to cut off the end, cut a 1/4 UNF thread onto the cut end of the rod, and fit a clevis pin assembly.

The picture shows the outcome: this set being destined for a Kent MASC member's Frogeye.

The actual pin will need a sleeve as it is too small for the hole in the slave cylinder actuating arm. I turned a sleeve to fit but a sleeve could just as easily be made from small diameter brass tube available from your local model shop.

Five minute fix (2) Modified Timing Chain Cover



Trying to 'time' an A-Series engined Sprite or Midget with a Timing light has never been easy. Crawling around on hands and knees contorting ones neck whilst trying to point a Timing light between 'chassis' and radiator at the timing marks on the front of the engine. Then there is the problem of seeing what you are actually pointed the "Timing' light at! The problem is exacerbated as age affects the human joints kneeling whilst standing, from an almost prone position, brings on a 'dizzy' spell. Whilst building a new 1275cc engine (+ 0.030" bore, lightened flywheel, with A.C.Dodd RT specification Camshaft) for John Clark's Frogeye the opportunity was taken to place timing marks on the camshaft timing wheel cover in a position that will allow for 'Timing' from on top. The picture shows the alternative Timing mark plate that JC has made welded to the Timing Cover. The 'teeth' of the plate will be bent over toward the crankshaft pulley at a later stage of the build with an appropriate mark on the pulley wheel.

Alan Anstead
Kent Rep.

Area Reps Rep to National Committee.
enquiries@midgetandspriteclub.co.uk
01322-384050 (answer-phone)

New Members

June 2017-July 2017

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

5459	Chris & Sue Williamson	North Yorkshire	Sprite	Mk 2
5460	Ed Carne	Kent	Midget	Mk 3
5461	Edward Leaker	Somerset	Sprite	Mk 1
5462	Leslie Pyne	Cornwall	Midget	1500
5463	Martin Hull & Barabara Ashton	Devon	Midget	Mk 3
5464	Ken & Diane Kelso	Cambridgeshire	Sprite	Mk 1



I have just joined the club so am sending you a picture of my car.

I have attached a picture of my first sprite 179 UYO and also my current project 35 FHT - this car will be on the road by September I hope. I'm trying to find anyone who knew anything about this car - it was supplied by Henlys in Bristol and has been in the West Country all of its life (Westbury-on-Trym, Cullompton, Exeter, Torquay... now Somerset!).

Best wishes Edward Leaker



We have owned our Sprite for just over 50 years but it hasn't been on the road for quite a while. I broke a half shaft in 1975 following the ambulance taking my father-in-law to hospital and it's not been on the road under its own power since!

So, one photo is as it was almost 50 years ago, (purple, well it was the 60's) outside Trent Park, Cockfosters. It was a Teacher

Training College then and my wife Diane worked there.

For the last 10 years I have been carrying out a nut and bolt restoration and the second photo shows the Sprite on a rotisserie in my barn.



All the running gear, Engine and gearbox have been restored and she is almost ready for spraying and re-assembly.



I am returning her to Cherry Red and she will have her steel bonnet and original wheels back on. The engine is the original 948 unit but I breathed on it rather heavily in my youth so it's bored to 998 with cooper pistons, has a heavily ported big valve head, 9.5:1 compression ratio, sports cam and a lightened flywheel etc. This time I have made sure it has the stronger half shafts!!!

Regards Ken Kelso

A Top Tip (literally!)

A useful tip from the Technical Bulletin of Austin – MG USA

Do you have any top tips for keeping roofs clean and unblemished?

My own tip for cleaning discoloured rear plastic windows is using toothpaste, gently applied with a damp soft cloth. It cleans nicely and leaves a minty fresh and plaque free finish.

TECHNICAL SERVICE BULLETIN

BRITISH
LEYLAND

Austin MG

NO. 73-C-1

May, 1973

SUBJECT: VYBACK REAR WINDOWS

MODELS: ALL CONVERTIBLES

The Vyback rear window on convertible tops sometimes becomes badly creased due to incorrect stowage of the soft top assembly. We have found that these creases in most cases can be removed satisfactorily by simply filling a plastic bottle with hot water and rolling it across the creased area and at the same time supporting the opposite side of the window.

J.P.



Heater taps

I thought this may be of interest to other Spridget owners if we can get successful results on the heater taps listed. The first heater tap was standard fit up to the early RWA cars. An earlier variant Heater Tap 2 was fitted to the early SWA cars under part number ACA5455. Both the early heater tap pictures were obtained from Ebay USA. The non repairable, readily available, later model is shown and seems to be available from the usual suppliers. Variants 88G588.



Heater tap1: is represented diagrammatically on page 15 of the Austin Sprite Handbook printed 5/71, I am sure an MG Handbook on this era would be the same



Heater tap 2: is represented diagrammatically in earlier BMC service parts manual for MKII Mg Midget / MKIII Austin Healey Sprite

The Handbook for this era shows this tap but with a non skeletal tap head. I think this may be a case of bringing old diagrams forward from one print run to the next, without appropriate updates?



Heater tap 3: is represented diagrammatically on page16 MG Midget Handbook printed 10/73

Rob Rose

Which type does your Spridget have?

Rear Springs and Rebound Straps



I recently had my original Frogeye rear springs re-tempered by Chris Wann at Brost Forge (020 7607 2311) who did an excellent job, and they now give a far better ride height than the horrible 'over-stiff' reproduction springs currently available from the major resellers.

However whilst re-fitting the springs I let the rear axle hang on the brand new rebound

strap which promptly snapped, before it had got anyway near the road! After looking on the forums it became clear that I wasn't the only one with this problem - the cheap overseas copies of this strap are of a very bad quality these days.

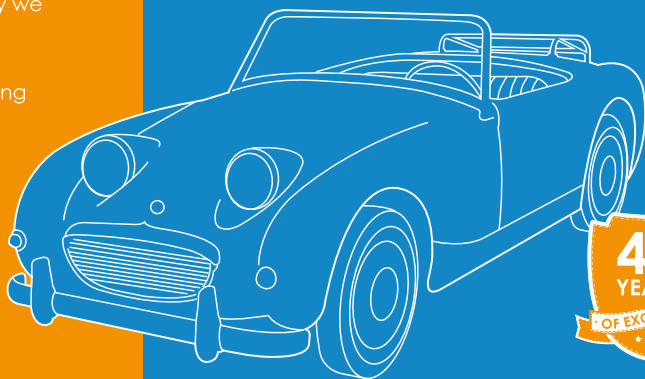
The solution I found was from a USA ebay seller called 'strappinglad71' who has been making webbing straps for Spridgets and MGAs for over 10 years and can make the straps to any length. They arrived within 5 days, and as they were simply packed in a normal letter envelope they did not attract the attention of any tax or duty either!

I am pleased to report they fit and work perfectly and I am sure they will be far stronger than any replica item currently coming out of the Far East.

Clive Seager (Member 5003)

Specialist Car Insurance

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



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Treasurer's summary report



The Club's Directors and Committee have approved the full accounts for the Club and these will be presented at the AGM where some hard

copies will be available for those who would like them and I will report on the accounts in a bit more detail. Please feel free to email me at djs.king46@gmail.com if you would like to receive a copy of the accounts and I will send them electronically. The figures below summarise the year's accounts with last year's amounts as a comparison.

We ended the year with nearly 1,000 members, so membership is still increasing year on year, with new joiners outnumbering those who do not renew their membership.

The Club has been represented at many shows during the year, notably the Lancaster Insurance Classic Motor Show and the Practical Classics Restoration Show, both at the NEC, and Silverstone Classic. The Directors' and Committee's thanks go to Alan Pritchett for his hard work in organising the club displays at the NEC and to the Chairman for the Club's entry at Silverstone. Local area meetings are the most important part of the club's life and thanks go to the Area Representatives for facilitating these. The local areas also carry the banner at many smaller shows during the year and organise runs and meets of a variety of durations. Our advertisers in *Mascot* still support us well and members are encouraged to mention the advertisements when buying from them.

MIDGET & SPRITE CLUB LIMITED BY GUARANTEE					
Company No 06422998					
INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 MARCH 2017					
	Notes	2017		2016	
		£	£	£	£
INCOME					
Member's Subscriptions	1	28,180		26,646	
Advertising Revenue		5,451		5,375	
Regalia Sales		508		542	
MASC Weekend	2	0		5,743	
Miscellaneous		106		178	
			34,245		38,484
EXPENDITURE					
Mascot Magazine Printing	3	15,511		14,858	
Mascot Magazine Postage	3	6,574		5,793	
Subscription Collection Fees		1,267		1,276	
Administration & Area Organisers		851		733	
Area expenses		37		887	
MASC Weekend	2	0		6,488	
Events, Shows, Promotion		573		453	
Regalia Costs		475		5	
Insurance		874		831	
Adv cost		1,133		637	

Report for the year 2016/2017

FBHVC		408		379	
Postage		859		1,009	
Donations Made	4	350			
Company Expenses	5	796		373	
			29,708		33,722
(Deficit)/Surplus for the year			4,537		4,762
Add: Balance brought forward			18,552		13,790
Balance at 31st March 2017			23,089		18,552

BALANCE SHEET AS AT 31 MARCH 2017					
	Notes	2017		2016	
		£	£		
FIXED ASSETS	6		1		1
CURRENT ASSETS					
Regalia Stock		1,853		817	
Debtors		139		1,546	
Prepayments		1,123		398	
Cash at Bank		34,893		33,071	
			38,008		35,832
CURRENT LIABILITIES					
Creditors	7		14,919		17,280
			23,089		18,552
RESERVES					
Income & Expenditure Account			23,089		18,552
			23,089		18,552

Notes:

Subscription income increased following an increase in the number of members.

MASC weekend income and expenses shown separately in 2016. Net cost to the club was £ 745.

Printing and postage costs continue to increase as membership increases.

A donation was made to help support the archiving of the Healey Collection at Warwickshire County Council records office.

Company expenses include room hire for AGM and cost of annual return to Companies House. Donnington as a venue for the 2016

AGM was particularly expensive but felt justified as it gave members in the North of the country easier access to the meeting.

The asset value of £1 relates to the old marquee. The new one has not been capitalised as it was of comparatively low cost.

Creditors consist of members' subscriptions and advertising revenue received in advance and, in 2016, deposits held for Club weekend.

David King
Treasurer
August 2017

Flywheel Locking Tool



Flywheel locking tool

In any number of publications the method advised for locking the crankshaft against rotation in order to release to engine pulley nut and in some cases the flywheel bolts is simply to wedge the crankshaft against the inside of the cylinder block using a convenient sized piece of timber.

Whilst this may be satisfactory during a complete engine dismantling process, although this is not without risk; it may not be practical should the engine remain in the vehicle where reliance may have to be made on the gearbox drive train, propeller shaft and rear axle differential and drive shafts and the associated torque 'wind-up' with the rear brake shoes providing the required resistance for nut release.

Other options recorded have also advised a screwdriver being inserted into the teeth of the flywheel ring gear.

In order to preserve many of these components it is suggested that a simple locking tool may be made which can be fitted in place of the starter motor and where I have previously seen use being made of the standard starter motor mounting flange, inertia gear and front end of the shaft as a welded assembly. Its use does however require that the flywheel is attached to the



Disengaged position

crankshaft but can be used to release the crankshaft pulley and flywheel bolts.

I have approached this matter in a somewhat more refined manner using dummy plate with the unmodified Bendix gear being secured to a sliding shaft that can be engaged with the flywheel ring at selected angular positions (see top image).

The mounting plate can be attached in place of the starter motor using the bolts and knurled nuts

In addition to being able to lock the pinion whilst engaged with the ring gear, it can also be secured in a non-engaged position such that it cannot be inadvertently engaged. The Bendix gear is retained using a single bolt with locking keys machined into the supporting shaft



Pinion connection



Key engagement

In this way it may be used both whilst the engine is still installed in the car or with the engine on the bench or on an engine stand subject to the task in hand. Such usage is however lost once the engine backplate of flywheel are removed.

© Steve Keil NW Area 4698.

A H Spares Celebrates 45 Years

On Saturday September 30th from 11am till 3pm, A H Spares will be opening its doors to celebrate their 45th year.

Back in 1969 Fred Draper (who was the Parts Manager at the Donald Healey Motor Company) requested that he be allowed to buy their spares from them with the intention of continuing the supply of Austin Healey parts, as they were becoming a FIAT dealership. Luckily he was granted his request.

Then in 1972 Fred officially opened the Company from Tachbrook Road in Leamington Spa. The premises were small but provided ample room to begin selling Austin Healey spares to the world. Bob Hill and Gordon Barton took over the running of A H Spares and moved the Company to Southam where the premises were large enough to store even more parts.

Over the years A H Spares has grown into 4 units, investing in the development of an in-house trim shop and also establishing A.H Panels; a professional sheet metal manufacturer. Both have allowed them to focus solely on producing high quality interiors and body panels for the Austin-Healey. By relying on the old traditional skills but by incorporating the use of the latest technology and equipment they are able to fabricate practically anything to an extremely high level of quality at affordable prices.

They are still very much a family concern and can boast that they are now in its 3rd family generation. Bob's son Jonathan now runs the business ably assisted by his sister Rebecca Kemsley and Sales Manager John Lee. The new team have been busily building on the sound foundations put in place by Fred and Bob to continue offering a market leading level of quality and service.

On the Open Day, guests are allowed to look around the stores, chat with staff and see how A H Spares operates. Refreshments will be available and if you bring your Austin-Healey along you are entered into a prize draw to win £100 worth of gift vouchers.

Please R.S.V.P to rebecca.kemsley@ahspares.co.uk as soon as possible to secure your place.





Newly restored by owner James Thacker and his team

TZA 238 - 1960 Mark 1 Sprite - Chassis AN5/40654

According to Gaydon records, this car was exported in CKD form [in primer] in 1960 to Alec Poole's family company Booth Poole & Co Ltd, a BMC dealership in Dublin. They assembled and painted it in their unique, light & slightly metallic "Irish green", registered it the following year and sold it to a young lady who was to find its steel bonnet too heavy to manage and later traded it in for an MG. Alec, who was then an apprentice with Morris Commercial, took over the car from the family business and used it for speed events, circuit racing and rallying through 1962 to '64 including the Welsh International Rally [12th overall in '64] and the Circuit of Ireland. By this time Poole had obtained a position at Abingdon where he noticed a new Frogeye body-shell in a corner of the yard. The original TZA body having suffered badly from numerous mishaps on night rallies, Poole then re-built TZA into the new chassis.



Poole and Bilton again, on the Welsh Rally in June 1964



Roger Enever had a drive

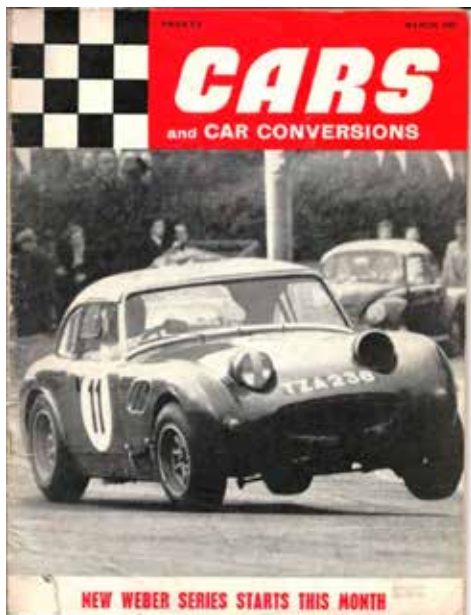
By 1965, TZA was the first really lightweight circuit racing Sprite (prepared by Paul Ivey including conversion to semi-elliptic rear springs), and the very first Mk 1 to have a 1275cc engine and Minilite wheels. Alec Poole became well-known for his giant-killing acts in the Sprite against the larger sports cars of that era, especially in the wet and at the more twisty circuits. He won more events than any other club racing competitor in 1965/6 and, as a result, became a professional racing driver winning the British Touring Car Championship in 1968 and competing internationally in endurance events in a variety of racing cars.

The car's specification: For 1963/4 the car ran with its original 948cc engine later bored to 994cc in 1963 and then to 998 (Cooper pistons) and supercharged in 1964. Then it was fitted with the 1293cc for 65/6. The car was not raced during 67/8, but then came a BMC Competition Dept. short-stroke XSP Formula Junior 1071cc engine with 13:1 compression ratio for 1969 to 1976. This capacity was to fit in with the then new Prodsports [later Modsports] and also GT, up to 1150cc, classes. Initially the 1071cc engine was bored out to 1086cc [+20thou], later to 1102 cc [+40thou]. It



1 Poole and John Bilton on the Donald Healey Rally in 1962, with a Speedwell Monza bonnet

Poole's 'one-eyed Sprite'



Alec Poole in an Irish road race, Dunboyne, 1965 or '66

had a 649 cam and a Cooper S cylinder head modified by Downton and Paul Ivey, 45 DCOE Weber, LCB, FJ clutch and 8 stud flywheel, producing 81 bhp at the wheels. The car then reverted to a 1293cc engine for 1976/7, with 12.5 to 1 c/r, 649 cam, a head modified by Jim Whitehouse of Arden Conversions with 30mm exhaust and 35.5mm inlet valves, offset rockers and a split Weber carburettor set-up. By this time the exhaust was just an LCB with a pipe straight out under the cill. Transmission was a straight-cut close ratio box with a Salisbury or Jack Knight 4.55:1 limited slip differential. Brakes were Girling Ford Escort discs at the front using Cortina 14LF callipers with the usual 8" Riley 1.5 conversion at the rear. The car had uprated 286lb shortened front springs, re-valved dampers, and Healey 3000 anti-roll bar; the rear suspension used Mark 2 Sprite rear springs with a leaf removed, a Panhard rod and anti-tramp bars, and at some stage Poole ran it with rear coil spring damper units. The wheels were Tech Del's 7" Minilites. Bonnet was fibreglass with a headlight removed to duct air to the carburettor, the rear body was also fibreglass and the doors were aluminium.



Alec strapping the car on Paul Ivey's truck at Oulton Park 1966. Photo Ian Cross

Fitted with a Donald Healey mark 2 hardtop it had a 13" steering wheel, fibreglass bucket seat, Jaguar fuel pump, GT40 high speed wiper motor and 3½ gallon baffled fuel tank.



Arnie Poole, chasing Ian Hall, through North Tower Bend at Crystal Palace in August, 1969



A very young-looking James Thacker at MGCC Brands Hatch in April 1971

During 1968-69 TZA was owned and raced by Alec Poole's brother, Arnie Poole and Robin Cochrane before being sold to Edward and James Thacker who are

cousins, in 1970. Over the next 7 years they raced it in over 60 Modsports and other events winning the first MG Car Club Midget/ Sprite race to be held at Mallory Park in April 1977.



Edward Thacker on the grid at Oulton Park 1971



In the wet at Woodcote in the MGCC Midget-Sprite race in 1972

Sadly, In July that year TZA was damaged in a test day accident at Silverstone and was put away in a barn where it remained until 2012.

Between 2012 and 2015 James Thacker, Kim Johnson and Robert Nettleton re-built TZA to its original 1960's specification; updating a few necessary items in order to comply with current MSA regulations with suitable roll cage, seat belts, etc.

On March 1st, 2015 - TZA appeared in public for the first time since its extensive restoration at the MG & Triumph spares day at Stoneleigh, in Warwickshire where it was



much admired. [Photos © and thanks to Dennis Wharf]

James gave TZA its first competitive outing at an MGCC Luffield round at Curborough on April 12th, followed on the weekend of 23/24 May 2015 by the Prescott Hill Climb:



at Prescott

James Thacker's best time at Prescott was 54.27 secs. [Photo © and thanks to David Morys]

James says: "My ex Midget racing friend Peter Richings and his wife, Joy, came to watch me at the Chateau and Joy sent me a plethora of photos which she kindly took on Sunday. Peter went on to race F3 and clubmans [won the championship again last year].

When replacing a kingpin I discovered that the front O/S damper on the Sprite was not working at all so that may explain why this year, at the same corner I am not lifting the N/S wheel so much! In a class of 15 pre 1961 Sports and Sports racing cars up to 2200cc I managed to come 4th behind a Cooper Monaco and Cooper Bristol and a Lotus Elite". Well done James.

With thanks to Martin Ingall and his wonderful website www.sebringsprite.com for permission to reproduce this article in *Mascot*

Llangollen Railway Classic Weekends



Elaine and "Gaby" leaving Glyndyfrdwy Station

Having just returned from Llangollen after another excellent weekend away with Martin in my Sprite Gaby, I thought I'd share with other MASC members these excellent events so that they can be added to next year's calendar.

Llangollen Railway is the only standard gauge heritage railway in North Wales and is located beside the historic Dee Bridge (built in 1345) in the centre of Llangollen town and is a relaxing 10-mile ride through the stunning Dee Valley to the lovely town of Corwen. Amongst their varied themed weekends during the year they hold two very good weekends for classic cars.

These are The Classic Transport Weekend and the 1960's Weekend and just for displaying your classic for the day, they give the driver a free ticket for unlimited train travel for the day and an extra rail pass can be purchased for the passenger at just £5 which is really cheap.

The displays take place during July in the field next to Glyndyfrdwy Station, which is just off the A5, and all details can be found on their website but you must book in advance to ensure free rail travel. We normally display my Sprite on both Sat & Sun, staying overnight at a B&B in Llangollen, for the 60's weekend where there is a real ale festival and live music at Llangollen station on the Saturday night.

This year we opted for the earlier Classic Transport Weekend instead. The display field included a more varied display of classic cars, buses, trucks and motorbikes but



Look out for more on this car in next month's MASC

without the Saturday night entertainment at the main station.

On both weekends, there are free rides on the classic buses into Llangollen where there are plenty of pubs and eating places and of course the very picturesque fast flowing River Dee. If camping is your thing then there is



a nice site near Carrog Station with a late-night train back there on the 60's weekend when the bar closes! Also in the area, there is the winding road of the horseshoe pass and the spectacular Pontcysyllte Aqueduct which is a navigable aqueduct that carries the Llangollen Canal across the River Dee. The 18-arched stone and cast-iron structure, which took ten years to design and build, was completed in 1805 and is the oldest and longest navigable aqueduct in Britain and is the highest in the world.

I can thoroughly recommend these weekends and hope to see some MASC members there next year enjoying the great atmosphere of the railway and looking at classic vehicles.

Elaine Parkes.



Member's Cars at this year's Blackmoor Vale Revival Festival

20 Years

MASC Somerset Area was formed 20 years ago this autumn and from small beginnings can now boast a membership affiliated to the area of 50. Of the founding members only David Bearne, Malcolm and Elaine Denman remain. Some however do reside in the neighbouring counties of Dorset and Devon but regularly turn out for events. Being such a large County there are inevitably several members who find the distances to meetings a little too far especially when combined with a run of 50 miles or more. Then there are the family commitments, which take priority. They are of course always welcomed as are new members and visitors to the area. There is plenty to offer in this part of the country with the monthly meeting and meal, show attendances as a group at stately homes, seaside resorts or at one of the number of WW2 airfields scattered around the county, where we regularly meet up with members from the Devon area and occasionally Dorset. A monthly run and occasional mid-

week runs are also part of the calendar to which visitors and potential members are welcome.

Rod Powell and Maurice Pyman have now sorted their cars; Rod's Frog running sweetly with no gearbox noise and Maurice's 1500 all welded up with a new MOT. Happy boys again. Paul Knight continues to build a 'special' from an Austin 7 base as something to do in his spare time! With others just content to make the most of the glorious weather to get out and about with the tops down. Ray Darch has very reluctantly sold his Sprite, deciding to purchase a convertible with a little more room.

Ilminster Experience Classic Car show

Despite the rest of the Somerset Group having other commitments (11th June) we left the Frogeye tucked away in the garage and headed off to the Ilminster Experience



Rod in his Frogeye in 1980



Classic Car show giving the Mk4 Sprite an airing.

Happenings

This has now been on the road for just over a year after a complete restoration by Malcolm and I have to say she drives beautifully. The show was a new one for us, and it was most enjoyable; despite it being a small affair, there were enough interesting classic cars and bikes on display. Also plenty of children's activities and a dog show as well as other attractions, brought in a steady stream of the public to support this charity event. We were pleased to display a MASC poster and met a very nice couple who are now potential new members. They look forward to meeting the rest of us here in Somerset to glean some Spridget expertise having bought a Mk3 Sprite that is in need of a little attention.

Elaine and Malcolm Denman



Rod's Frogeye Clyst St. Mary in 2017

Valerie and myself have been taking part in a number of runs with other clubs and supported the Devon JEC at their annual show at Torre Abbey in Torquay with Jerry and Lesley Shepperd, which concluded with a ride around Torquay seafront and harbour on the landtrain.

With so many events during the month, members have attended the Bristol Classic Car Show at Shepton Mallett, and a mid-week run along the Dorset coast and picnic at Abbotsbury Tropical Gardens was supported with 10 cars. The following weekend we were at the Blue Ball Inn, Clyst St. Mary, Exeter, supporting the Devon Rover P4 club's annual gathering on Saturday, and then to Minterne Abbey on Sunday for the 'Marie Curie Great British Tea Party', where Paul Atterbury (from the Antiques Road Show) was giving his opinion on the various items brought in.



Somerset MASC at Minterne Abbey

The monthly meeting was diverted from our usual haunt at the end of June for a trip to Seaton and a fish and chip supper, ending with some liquid refreshment at a local pub. The following Saturday we were on the road again with a trip to Henstridge Airfield, Stalbridge for the Blackmoor Vale Revival Festival, supporting local charities. Now in its 3rd year this has grown into a very popular event with around 300 classic cars, motor bikes, military vehicles, a few light aircraft and flights in a helicopter and Tigermoth being offered, with all proceeds for charity. There were several local traders displaying their craft wares, food stalls and raffles adding to the day, which was rounded off with an aerobatic display by a Yak and a flypast by a WW2 Hurricane.



Many present were dressed in appropriate attire for the WW2 period with a number of the ladies being escorted by a uniformed 'officer'.

Yet to be planned it is hoped to mark 20 years of Spridget motoring in Somerset with some sort of special event in the autumn – watch this space.

Peter Young

North West Area Report



North West Area joins the Treffen in Germany

On Wednesday 14th June, four cars from North West MASC set off for Hull to catch the overnight ferry to Rotterdam and then drive through Holland and Germany to Wermelskirchen in Bergisches Land for the 2017 Spridget Treffen. There was Neil and Shelley in their Frogeye, Graham and Val in their Midget 1500, Bernie and Lynne in their Mk3 Sprite and Les in his Mk2 Sprite.

Following a very hot journey from Rotterdam, we arrived at the Maria in der Aue hotel which is set in the most beautiful wooded countryside. After a very welcome shower, we all assembled in the restaurant to be welcomed by our hosts Jörg, Stefan and other members of the organising committee. A very nice evening meal was served, after which we adjourned to the bar to make friends with our Continental fellow Spridgeteers and have a chinwag with the rest of the British contingent. The food in the hotel during the course of the event was excellent.

Friday morning after breakfast, saw us on a 90 mile run through some lovely countryside with a stop midway round for a snack lunch. We returned to the hotel for a buffet dinner and more sampling of the local bier in the bar.



Saturday was a repeat of Friday, but through a different area of Bergisches Land and besides the lunch stop there was a coffee stop at, believe it or not, a recycling centre. What an amazing place that was! There was a building which was set out to demonstrate all kinds of recycling machinery and environmentally friendly methods of energy conservation and heating. Also, there was man made "mountain" of landfill about 400 feet high which had been landscaped and for the fitter members of our group, had steps all the way to the top, from where you could see for miles.

After finishing off the run, it was back to the hotel where all the 70 plus cars assembled in the hotel courtyard to be photographed and videoed by a drone. The cars made an impressive sight with all the different models and colours of the rainbow.



There were a few casualties over the course of the event and two of them were from our N.West group. Les' clutch master cylinder gave up the ghost during the photocall and Neil's car blew its head gasket, but was able to make use of Bernie's spare gasket. Les was less fortunate as his car could not be repaired and so he had to call upon his European breakdown service to get himself and his car home.

On the Saturday evening there was a prize giving ceremony as there had been a competition on each day to drive between two "magic eyes" in as close to ten seconds as possible on one day and eleven seconds on the next day. To our surprise, Bernie and Lynne won the ten seconds one and Graham and Val won the eleven seconds one. There was also a consistency trophy for nearest on both days combined, which was won by a German guy.

Sunday morning we went on a short picturesque drive to a classic car show, but although we had a reserved parking space, it was a bit chaotic so we left and went back to the hotel to set off for Rotterdam to make sure that we got to the ferry on time. Except

for poor Les, who had waited till 1.30 am for the breakdown truck to arrive and was still waiting for transport to the airport when we left.

But all in all a great trip which I'm sure was enjoyed by everyone.

Bernie Higginson



North West Area Report

The wet weather seems have followed us around this year, when I and a few hardy souls made it to Oulton Park on the 10th June for the Vintage car races. By mid-morning the rain eased a little and some very interesting racing started with some very brave souls at the wheels, they are serious racers these veterans.

On the 25th June a good selection of cars turned up at Hoghton Tower for a Cars & Coffee meeting. We had four members brave the rain, on what was again a very wet morning. By lunchtime the weather improved

and more classic arrived of varying marques from a Daimler Dart, Jaguar XK120 and a couple of very nice early Citroens.

Our group from MASC had the tour of Hoghton Tower along with a complete history lesson from a very well versed and entertaining guide.



The weekend of the 7th July, King James 1's, is making a comeback to celebrate the 400th anniversary of the Knighting of the sirloin of beef, with a full re-enactment at the Tower. We are looking forward to another history lesson. Joking apart this is an amazing place to visit, even Shakespeare spent some time there as a tutor.

Many thanks to Bernie for his report (above) on our visit to The 12th International Spridget Treffen in Bergischen Land, Germany.

I would love to go to the next event, but it is near Hamburg, even for us hardy travellers from the North West it's a long way.

Neil & Shelley North West Reps

Scotland Area Report

At last month's beer & blether night, both David and Peter were leaving the next day for a testing trip to the Outer Hebrides in their newly restored Frogeyes. As David's car is a 1960 model he required to get an M.O.T and new registration number as it had been imported from America, so that was the reason he was marginally behind Peter in getting his car on the road. They brought along the cars to the beer and blether and they have both done a great job. Peter has kept a diary of their travels so a report of their adventures will feature in a future article.

We also welcomed a new member Allan Clark to the beer & blether night, Alan sounds like a bit of an Austin Healey nut as he has 2 Austin Healey 3000's and 2 Frogeye's albeit all of them needing restoration. He is currently working on one of the Frogeyes which is an early 1958 model with a very low chassis number and both Alan Reid & myself are going to try and pop down for a visit and maybe try to get some tips.

I decided to invest in another rotisserie so the Rusty One can get back on track. I decided to buy one from Rolloverjigs so I will report back on how that works out.

Graham



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East Anglian MASC Report



The main East Anglian MASC event this month was the ever popular Kimbolton classic, set in the wonderful grounds of Kimbolton castle. The forecast was for sunshine and showers, after a period of very hot weather for the previous week or so, I packed my gazebo in to the Sprite and set off fairly early to avoid queuing up with the other 799 cars expected for the event. I had a very pleasant shirt sleeves topless drive past Grafham water and through quaint villages with the warm but overcast morning pleasantly cooled by the breeze of motion, it was, after some baking hot days, actually very pleasant.

I arrived and drove straight in, before indulging in the annual game of hunt your designated spot. Each year the event organisers produce a vague A4 map with numbers on it to indicate where each club is to make camp, they then very faintly mark some crosses on the grass in white paint and put a number in each quadrant of each cross (in Kimboltonese hieroglyphics) I presume to mark the corners of 4 different pitches (last year they forgot to mark ours altogether. The marshals seem to have less idea than the drivers but in their defence have 800 cars to deal with, the result is cars arriving roughly where they think they should be (depending on their map reading skills and their threshold of giving up) swearing and randomly parking at the end of their tethers. This year I located 2 of our corner markers and was able to evict an entire club from our patch before it was too late. I parked my Sprite at one end and erected the gazebo at the other (to mark out our territory). One classic owner, on seeing me with the gazebo erected, but the legs not yet fully extended made some crack about us having to crawl

in, I quickly put him right by explaining that we were the Midget and Sprite club!

Having got everything ready I sat and waited, repelling the odd intruder, for the team to arrive as the entry deadline came and went. Fortunately the gang arrived almost together, having I presume been queuing to get in. Graham was our only casualty having had a fuel problem with the Frog on the way and having to return home. The weather turned out to be perfect for this sort of event, pleasantly warm but not too hot and no wind at all. The event was brilliant, in a great setting more than 100 interesting stalls and exhibits to look round, good food and decent beer, lots going on in the arena, a battle of Britain flypast and 800 friendly owners with wonderful cars to look at. Diane's brilliant blue Frogeye was deservedly picked for the arena display together with some other brilliant cars.



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

MASC Kent Area Report



MASC Kent cars at Stow Maries.

The first of our two monthly meets were at East Kent: the Crown, Sarre. A lovely day for some top down motoring but only four Spridgets were in attendance. Unfortunately whilst I would have liked to have taken advantage of the weather and driven my Frogeye to the meet, a prior engagement meant a dash to the meeting in my Classic Ford: but the pub had only been open nine minutes when I arrived. A total of nine people. The meeting at Sarre was started to benefit members living in the east of the County but where were you all? Attendees continually praise the standard of food provided by our host: Clive.

There was a discussion on what to do for a weekend away next year but nothing was decided. Next year there will be the bi-annual Le Mans Classic event. Is there any interest in attending as a group?

The Sarre meet was followed by the first of our Old Boys runs on Tuesday 13th June 2017. Another lovely day for a drive down the Kentish Lanes. We met at the Oakdene Bikers Cafe: a regular start point. We numbered three 948 Frogeyes and two larger engined Spridgets. Ron Edwards led us away: the three Frogs followed by the Spridgets. Seven Mile Lane then over the narrow bridge at Tea Pot Island and away south at one point along a single track lane. The good weather brought out Ramblers too: many of whom gave us a cheerful wave as we passed by.

Exiting a lane at Winchelsea onto a hairpin bend a rare, nowadays, 1991 Ford Escort Mk4 split our convoy leaving us at Rye, with a wave, as we turned toward Rye Harbour. Too early for lunch we walked to where river meets the sea to inspect some old gun emplacements dating from WW2 and to visit an RSPB site. Rye Harbour is one of the most important conservation sites in Britain, Rye Harbour Nature Reserve has been recognised as a Site of Special Scientific Interest, a Special Protection Area for birds under the EU Birds Directive, a Special Area of Conservation

under the EU Habitats Directive and a Ramsar site that takes account of its importance as a wetland on an international scale.

Outside the pub where we were to eat stood a WW2 mine used as a charity collection box. As a child these were a common site at seaside locations but I see so few in this age.

After fish-n-chips three of us visited the local churchyard to see a monument erected in memory of a Lifeboat crew that perished at sea in 1928. On the night of 14th November 1928 the Rye lifeboat, a non self-righting type, was launched in a south-west gale with heavy rain squalls and heavy seas to assist the vessel Alice of Riga. News was received that the crew of the Alice had been rescued by another vessel and the recall signal was fired three times. Apparently the crew of the lifeboat had not seen it. As the lifeboat was coming into harbour she was seen to capsize and the whole of the crew perished.



Lifeboat memorial at Rye Harbour.

We then retraced our route our number diminishing as people turned off homeward leaving me driving solo for the last few miles. Such a pleasant day.

For our second 'Old Boys' mid-week run, on **Wednesday 21st June**, we assembled five cars at Costa Coffee, Greenhithe. Having passed through the Dartford Tunnel we turned off onto the A13 and were joined by Essex residents Roger Gray and Michael Martin, in Midget and IOW Frogeye respectively, who was accompanied by his friend Alan. Coming off the A13 we drove country lanes in Essex to Stow Maries preserved WW1 airfield

Stow Maries Great War Aerodrome was established in September 1916 as a base

for 37 (Home Defence) Sqdn Royal Flying Corps, which also operated from aerodromes at Rochford (today London Southend International Airport) and Goldhanger (long since disappeared).

For two years it played a pivotal role in helping to defend the British mainland from attacks by German Zeppelin airships and Gotha fixed-wing bombers during World War One.

37 Squadron transitioned from the Royal Flying Corps to the Royal Air Force on 1 April 1918 when the independent air service was formed and it remained on station until 1919 when it transferred to RAF Biggin Hill.

Thereafter the aerodrome reverted to agricultural use, leaving behind a unique collection of historic buildings still in their original form, surrounded by abundant wildlife. The farmland was owned by Flambirds Farm, reputedly the inspiration for K.M. Peyton's 'Flambards' books and subsequent television series.

During the interwar period the wooden buildings were removed and in subsequent years a handful of brick buildings were demolished or collapsed. The site fell increasingly into disrepair and was largely forgotten until the late 1970s when local historians and military aviation enthusiasts recognised its importance.

The Royal Commission for Historic Monuments (England) carried out a survey of the site and published its report in 1997.



Replica WW1 aircraft at Stow Maries.

We were conducted on a very interesting and informative tour of the site by volunteers who explained the layout and the various pros and cons of the replica, and continuation, WW1 aircraft in the two hangers.

After our visit we drove on to Tiptree to dine in the restaurant of the TipTree jam factory to which, perhaps, one day we may return for a guided tour. There is a small museum on site to which entry is free. The jam shop is popular for the sweet toothed. Unfortunately for Michael Martin on his journey home in his IOW Frogeye, having dropped off his friend Alan and being alone, his carbon clutch thrust bearing failed (1000 miles). So that will

be yet another car fitted with one of my 1275 clutch roller releases.

Monthly meet at Angel Addington on 25th June.

Everyone who attended in a Spridget, and there was a good cross section of the various models amongst the nine cars in attendance, did so with hoods stowed enjoying the continuing good weather. All the usual banter about engines and tours future, past and present that makes a club meet. Thanks to Lee March, the landlord, we have exclusive use of the conservatory as our 'Clubhouse'. There is plenty of room and more tables available, for some members who we rarely see or those that may have not been to a meeting before.

Later that day, after our Kent Meet, John & Carole Clark took a drive out in their Frogeye.

John Explains:

An extraordinary coincidence tonight. We decided to take advantage of the evening sunshine and had a quick drive down to (Crown - AA) Sarre (where East Kent meets on 2nd Sunday of the Month - AA). We did the same a couple of weeks ago and met the Dutch. Tonight we met a mature German gentleman who was over here to see his sons who live locally. He lives in Zürich and all three had experience of the passes and we shared pictures of the Stelvio and experiences of Italian motorways. Anyway they know our Swiss (**Alpine Miglia 2017** - AA) destination well. It is more of a village and the driving around there is good. Expect to spend a bit of money though. The cheese is good both taste-wise and health-wise. We are going at the best time as the tourists have gone home by September. Anyway we had a good chat and the car went down well too. The registration caused a bit of mirth. FKK stands for certain German words which have something to do with nudism. A copy of *Mascot* on its way to Germany.

Our visit went down well with Clive again (Landlord of the Crown Sarre - AA).

We are entertaining the customers with a constant queue to inspect the car!

Alan Anstead

Kent Rep.

Area Reps Rep to National Committee.
enquiries@midgetandspriteclub.co.uk
01322-384050 (answer-phone)

Heart of England Stuff

Shelsley Walsh Classic Nostalgia

I'll be nipping down to Jim Willis's abode shortly to collect the MASC gazebo and other assorted event equipment ready for the weekend which sees the Shelsley Walsh Classic Nostalgia Hill Climb event. It promises to be a hoot as in previous years although the weather forecast looks slightly damper than in previous years. We don't mind a bit of adversity so I'm sure a good time will be had – watch out for a report in next month's *Mascot*!

HCNW on tour

I noticed in last month's *Mascot* that Home Counties North West area were planning to venture North to the Chateau Impney Hill Climb on July 8th and visit the Black Country Museum on Sunday the 9th. I thought that it would only polite to point out the superiority of Black Country Beer in person, while they



Jim, Stuart and Keith on a table allocated based on minimum age.

were in town so contacted Keith and Ann Warner. A plan was hatched and after the Hill Climb on the Saturday we all met up at the Swan at Chaddesley Corbett, famous for its Bathams real ale. In attendance as well as Keith and Ann were Gary & Lois Lazarus and Mike & Lorna Pope; Heart of Englanders always up for a bit of a do involving beer were Jim and Margaret Myers, Stuart and Syb Watson plus myself and better half Ange. In addition, such was the draw of this social event, Jim's entire immediate family insisted on joining him and so a cracking evening ensued! Tales of past tricky motor events and things mechanical were recounted amongst the guys and hilarious tales of kids antics amongst the girls some of whom were teachers.

We spent the entire evening in the beer garden, undeterred by the darkness and threat of rain as the company was so good. I personally think that there should be more crossover between MASC areas as we don't bump into each other very often otherwise.

Classic Motor Hub



Car Sales at Classic Motor Hub.

I briefly mentioned the Classic Motor Hub in last month's *Mascot* and as promised I have investigated further. On July 2nd H of E advance Scouts, Malc Le Chevalier and I set out from Pershore across the Cotswolds following a suitably meandering route deviously planned by Malc. After an enjoyable jaunt we finally found the Classic Motor Hub located on the old Bibury RAF site. It was only 10.30am but the place was already buzzing. A fantastic array of visitors'

classics filled the car park and housed in two large buildings was one of the best Classic and Historic Vehicle collections that I've seen. There were also superb Classics offered for sale and facilities included bacon buns and coffee as well as a bar. I enquired about the Classic Drive in Movie events that



Classic Car Drive in Movie - just needs some Spridgets!

they run and the price is £15 per Classic vehicle regardless of number of occupants (Classic Routemaster buses are banned!) which I thought was a good deal. We at H of E intend to have a trip out to the Drive In on Sept 30th when Casablanca is showing. If any other areas fancy it let me know – the more the merrier!

Aaarghh!

The annual trip to Germany in order to join in the Treffen event all went swimmingly again this yearexcept. Geoff and Janet Hunters' trusty Frogeye had a major oil seal / gasket failure and lost all oil and pressure! Sadly the poorly Frog had to be abandoned in Germany and Geoff and Jan returned to Blighty sans Frog. Once home, however Geoff capitalised on the situation and immediately had a knee replacement operation as he wouldn't be able to drive the Frog whilst it was being repaired, so he thought that he might as well get himself repaired at the same time. Every cloud eh!

Steve

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BBQ line up at the Buglers.

Our June Club night at the Buglers for what has become our annual BBQ was for once graced by excellent weather and we had a great selection of classics there. Alongside Midgets and Sprites the line-up included a 'hot' Fiat 500, two Jaguar saloons, an early Land Rover, a Riley Elf together with a selection of 'big' Healeys and an MGB

Judging also took place for the Golden Frog trophy awarded each year to the winner of the Pride in Ownership judging. This is not a concourse competition but is assessed on a blend of the enthusiasm of the owner, condition of their car and how much it is used.

Winner this year was our Club newsletter editor and events organiser Ian Beaver and the photo shows the handover by me of the Golden Frog trophy to Ian and Chris. Whilst mentioning Chris I welcome her secondment to the Dorset Area Committee. In fact Chris has attended many meetings quietly and



John presents the Golden Frog trophy to Ian and Chris Beaver.

accurately recording the Minutes, distilled from our ramblings – so, well deserved Chris!

In the 'other types' section the winner was Kevin Bennett's Austin-Healey with, in 2nd place, Peter Houghton's Mk2 Jaguar with 3rd the racy Fiat 500 owned by Gill and Graham Watkin who also run a Frogeye.

On the night everyone can also vote for the car which they 'would like to take home'. With two Jaguar Mk 2 saloons being first and second choice and an Austin-Healey 100/4 third, I am wondering if Spridget owners would not like to take their own cars home?

Thanks also to our judges for the evening, Dick Jolly and Pete Downton who 'volunteered' on the night.

Early July saw our Club stand at the Motoring Extravaganza at Braemore House organised by Poole Bay Classics, where we had a good showing and five of our cars were invited into the arena where their hapless drivers had a microphone shoved in their face and were asked to talk about their cars.

All except one managed to push that they were members of Dorset Area MASC and



Dorset Area members, partners and friends at Braemore House Extravaganza.

Report

even the one who got it wrong did mention Austin Healey Sprites. Well done all.

Our July meeting is at our new 'home' for Club nights, the Holme Bush Inn. This will also be the start point for our PDQ road run on the August club night.

I know that many members are attending just a few of the car events locally with Pete Downton once again being our ambassador at many smaller shows. I attended the Bicester Wings and Wheels event at the end of June and stumbled across a 'nest' of Frogeyes which turned out to be both old and new Frogs owned by our illustrious Editor of Mascot – very good they looked Gary.

The refurbishment of the engine bay of my Frogeye 'Vera' has proceeded well if slowly. The recent temperatures have not been conducive to working in the garage as has the need to acquire un-anticipated parts once the job began.

It was all so 'simples' (as the Meerkats say). Take out gearbox - replace gearbox. But along the way there have been other jobs appearing which were not anticipated.

A leaking matrix in the heater box had allowed corrosion to form on the battery shelf. Leaking brake and clutch master cylinders had not helped the paintwork also necessitating the rebuilding of the pedal box.



*Boa-constrictor pipe (top) with a better one.
Mis-shapen exhaust with a better one!*

I also decided to return the exhaust system to standard and ordered a new exhaust system from a well know major supplier.

Well, when it arrived I was gob smacked! The silencer had so much weld splatter on it that it looked like pebbledash on one end and the front pipe, which was wrongly angled any way, looked like a Boa-constrictor which had just eaten! Why do these companies persist in sending out rubbish!

And finally a big thank you to the 'gang' who helped with the engine going back in: Colin Archer (Supervisor), Bill Rockstro (ace spanner-man) and Peter Houghton (who knew what he was doing!). Thanks guys.

On 20 July I wheeled out the car for a test start – if it would. Neighbours peered from behind curtains having viewed my progress over the months. After spinning the engine on the starter I got good oil pressure and then tightened the plugs, switched on the ignition and pulled the knob marked 'S'...

I was rewarded with an instant start which settled to a nice steady tick over. I found one oil leak from the filter banjo and the exhaust joint needs better sealing but apart from that it all seems water and oil tight.



Picture of a happy owner after start.

Happy motoring - on clear roads ..

John Gully,
Chairman DAMASC

Essex Area Report



June was a busy month with the first of the mid week evening runs of the summer in addition to the monthly Sunday run.

8 cars met at the rendezvous point in Maldon before heading through the town taking particular care at the tight turning into Butt Lane. From the historic Thames barges moored at The Hythe, the convoy headed through Langford to take a very narrow sunken road that led to Wickham Bishops. From Beacon Hill, complete with views over the River Blackwater to Kent, the convoy continued through Great Totham towards Little Totham.

A series of minor roads took the group to Tolleshunt Major, the home of our previous monthly meeting venue, before the final section leading to the Queens Head in Tollshunt D'Arcy. Due to the inclement forecast, Jenny and I had chosen to drive directly to the venue and were the first to arrive. The convoy soon arrived and we all enjoyed the pre booked meals. Thanks to Tim & Linda for organising a great evening and finding a venue well worthy of a return.

The monthly run was a first for the group with the start out of county at Hadleigh in Suffolk. Owen & Lucy had chosen a route from the 1986 edition of 250 Tours of Britain by the AA which they had updated to reflect any road changes.

Our group comprised two Frogeyes, a Sprite, three Midgets and my MG1300. Francis & Colleen were having a family outing in their 1961 Ford Consul including 2 grandchildren. Owen & Lucy's in their Sprite led us to Bildeston before turning west to pass through Chelsworth where an open gardens event was in full swing. The cars drew admiring glances from the attendees especially the owners of a small group of classic cars that were on display.

A lovely series of minor roads bought us to the pretty village of Kersey which we have visited before. The difference this time was that no one was splashed by an oncoming vehicle at the ford. The interesting lanes continued to Boxford for a short A road section before turning towards Polstead. Embarrassingly for the leaders, they missed a turning which resulted in the convoy doing a u turn to rejoin the intended route.

From Stoke by Nayland, we descended to cross the River Stour at Nayland. From Boxted, we crossed over the A12 to Ardleigh before the final 1 mile to the refreshment stop at a garden centre.

On arrival, we were joined by a member who had driven directly to the stop. The group headed for the cafe to sample the scrumptious selection of cakes. Afterwards, some headed to the plant area to get inspiration for their next garden project and lingered so long the owners were waiting to shut the doors. As time had passed, it was agreed to cancel the planned last few miles to Flatford Mill.



Francis attaching his rally plaque on the Drive It Day run.

I end with apologies to Francis. One of the photos in my report in the June edition of *Mascot* referred to him but he had been an accidental victim of the editor's knife. So I include another photo of Francis as compensation.

Doug Plumb

Central Area Report



Lichfield Cars in the Park, interest in our cars.

Sunburn

Central members have certainly been making the most of the recent good weather both at home and abroad. July's monthly meeting saw members out in the car park rather than in our usual meeting room. Bonnets raised, the Frogeye owners cooled down their engines in a way only Frogeye owners can, displaying all of their engines on one of the warmest days of the year so far.

At the monthly meeting were Anita and Greg who have recently had their car restored by Hall's garage in Lincolnshire. Anyone who has seen their car or previous articles in *Mascot* will appreciate what a fantastic restoration has been undertaken. I must admit I thought Anita and Greg were very brave to make a trip to France after only having the car for a couple of months. However, I am pleased to report the trip went well without any problems, although I understand they both had sore arms after having to constantly acknowledge French people waving to them



Anita and Greg with their restored Frogeye Sprite on the journey to France.

on the journey. I also understand they have booked another tour abroad organized by MASC later in the year. Now that's really what classic motoring is all about, making the most of your pride and joy and driving it.

July started with a large dollop of sun cream. Central members were split on the first Sunday of the month between the monthly Middleton Hall meeting or just down the road "Lichfield cars in the park". My wife Bernie and I had decided to go to Lichfield having previously attended Middleton. The day started dull with us wearing fleeces and ended with T shirts as the heat took its toll on any serious dress code. On arrival near the park entrance some of our group became split up with them having to complete a tour of the City before entering the park and joining onto our tail. Thank heavens for mobile phones. Once inside Andy had lit his barbeque before I had even switched off my engine, whilst Dave was seen protecting everyone's paintwork as the flames from the cardboard cover Andy had forgotten to remove were in danger of prompting the nearby historic fire engine into action.

Mike had soon propped up his bonnet followed by Gary who was looking decidedly cool in his shades relaxing in a fold up chair applying his sun cream. The popularity of the Lichfield event soon became clear when we were surrounded by people interested in our cars. It was not long after the Central flag had been erected that I noticed my complimentary editions of *Mascot* were soon disappearing from my windscreen and I was forced to ferret around in my boot to find some more. I have now received some postcards with MASC joining details from Alan Anstead and they will also be handed out at our future gatherings.

Let's all hope the good weather holds as next month promises even more outings. I'm definitely going to a couple and I will be packing my sun cream along with my umbrella, just in case. If you're a Central member or a nearby MASC member, why not join us for a great day out.

Dave Warren

Central MASC
Email to central.masc@live.com

1500 Midget PopbangColour Competition Result



Many thanks for those of you who took the time to answer the relatively simple question in last month's competition to win a signed print of a 1500 Midget (the one at Gaydon)

The question was:

Where did Ian attain his first degree in fine art painting?

The answer was:

Winchester School of Art

The first correct answer pulled from the hat was sent in by 1500 Midget owning Bristol member Micheal Davis.

Congratulations to Mike, who should have already received the print by now.



Mike with his own 1500 Midget.

Many thanks to Ian Cook for kindly donating and signing the print.

Please check out Ian's website at www.popbangcolour.com

Market Place



For Sale: Isle of Wight Frogeye, excellent condition, 1275 Oselli engine, Weber, electronic ignition, alternator, electric fan, alloy rad., oil cooler, Manifold manifold and exhaust, 85bhp. Lots of history, invoices and MoT's. £15,000.

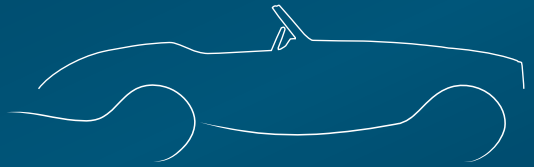
For more information and photos email Roland at rolyates@gmail.com (Farnham).

For sale: 850 Austin/Morris van engine; 1100 engine; 4 x ribbed-cased G/Boxes; 2 x 4.2 Diffs; 1x 4.5 Diff; 1 x 4.5 Diff in pieces; Box of G/box bits. All open to offers, condition unknown. Selling due to move.

Contact Peter Heron 01737 556495 (Surrey) or heron@sunshine-on-my-shoulder.co.uk

Wanted: chrome strip 1275 w/w Midget, fully restored or Heritage body. Provenance & photo evidence essential.

Contact Barry: 01580 880374, barry@marthatrust.org.uk. East Sussex



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