

Mascot

The Magazine of the Midget & Sprite Club



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THE WHO, THE WHAT & THE WHERE 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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September Editorial



My first Mascot
August 2008

As I complete my penultimate edition of *Mascot*, I've been warmed by the kind words and good wishes (with no good riddance's so far received) that various members have passed on to me.

It's gratefully received but very much undeserved, as the real stalwarts are the unseen and often unnamed people who run the club on a much more regular basis than my once a month forays into amateur journalism. From the committee members who quietly get on with the accounts, membership issues, data handling, the online presence (websites and facebook), Area reps coordinator and the handling of general inquiries. To the Club Archivist, members advertising, various car registrars, technical advisor and regalia officer. Then on to the area reps (and quite often their partners), contributors to *Mascot* and anyone else who organises or gives their time freely to the

benefit of the Midget and Sprite Club and its members.

It's probably the members who should receive the most thanks, as it's you who choose to participate and pay your annual subscription, which in turn, allows everything else to happen, especially *Mascot*.

So my thanks to everyone involved now and in the past who have made it such a special club to part of.

As I write this, plans are being put together for a National Weekend (including the Mk1 Sprite's 60th Birthday). Although it's only provisional, please keep the weekend of Fri 31 Aug – Sun 2 September 2018 free in your diaries.



Sad news has reached me today of the passing of Jim Willis, the General Secretary of the Midget and Sprite Club. Jim was a major part of the Heart of England Area (previously known as the Warwickshire Area), a long serving member of the Committee and all around nice guy and gentleman. On behalf of the club and the committee I'd like to pass on our condolences and best wishes to Julian, Vicki, Alex and Ali, as well as Jim's many friends and extended family.

Have a great month

Gary & Gapless

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

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

Cover image: Clarke and Lorraine Castle's outstanding Midget 1500 at this year's Silverstone Classic

A few fun things...

Here Are a Few Fun Things Seen on the Internet

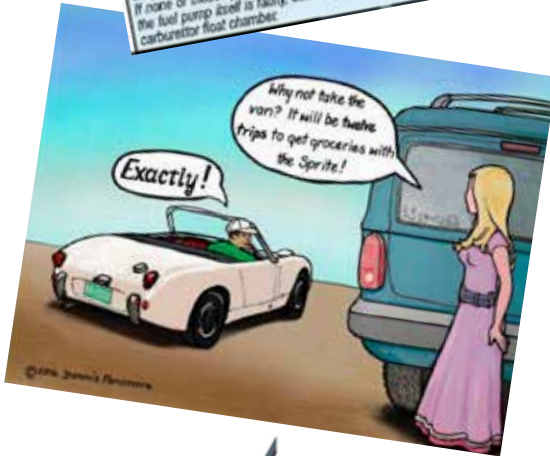


This is slightly risqué but this made me smile



TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of everything you forgot to disconnect.



HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit.



HYDRAULIC FLOOR JACK:

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

SHOP TOOLS EXPLAINED

OXYACETYLENE TORCH:



Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

If you've seen something funny or interesting, please send it to editor@midgetandspriteclub.co.uk

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

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 six of this month's Mascot

Contact Glyn Polly for information 07544 302 575 or email: glyn.polly@gmail.com

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

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 remind you 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.






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For some it's the iconic status...



For others it's the marque...

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New Members July 2

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

5466	Alexander & Fiona Gleed	Bristol	Midget	Mk 3
5467	Mark Haughton	Herts	Sprite	IOW Frogeye
5468	Frank Blair	West Lothian	Midget	1500
5470	John & Mirjam Morrison	Kent	Sprite	Mk 1
5471	Tim de Vere Green	London	Sprite	Mk 4
5472	Nigel Hilliard	East Sussex	Sprite	Mk 1
5474	Dave Thrussell	Staffordshire	Midget	Mk 3
5475	John Garling	Denmark	Sprite	Mk 1
5476	Matthew Lomas	Cheshire	Midget	Mk 3
5477	David & Judy Baker	Lancashire	Sprite	Mk 4
5478	Martyn Pugh	Worcestershire	Sprite	IOW Frogeye
5479	Catherine & Chris Shilling	South Yorkshire	Midget	1500
5480	James Barrowcliffe	Cheshire	no car yet	



From last month, Martin Hull & Barbara Ashton's Mk3 Midget



Barbara with the Midget



John & Mirjam Morrison's Mk1 Sprite

John writes: As you will see it has a Belgium registration, as this was before we moved back to the UK. I am now having her restored and it will be re-registered with her old number 405 VPH. I am hoping to have her on the road by the end of the month, so we hope to get to some rallies in the coming months.



Nigel Hilliard's Mk1 Sprite



Dave Thrussell's Mk3 Midget

Dave writes: I'm looking to start rebuilding my car in the New Year. I've owned it for approximately 28 years now and rebuilt it onto a heritage shell 23 years ago. It's got an uprated engine (1308 cc fast road), single HIF 44 carb and a Toyota 5 speed conversion. Also telescopic shocks all round and 9" brakes. From a distance it still looks good but starting to show its age, and there are definitely parts that I've never been happy with due to reshelling it in a council lock up garage with no power.



Ian's very tidy engine bay



Ian Jones' 1967 Midget



Mk4 Austin Healey Sprite TLD 698G

Chassis no: HAN9-78290

Engine no: 12V588FH2208

This urgent appeal was received from Andrew Dawson

I've just been down to the garage to take the Sprite out for the day to find that the garage had been opened and the Sprite has been stolen. Absolutely gutted.

Thought I'd let you know so that you could keep an eye out for any Sprites being sold etc. It's a Mark IV Austin Healey Sprite 1969 in Brooklands green, with a roll bar, no. plate TLD 698G, Manifold exhaust and the big air filter with Sprite written on it. It also still had a number of Le Mans stickers on and our names behind the doors.

I'm in touch with the police so hopefully it will be found, but guess it's unlikely. From speaking to the neighbours we think it was stolen around 13th August from the Tonbridge area of Kent.

Do let me know if you hear anything.

Thanks,

Andrew Dawson

awesomedawson1992@gmail.com



What Is Your Spridgley Thing Worth?

At the time of going to press, it's too late to update this article from 2015 but in light of a spate of recent classic car thefts we feel it's still a valuable tool and worth revisiting

You may be aware that the values of our Spridgley things have been on the increase. Without going into all the reasons why, there are two key things to be aware of –

1. Is your Agreed Value Insurance sum up to date?
2. You are very lucky to already to own one and have not paid the current price!

The club can provide an up to date valuation assessment that your insurer may either ask for or, you should make them aware of. Recently, we have had quite a number of members asking for an update of value. Rather remiss of the club, we have not made it very clear on how to go about this, but we are working on it!

In the meantime, if you would like to apply for a valuation assessment letter, contact –

Terry Horler
63 Littledean, Yate, Bristol, BS37 8UQ

S.A.E. please.

Tel: 01454 881770
email - rebelwithasprite@hotmail.com

The cost is a modest £5 (which is the same as £5 but sounds better)

The accompanying Valuation Guide should help you to find the ball park value for your version. However, there are so many exceptions, that each example can only be judged on its own particular merits. Top end values are just that, very few examples will qualify for this category However, there are always exceptions!

My thanks to Mike Authers, MG Midget and A-H Sprite Specialist for helping to compile these values. (Although Mike believes we are rather optimistic with our GAN6 values!).

Terry Horler

Midget & Sprite Club Valuation Guide

This guide sets out to give the club's opinion of the typical current marketable values of Midgets and Sprites. Examples of specific historical interest, modified or some other significant interest may command a different value to those stated below. Note that the total cost of restoration and vehicle may exceed the marketable value. To make using this guide simple, match the vehicle to the condition index and then match the vehicle VIN plate prefix to the guide. Values are stated in GBP. This guide was last updated – February 2015.

CONDITION INDEX

- A.** To factory condition and specification.
- B.** Very good condition and very near to original specification.
- C.** Good, useable condition. Minor modifications.
- D.** Roadworthy but needing work to sustain or improve.
- E.** Not roadworthy, needing work but not full restoration.
- F.** A complete example requiring full restoration.
- G.** Basket case, incomplete, damaged, suitable for spares or donor vehicle

	A	B	C	D	E	F	G
AN5 Frogeye	22000	15000	11000	8500	6000	3000	1000
HAN6 GAN1	11000	9000	6300	5000	3000	1500	800
HAN7 GAN2	11000	9000	6300	5000	3000	1500	800
HAN8 GAN3	11000	9000	6300	5000	3000	1500	800
HAN9 GAN4	13000	11000	7000	5000	3000	1500	800
HAN10 GAN5	13000	11000	7000	5000	3000	1500	800
AAN10 Austin	13000	11000	7000	5000	3000	1500	800
GAN5 R.W.A	13500	11500	7500	5000	3000	1500	800
GAN6 1500	5200	4500	3000	2500	1500	1000	800

Plymouth Mk1 Sprite Club Badge

Dear Gary,

During one of my late night trawls of the internet for Spritely things I came across The Herald, a Plymouth newspaper web site, where a reader back in March was asking about the origins of a badge he owned. His request had received no replies.

I immediately remembered that over five years ago I had picked up an identical badge and a search in my spares cupboard eventually unearthed it.

So my question to knowledgeable readers of *Mascot* is – what is/was the club and does anyone out there lay claim to have been a member? Possible predecessor of the Midget and Sprite Club?

I'd be interested to know, yours Sincerely,

John Gully,

Dorset Area Representative.

Where Are They Now?

Mk1 Sprite 496 BNN



I was out having a spin in the Frog this morning when an old chap flagged me down commenting on how nice the Frogeye was and mentioned that he use to have one year's ago. He asked if I could follow him to his house where he as some photos of his old Frogeye. So I did and told him I was a member of the MASC and he asked me if I could post a picture of his Frogeye. As he is wondering if it's still on the road and how



it's doing. So here is a picture of his Frog. Any information I receive from you guy's I will pass on to him.

He lives in the Leicestershire County if that helps...He wishes he never sold it...also on my run I bumped into a couple in their late sixties - early seventies who have a Frogeye each and they're thinking of joining MASC. I've got to pop a mag in them next time I'm passing Dunton

Greg Phillips

Mk1 Sprite XLE 19

New members Nigel Hilliard happen to mention an old Frogeye that he once owned.

"I bought my first Frogeye when I was 17, an MOT failure for £80.00 reg number XLE 19. I restored the car from top to bottom and ran it for about six years going from the 950 to the 950 with 12G295 head and then a 1275 engine with disc brakes etc. I then had an accident and had the damaged car which I sold with all the bits for about £1,200.00."



Nigel's Frogeye in British Racing Green during his ownership



I happened to have seen a recent image of Nigel's old Frogeye (now in red), which he was very surprised to hear has survived (due to the crash).

Do you now own Nigel's old car or know its whereabouts? The photo above was taken in recent times at a show in Norfolk



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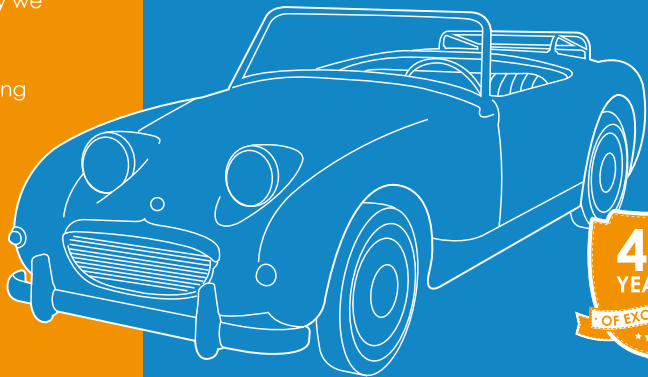
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- **Agreed Value**
- **Breakdown Cover**
- **Laid-up Cover**
- **Club Member Discounts**

MG Clubs



Coast-To-Coast 18th August 2018

We are planning a Coast-to-Coast run for 18th August 2018. The route will be Morecombe to Scarborough

It's planned to leave from the Midland Hotel, Morecombe between 08:30 and 10:00 on Saturday. We will get a group booking rate for those who wish to arrive Friday night. The Midland Hotel is the art-deco hotel recently renovated at huge cost - https://en.wikipedia.org/wiki/Midland_Hotel,_Morecambe

I have negotiated a double room rate at the Midland starting at £162.00 which includes breakfast. This was for a nominal 15 rooms, when I know numbers, I may be able to get a better rate. The normal rate is £205. The only other hotel I can find in Morecombe with a car park (rooms at £90 a night but will be lower when I negotiate a group booking price) is the Clarendon: <http://provincialhotels.com/hotels/the-clarendon-hotel/>

It is possible to get hotels rooms cheaper than this but it will mean parking on the road. I'll leave it those who are happy to do this to book through one of the web sites like booking.com or expedia.co.uk, tripadvisor.co.uk etc.

For Scarborough, I have chosen The Palm Court as this hotel has a car park.

<http://www.palmcourts Scarborough.co.uk/> I have spent ages finding a budget hotel with a car park and the Columbus has one but only 11 rooms. <http://www.hotelcolumbus Scarborough.co.uk/>

Again, I'll leave it those that are happy to park in the road to book themselves in using the sites listed above,

The route will be through the Yorkshire Dales and The North York Moors. We will use as many B and unclassified roads and avoid the towns where possible. The most scenic roads will be used. The average speed will be relatively low to accommodate those with older cars, (like me in my TC).

There will be a stop for mid-morning tea/coffee (and cake!), lunch at a pub and mid-afternoon tea/coffee, (and more cake).

The route will be on A5 paper in binders and handed out at the start.

We need you to register interest by the end of November 2017 so we can negotiate the hotel prices. You may be advised to book the hotels before January to ensure you have a room.

Final numbers will be set by May 2018 and a £10.00 non-returnable deposit will be required. This will be deducted from the lunchtime meal so, in effect, the trip will be free other than meals and hotels, if required. Late booking will be accepted but a hotel in Morecombe and/or Scarborough may be difficult to find.

TO REGISTER INTEREST EMAIL
norman@frenchblat.com

(We are members of: MG Car Club, MG Owners Club, MG Octagon Car Club, Midget & Sprite Club, Totally T Types and the TABC group)

Surrey Area Report



I hope you have all been enjoying your cars with their hoods down.

The Surrey Area meeting received a mention in the September edition of Classic & Sports Car when Malcolm Thorne, a journalist with that magazine, attended in his Austin Healey Sprite. The picture accompanying the article included next to his car those of our regulars, Andy Bufton, Dave Anness and Nigel Swann, shame my Sprite was not there that month.

Our August meeting was attended by Alan Anstead. We also saw on its first outing Nigel Swann's Midget Mk11 looking like it just left the factory.



Dave Anness' Sprite and my (Mike Gorman's) Sprite

The next Surrey Area meeting is on the 19th September at the Chequers, Walton On The Hill from 7.30pm. We have the first table in the restaurant reserved for us. Hope to see a good turnout. As I will not be there Helen and Tim have the book.

Pam and I attended the Sussex Area Barbeque last month and it was good to see many who we have not seen for some time including David and Lynda Southcott and Chris and David Wright. The turnout of cars was good and comprised mainly of Frogeyes. Jeff and Caroline made us most welcome and we all enjoyed looking at the Rosengart and other racers based on Austin 7s which were part of collection of cars in Jeff's Museum.

Kirk and Gaby were there and Kirk has advised that he is selling his rally/race

prepared Midget, I have Kirk's details of the car and his summary of it is as follows:

Historic road rally or race car. This lovely little Ashley MG Midget has a full Ashley bonnet and GT

style hardtop. A wonderful iconic shape and perfect as an entry level car for racing, or it would make a competitive rally car.

This car is fully road Registered as a 1964 MG Midget. Based on a heritage 'round wheelarch' shell It is fitted with a bored out 1275cc unit with some porting work and cam, running 11/4" twin carbs, 3 branch manifold, competition dizzy with electronic ignition, roll cage, uprated suspension, competition seats, electronic fuel pump, fire extinguisher, competition seatbelts 4 point, Alloy footplates, external power cut-off and running Minilites with competition Dunlop tyres. It is also fitted with a 'Mylaps' transponder, this was over 500 pounds on its own.

Currently fitted with a locked diff and competition half shafts, there is a 3.6 diff included in the sale, which may be more appropriate for road use and will give a very useable fast road car.

This light, great handling Ashley was prepared for and raced in the St Mary's trophy at Goodwood and hence is Goodwood eligible for future events.

It can enter as class C in the Midget and Sprite challenge. It can also enter the AHSDC, BRDC and many others. It will also be ideal for hillclimbs and has been invited to the Brighton Speed Trials.

email me with for pictures and any requests if you are interested.

Currently SORN'd and all paperwork is correct and in my name. This car will fly straight through an MOT and I am happy to arrange one after purchase if required.

Asking £12,000 See images of the car on page 40 of this month's Mascot

Call Kirk on 0788 308 1488

kirkjgreen@hotmail.com



Julian Westaway's Sprite



Alan's Frogeye meets the Midget of expats Neil & Fee Todd

The fifth of July saw twelve cars out for our popular mid-week 'Old Boys' run. This run was organised by Dave Chalk whilst John Clark used his local knowledge to avoid driving through Canterbury. John took us over the downs giving us splendid views and no interruptions due to traffic. Kevin Fryer joined us from Surrey Section. We welcome visitors to join us from other areas especially when we sometimes venture out of County.

Our destination was the Hellfire Museum at St Margarets Bay. A small museum that described the area's role in WW2. There was a cafe attached where we took lunch. Our table was actually the frame of a WW2 Morrison Shelter. Vic 'Brains' Barker informed us all that when a schoolboy he was presented with an award by the actual inventor Herbert Morrison.

Following lunch Crispin Whiting (5spd IOW Frogeye) and Mike Pearson (Midget) excused themselves being needed elsewhere whilst the rest of us climbed to the South Foreland Lighthouse (NT) where we had a splendid view of the English Channel. 'Ice creams all around' and good weather capped a great day out!

The monthly meet, for those living at the eastern end of the County, at The Crown P.H. Sarre was cancelled for lack of support: probably as members sunned



themselves whilst holidaying at exotic foreign locations.

Historic GP Retro Puy de Notre Dame

No one, from England, wanted to come on this run to the Loire Valley even though, as is the norm, I advertised the run in *Mascot*. On 19th July I set sail from Newhaven Port bound for Dieppe. With a fair wind in the sails and a summer tide the Frogeye was soon unloaded from the ship's hold and away we went along almost deserted French D roads. The weather was kind and the hood was stowed. I circumnavigated busy Rouen crossing the Seine at Les Andelys and continuing south to the overnight stay at Evereux. The following day I cut across country avoiding traffic 'short shifting' my 'sat nav' so that it took me upon my chosen route that I had selected previously whilst 'pawing' over a map.



The back routes of France are a motorists Nirvana - good surfaces, next to 'no traffic', and wonderful scenery and oft' interesting turns.

Arriving at 'base camp' in Samuar, on the Loire, after breaking my journey to visit old acquaintances on the way, and arrange accommodation for a planned Loire Valley Tour 30th June to 14th July 2018 (inc' Le Mans Classic), I met with Neil & Fee Todd (see top image) who were to accompany me for the long weekend. Neil & Fee are expat Brits and MASC members.

Friday and Saturday were spent sightseeing as my entry for the official Rally on the Saturday was refused as my 1959 Frogeye was too new (pre-1960 cars only?) and I had sent too much for the entry fee? No matter we had a good day. Sunday was the Historic GP - a demonstration of pre-1940 cars, three wheelers, motorcycles and sidecar outfits.

Area Report

The rain shortened the day at 1600hrs but still it was fun.



Monday arrived so soon and we went our different ways. Le Mans was circumnavigated by some country alleyways: not quite a lane but at least there was no grass centering the road.

The odd shower wetted the windscreen and the tonneau but did not detract from enjoyment of the open road. I parked in my garage just before 0100hrs on Wednesday morn the Odometer on the dashboard showing just short of 750 miles.

Main Monthly Meet

Seven members arrived at the July monthly meeting at the Angel, Addington Green. One member arrived as we gathered in the carpark following lunch but with so many on holiday his contribution to the grand total makes a welcome addition. Despite the threat of rain there were four Spridgets and poor excuses from those of us in moderns. Topics of conversation centered around European Tours both past and future with Paul and Jane Coveney entertaining us with stories from their experiences. It was an opportunity to ask the latecomer Dave Chalk about the electric cooling fan he had passed on to me at the previous meeting. Since it appeared to be 240v it would rather limit the length of a journey in my Frog to the length of available extension leads. Certain people would have added that 'you don't go far anyway' but fortunately they were not there! (By Graeme Williams)

Odds-n-sods.

Saturday arrives and a new clutch slave cylinder to be fitted, by the car's owner, to get a Kent Frogeye rolling again. Out of the box and there are dissimilarities twixt new and old. The inlet boss is straight not angled. Will it clear the engine back plate? The thread to accept the brake pipe is 7/16" UNF not 3/8" UNF, as on the cylinder just removed from the car, so there is no immediate way of completing the job. Fortunately assistance was only a car ride away and I was able to turn an adaptor on the lathe. Only later

was it found that the wrong slave cylinder had been ordered.

Representing the Area Reps.

Advertising postcards for the Club have been sent out to Area representatives, those that have requested a pack, to pass on to members so that they can be presented to prospective members or left on the windscreen of unattended Midgets and Sprites. With an ageing membership the Club does need some younger members. John Gully's Area must be keen to boost the Club membership as they have already requested a second pack. Together with the request John enclosed a suggestion that seems worthwhile taking up and perhaps the second print, when the first is exhausted, may be modified accordingly.



"If the front of the card carried wording to receive 'your free copy of Mascot' by sending your personal details it would allow the club to capture information about potential members and then carry out a targeted campaign to those people to encourage membership The reverse of the card could be printed as a traditional postcard (remember those!) to facilitate return and the free Mascot copy (together with application form) is then sent out to the person who has completed name, address, email and telephone information opposite the pre-printed club return address".

If anyone else has suggestions to put before National Committee then please do not be shy and get in contact, details below.

Alan Ainstead

Kent Rep.

Area Reps Rep to National Committee.

enquiries@midgetandspriteclub.co.uk

01322-384050
(answer-phone)



The Supercharged

The Supercharged Sebring Sprite Replica of Pauline and Emrys Jones



Soon after completing the restoration of one of our current Mark 1 Sprites, Emrys decided the next challenge was to be a Sebring Sprite. We bought the Sebring Kit from Andrew Foster at Archers Garage which opened in the early 1990s by Brian Archer who reproduced the John Sprinzel's streamlined bodied Sebring Sprite with Andrew, unfortunately Brian Archer died in 2008 but Andrew continued until last year when sadly the garage closed

Our initial thoughts were to prepare the car and use it for hillclimbing only, but during the restoration we ventured into hillclimbing with a MG Midget and decided to use the Sebring initially for road use in the UK and Europe before eventually using it for hillclimbing

We think we make a good team complementing one another's strengths and weaknesses. Fitting the Kit to the Car took lots of time to ensure that the lines and gaps were right.



Having had a number of cars with hard tops we were at pains to reduce the noise levels by

putting various insulation layers and lining to the roof and thankfully it worked. Worst Jobs Fitting the windows, roof liners and making the sidescreens.

When we initially fired up the engine for the first time after only 15 minutes the new 123 ignition pack stopped working. This was replaced with a genuine distributor bought at an auto jumble for £5.00 fitted with our own electrics.

We initially set the H & H ignition Kit to a basic 10 degrees but needed to knock it back to 8 degrees to stop it pinking and then fine-tuned the carburetor to give a decent fuel mixture under load. It ticks over quite sweetly and will rev up to over 7000 revs giving approximately 120 break horse power.



Emrys always wanted a supercharged car, so the car is fitted with an Eaton supercharger which is used by BMW and Mercedes. In addition the car is fitted with the following: Disk front brakes, adjustable rear shockers, telescopic front shockers, Midland Wheel services 5J wire wheels, roll cage, HS6 inch and three quarter SU carb, low compression pistons, ford rocket box, two fuel pumps with separate fuel lines and the engine is fully balanced and has the centre bearing



Sebring Sprite Replica

strapped. We also fitted a cross flow radiator for increased cooling and fitted twin speed wipers for the rainy days in Wales! Along with H4 headlights for increased visibility at night.

The dash was painted rather than being covered in vinyl and our choice of colour for the car is Aston Martin sea green with spruce green swath line. In addition to the usual instruments we fitted, a vacuum pressure gauge, amp meter, twin fuel pump switches, Brantz trip meter, air fuel ratio gauge, period sat nav, and she's called Pauline!!! Map light and a small parcel shelf. We used the original seats but the covers were in a bad state of repair and as fate would have it we were just about to replace our 25 year old Italian leather 3 piece suite. It was a perfect match for the car and the seats have a lovely aged patina. It was also a great way to recycle.



We did not have much time to test the car before its maiden journey to the Isle of Anglesey but given we live quite close, we decided to take the risk and sure enough the first problem that appeared was a brand new bottom hose decided to spring a leak after only 120 miles! Problem solved with a Morris minor bottom hose that had probably been on the car for 60 years! They do not make them like they used to!

Second problem the Fan stopped working and it started to overheat in traffic. Although, we were able to continue on the event. On our return home we replaced the fan with a new Kenlow Fan. We also removed the bonnet and made two openings on either side and fitted MGA air vents. Before fitting we ground out the words MGA and fitted the Sprite Badge over it to get more cool air in and hot air out.



Yes you guessed there had to be a Third problem! This related to the straight cut gearbox, ideal for hillclimbing but not so great for road use in wales! It soon became apparent that we would need to change the gearbox and on our return home a ford rocket box was fitted and best of all the chassis did not require any alteration.

The bonus of the restoration was learning more about the history of John Sprinzel Sebring Sprites and the Healey Sprinzel Sprites history as well as meeting old friends and new who are a great crowd of people with an absolute passion for the Sebring Sprite.

After attending the NEC in Birmingham in November last year we were informed that we had won the Sebring Sprite Memorial Trophy in memory of Brian Archer.

We were bowled over to receive this and especially seeing the previous recipients of the Trophy were such special cars namely 9253WD, WJB707, 577DNX, ,5116HN, 410EAO x 2 and 946JJO. This was an absolutely fantastic way to finish the year we will be treasuring the trophy until its return later this year.

Was it worth all the hard work YES ABSOLUTELY The car is now a joy to drive with plenty of torque and sits so positively on the road here's to hopefully many hours of happy motoring ahead.



Pauline Jones



Pauline with their current Sprite collection

Essex Area Report

Another busy month for Essex Area with Aruns both a mid week and on a Sunday. With the regular monthly meeting falling on July 4th, it was unsurprising that Paul and Helen's run had a United States theme albeit slightly obscure at times.

From the start at the Green Man, the first US connection came after 4.5 miles where we were informed that timber from a local wood was NOT used in the construction of the Mayflower.

After crossing a disused railway to Tollesbury, which DID have a connection to the 1937 Americas Cup race, the next clue was the holiday destination of Paul & Helen's dog. A series of vague connections led us to a run across the former WW2 US base at Birch Airfield which bore the markings of the local go faster brigade.

We passed several fields of borage on a loop to Easthorpe before finishing at The Crown in Messing which DOES have connections with the ex presidential Bush family [the village not the pub as far as I am aware]. After a thoroughly enjoyable meal, it was decided to return to The Crown for our Christmas dinner in December.

Thanks to Paul & Helen for organising the interesting route even if the US connections were hard for some to understand.

Doug Plumb

Paul has kindly written this report of the Sunday run as I was slaving over a hot bbq.

A Good Day?

The sky was blue and the sun was up – a good start to the day. We met at Marks



The team listens attentively while Pat (seated) explains the relative merits of the Weber sidedraught Carburettor

Tey for Tony's planned run to the Tendring Hundred and Suffolk. Gary and Di had discovered that "Noddy" had a puncture (not so good) so they opted to join us at lunchtime. Tony arrived after having starting problems at home that necessitated a change of plugs; undaunted, the remaining five Spridgets were fired up, except Tony's – not so good. However, another change of plugs and we hit the road. Passing through Heckfordbridge and Layer Breton towards our first stop for coffee and cake in the visitor centre at Abberton Reservoir – the day was starting to look good again. We made our way through Fingringhoe and Colchester onto the Tendring Hundred where we stopped near Clacton for another break – still looking good.

Noddy brought Gary, Di and a passing shower into play at this stage, there was then a hive of activity as the Midget drivers went out to put the hoods up. Decisions, decisions – roof up or down? Gary favoured down and implied that the rest of us ought to 'man up'- it was only a bit of rain. The rain stopped, and off we went towards Constable Country. Remember him? The chap that painted those wonderful landscapes that featured the glorious blue Suffolk skies. The similarities ended there as the heavens opened and a downpour of truly biblical proportions ensued – which wasn't too bad -if you were a duck or you happened to have the roof up (bad choice Gary). After a brief stop under the A12 trunk road to dry out, we passed through the delightful Stoke-By-Nayland towards our final stop at the Assington Barns tea rooms.

After a final round of delicious refreshments (Tony knows the chef), we all went home by a variety of routes – strange, given that the 4 cars that were meant to go in roughly the same direction did a bomb burst at Bures – was it something I said? Overall, we had a most enjoyable day, we did about 55 miles (40 dry, 15 wet), had some good food and more importantly, great company.

Paul (The one with the wet knee)

Somerset Happenings



Malcolm Denman's Sprite has pride of place at Sherborne

The West Country is host to several large classic and steam meetings during the year, one of these being organised by the Crash Box Club at Powderham Castle on the banks of the Exe estuary south of Exeter. This weekend event is always well supported with over 2000 vehicles attending including the magnificent steam engines. We took 4 cars this year and met some of the Devon Area group whilst wandering around.

The following weekend we attended the Classic and Supercar meeting at Sherborne Castle. This time we were part of the TVRCC



Steam power at Powderham

display, however in pride of place, parked next to the information marquee, was the Sprite of Malcolm Denman, who had been specially invited by the event organisers.

Mid-month we joined a few others for a meander organised by Jeremy and Debbie Gapper. We picnicked on the banks of the Grand Union Canal basin at Tiverton. Valerie and I forgot to pack a lunch but were saved by the floating restaurant serving pasties and coffee. As is often the case the written route was a little dubious and necessitated a number of 'corrections' along the way, but life doesn't need to be perfect all the time when retired! All enjoyed yet another lovely summer drive out with friends.

The Forde Abbey Summer Fair (a regular feature near Chard) was again supported with banner and flag proudly displayed. A bit down on numbers this year we nevertheless enjoyed the day with plenty of Valerie's



MASC at Forde Abbey

cake, Elaine's now famous flapjacks and the offerings from the local traders. The venison burgers being particularly welcome! The day was rounded off with the monthly evening meal.

Peter Young

Often the Somerset Area goes for a run on the last Sunday of the month. The last Sunday of July however saw little response to the invitation of a trip to the South Dorset Coast. There was a threat of rain so the two participants took fright and drove MG BGT's, disgusting I know. From Chard we progressed towards Dorchester over one of the many high points of Dorset. Just before Dorchester our intention was to avoid the town and take a small road through the village of Charminster; here we met a Road Closed sign. A short diversion brought us back to the main road passing some very surprised villagers chatting in the middle of the road. Through Dorchester to take a country lane, passing Thomas Hardy's birth place and through Tinkleton towards "Clouds Hill", the home of the late Laurence of Arabia. Clouds Hill was closed, so on to Bovington Tank Museum (the restaurant). This is worth a visit if you are in the area and have time. On again to Tyneham, a village commandeered by the government during WW2 for troop training. The village and much of the surrounding area is still used by the military. Now to Swanage via Corfe Castle; unfortunately it was the Swanage Regatta weekend and there was no scope for parking so we decided to head back. Home now via Wool, towards Weymouth, then Bridport and on to Chard for our final refreshments of the day. A very pleasant day out of some 120 plus miles, perhaps only 25 miles spent in Somerset the rest in Dorset. Well done Peter and Val for being leader of the day.

Jeremy Gapper

Scotland Area Report



David's Frog before

Well summer's almost over (if you could call it summer up here in Scotland) and there is still no sign of getting the good Frog back from the M.G recommended garage in Motherwell. Being fair to them, they cannot source a new driver's side wing, so I thought I would give it a shot. A.H Spares have had them on order for over a year with no idea when they will have them in stock. I thought Frogeye Spares might be a good bet, as they produce the Wheeler & Davies body shells. However, their output is used on their stage 3 bodysells for which there is a 3 year wait, and they had 12 people waiting. Maybe I should try and find an EU metalbasher who knows how to use an English Wheel? It is a serious worry if these skills are being lost.

Joking aside, the garage and I will have to come to some solution as it has now been 15 months since I had the small bump and I am beginning to have major Frogeye withdrawal symptoms.

Never mind, it has stopped me gallivanting around the country roads north of Glasgow, making it much safer for the residents of these small towns and villages.

It also made me focus a bit of jobs on the Rusty One and

especially the Morris Traveller aka the Alien, which desperately needs its wood, sanded, treated and given a couple of coats of Danish Oil plus a major service. Peter and David are coming across from the east coast to give a little help, advice and general assistance, so hopefully it will be full steam ahead on the Rusty One. Talking of this intrepid duo, they have recently returned from a trip to the Western Isles, starting on Barra and going via ferry and causeway to Lewis in the north. They covered about 1000 miles and shows the massive confidence they had in their recent rebuilds to undertake such a trip, well done them! Their Frogeyes are both American imports and the chassis/monocoque were in good condition and both elected for 1275 engines, T9 gearboxes and disc brake conversions and the standard of presentation and work carried out is first class.

I enjoyed the recent article on Austin Healey books that featured in the *Mascot*, as along with others, I have a fairly extensive collection of Healey tomes, which I recently added to by purchasing *The Healey Book* by Bill Emerson .It features all Healey models (including the boats) in chronological order and is probably the best book I have discovered covering the Healey marque. Expensive and coffee table in style but well worth the money.

Graham



And after

Notts and Derby *monthly update*



Martin prepares for a quick start

The weather has been kind to us over the summer, and we have managed to have a run out every second Thursday for four consecutive months. This usually consists of meeting up at a pre-determined pub and then deciding how far we will drive and in what direction, depending upon those present on the night.

May saw Ian leading us around the country lanes which he often cycles along and which the rest of us never knew existed, to reach The Chequers Inn at Stanton by Dale. The large car park allowed us to line up the seven Spridgets plus Caterham all together, and there was ample room in the pub to seat our motley crew while enjoying a decent drink.

As June looked overcast, we opted for a shorter drive to The Newdigate in West Hallam, with a smaller group of cars led out by Tim. Plenty of food on offer here with a slightly busier feel. In July a suggestion was made for the classic car friendly pub



Richard considers the suitability of the scaffolding for engine lifting

at Farnah Green, The Bluebell, the venue of monthly meetings throughout the summer for a mixture of classic cars. The landlord was very friendly and the pub had car-related pictures inside reflecting its popularity with classic car owners. We took over the covered terrace to sit back and enjoy the refreshments.

In August we decided to repeat last year's fish and chip supper night at Matlock Bath. We all met at The Riverside Restaurant beside the River Derwent for a 7.30 "chips away". Nine cars from the Notts + Derby area were joined by Dave Warren and Greg + Anita from Central area, opting for a scenic run through Staffordshire. Sheffield member Nigel Parsons travelled south in his Frogeye, plus Norman and Lynn came all the way from Barnsley in their MG managing to avoid all motorways en route.

Matlock Bath is a historical spa town and a popular destination for motorcyclists throughout the year. That evening was no exception and the roads were lined with motorbikes.



'Après chips' at The White Lion

After the food we opted for a short run to a neighbouring village of Starkholmes, to a pub none of us had been to before called the White Lion, where the car park had room for all our cars and the ales were very pleasant. Certainly one to try again in the future.

There have been many classic car events recently, to which our local group have visited and recorded many posts on the MASC Facebook site.

lan Cooke

Notts + Derby area rep.

ilcooke@btinternet.com

North West Area Report



What with the mixed weather last month, we still managed quite a few outings and events.

A few members from the North West went to the Vintage weekend at Shelsley Walsh and I believe they had a very good time again, with a bit of a mix in the weather. But that is England for you, would not feel quite right if it was too hot!



On the 12th August we had 10 cars go to Miller Park Classic Car Show in Preston. This is a splendid setting in what is the best part of Preston, with some 280 cars and motorbikes turning out on what started off wet with some quite heavy showers, but by the time the free buffet opened at 1pm the sun was out and a very pleasant day was had by all.



The following day we were off again this time to the Royal Lancashire Show to mix it up with the horses and cows not to mention some dancing sheep. No! I'm not joking, there were really dancing sheep plus ferret racing. This was the first time classic cars had been invited to attend the show. So who knows, if we get asked back next year we might have to perform some tricks with the cars! Anyway it was a lovely and very interesting day and I think we all came away with bit of suntan, eh! Bernie?

We are starting now to look forward to our winter program of events. On the 29th October will be our Halloween Run, this year starting from Hoghton Tower, then after an afternoon run up and around Pendle Hill where all the Witches were supposed to hang out, excuse the pun! Then back to Hoghton Tower for an evening meal and a ghost tour of the Tower. Of course we dress to fit the event, scary! Then all we have to do will be our club Christmas Lunch meeting at some posh location, which reminds me I must get it Booked. It's such fun steering the ship!

Neil & Shelley McLeod Area reps for North West.



Central Area Report



Central members pose for a group photograph at Bletchley Park

Breaking the code

As the summer rolls on Central members have been making the most of the weather good or bad to get out and about in their cars.

A highlight of the month was a trip to Bletchley Park near Milton Keynes, home of the code breakers during the Second World War. Seven Central cars made the journey down the A5 following an invite from the Kent group to join them for a sixties day out. Departing promptly from Tamworth Services at 9am we made our way along the A5 being buzzed regularly by the sound of motorbikes also out for a Sunday run. We somehow managed to keep together for the trip, even navigating the notorious

roundabouts of Milton Keynes. Arriving at the museum two or three minutes after the Kent group, we tagged on behind to enter the site as a fourteen strong convoy. Parked in a long neat line next to the bandstand playing sixties music, we hardly had time to get out of our cars before they had started to cause excitement and interest from other visitors.

The scorching sunny day saw members reclined on deckchairs sipping summer drinks and licking ice cream, exploring the museum, or, engaged with visitors chatting about their cars. The pleasant surroundings and jovial atmosphere made this one of the best outings of the year. For anyone that has not visited the museum I can highly recommend it. There is so much to see and take in that I feel we may have to pay a return visit to enjoy it fully. Thanks must go to the Kent group, organiser Richard Bowles



Bonnet up, advice always welcome at Bletchley Park



Ian Cooke caught on the other side of the camera

in particular, for making the day even more enjoyable and to honorary Central member for the day, Notts/Derby area rep Ian Cooke for taking all our group pictures.

Also out and about has been Central member Justin Bates. He made the trip up to Sunderland to see his Dad, Ken Bates. He couldn't resist taking him and his Frog to the Tanfield 300 Classic Car Show in Durham. Justin wasn't daunted by the adverse weather, driving up into the cloud that he found was then raining on him. Justin also had a nice surprise on his return finding a new bumper for his car through the MASC website. He has arranged to collect the bumper on one of his next visits down South. Justin is clearly enjoying his car and clocking up the miles.

At the last monthly meeting we became aware that the Swan Inn was no longer going to be our regular meeting place. The lack of draught beer and standing outside in an unlit car park at the end of the night has made us decide it is time to move on. As I write we will have already moved somewhere new and



Justin Bates and his dad, Ken at the Tanfield Show

fingers crossed all the Central members will have been made aware of our new meeting venue. More details on this move next month.

Dave Warren
Central MASC

Email to central.masc@live.com
The Tame Otter, Lichfield Rd, Hopwas,
Tamworth B78 3AF. First Wednesday of the
month 8.30pm onwards.



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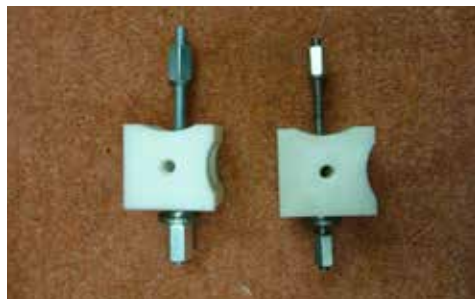


Up to £8,000 paid for Midgets
and £17,000 for Sprites
Tel Mike on 07703 465224
Or mike@mgmidgets.com

Gudgeon Pin Removal/Replacement

I have always been extremely careful when removing or replacing pistons onto connecting rods especially where said rods are already attached to the crankshaft as there is the possibility that excessive side loading may result in the risk of damage to the connecting rod.

The fit of the gudgeon pin in the piston varies between the engine types and sizes and also sometimes with piston manufacturer, however where advised as being 'interference' even a slight heating of the aluminium using a warm air gun or hairdryer will provide sufficient expansion to enable ready pin removal/replacement.



Both tools covering 998-1098 and 1275 engines

I therefore set out to produce a pair of tools that would be suitable for use on any of the A Series engines of all capacities up to the maximum possible oversize at around 1380 cc. These comprise appropriate support blocks with profile curved sides to suit the pistons and forcing screws and adaptors consistent with the gudgeon pin sizes and their internal bores. All that is necessary is to select the optimum fit of the support block to piston diameter from the range available.

Block material is Delrin and forcing screws a standard threaded rod, gudgeon pin mating nuts are made from standard coupling nuts with shouldered thrust pads from ordinary mild steel.

In use, the load exerted by the screw into the gudgeon pin is reacted directly by the piston with no risk of any offset loads or imbalanced forces that could prejudice the pin insertion/extraction or connecting rods



Tool assembled on 1098 piston for pin removal



Plan view of pin installation



Side view of pin installation

As with the other tools that I have made these are available to NW Area members if required.

© Steve Keil NW Area 4698.

Johns Jottings - Dorset Area Report



Athelhampton Line-Up

Well by the time you read this you will either be about to, or have, taken part in the annual PDQ evening road run for the prestigious trophy. This year the run is organised by Peter and Dee Houghton, last year's winners and I look forward to following their directions and seeing what Lyme Regis is like!

Only joking, the run is a comfortable hour or so and should consume (assuming your Sprite or Midget has been finely tuned) less than half a gallon of the precious stuff. My thanks on everyone's behalf for the work which Peter and Dee have put into organising this run for us.

The turnout for the Athelhampton show, organised by MGOC 1020, was very good with eight cars meeting up in the Tolpiddle layby for a mass arrival following which others turned up to create a line of 11 Spridgets with others parked up nearby.

Amongst the cars there were some unusual ones with a rare Limeflower colour on an MG Midget and Nevada Beige on a Frogeye which we had not seen for some years. Good weather and the usual well-arranged show made for a very relaxing day.

Club members worked hard to gather email addresses from 'strangers' and Ian has since included them all on our club mailing list. Hopefully some new members may turn up on club nights.

With some discussion between members at



Athelhampton there is an appetite for a trip to spend a few days in Guernsey with our Spridgets. I will be liaising with an established tour company to put together a package which I hope will be reasonably priced.

This will include bed and breakfast at a decent hotel for three nights, ferry crossing from Poole and I aim to coordinate the visit with a motoring event on the island. Further information will be circulated soon and the aim is to have the trip in Spring 2018.

Although a visit Friday to Monday is being considered alternative days may be offered if that helps to reduce costs.

If you are interested please let me know as soon as you can so that I can include you on a mailing list for priority information. Initially I will be looking to book in ten cars but more can be accommodated if there is demand.

Finally I am pleased to say that Vera my Frogeye is at last hale and hearty and with some small cosmetic touches should now be fit for the rest of the year.

**Clear roads ... John Gully, Dorset Area
Chairman**





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East Anglian MASC Report



David's MkII and Stuart's MkI Sprites

East Anglian MASC's main event this month was Higham Ferrers classic car show, this is a brilliant friendly little show with just 220 vehicles (seven of which were Midgets or Sprites) covering almost 100 years of motoring. Higham is a very pleasant historic little town, with our venue a short walk from the centre. Having invited MASC to attend for the fourth year running the organisers were treated once again to warm sunny MASC weather (the sun always shines on the Spriteous).

The organisers of this event issue tickets with arrival times on them to stagger arrivals (mine being a civilised 10 am), I set off for the 30 mile trip in good time and very pleasant weather so arrived a little early (hadn't allowed for my 948's ability to beat the satnav). My early arrival was no problem as I drove straight in and was escorted to our area by a super efficient marshal and precision parked (next to the best coffee seller on the field). Being first to arrive I set up the MASC flag and stowed the satnav in the boot (another advantage with the MkII Sprite) and went for a wander round to see if I could spot an early bird bargain on one of the stalls. On my return Stuart had arrived in his brilliant yellow Frog, and was sipping an excellent cup of coffee from our neighbours, I decided to get a cup and while queuing (the coffee was very good and there was a queue all day) the rest of our party arrived, but I was especially pleased to see Chris and Mary in our only Midget of the day. I spent most of the morning chatting to people and looking at a wonderful selection of vehicles, before walking in to the town for an excellent lunch at the Griffin.



MASC stand with Chris & Mary's only Midget in the Village

After lunch I returned to the show in good time to see the Red Arrows flypast, it was stunning and they came in spectacularly low and very fast, but it was just that, a flypast, blink and you would have missed it (but well done to the organisers for arranging it). This event always seems to have a brilliantly relaxed atmosphere, which seems to rub off on everyone. I was invited by several owners to sit in the driving seat of their pride and joy while we chatted about the vehicle and its unusual features were demonstrated to me. I think my favourite was a well loved Citroen light 15, this car being a French import rather than the English Slough built version, was very basic and very original and all the better for it.



Lovely original Citroen Light 15

I always hold off writing this report until after the FBI night, and on this occasion it was especially nice to welcome Ken, a newly rejoined member, to the beer garden.

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



All this fits in a Spridget!

Classic Nostalgia

July saw the Shelsley Walsh Classic Nostalgia event in full swing and as ever there were plenty of attractions. Whereas last year the Group B Rally cars (aka the Killer "B"s) were featured, this year featured the Group A and WRC Rally cars. Some were just on show, but many were gaily charging up the Hill banging, crashing and turbo dumping as they went. One of only two remaining ex works Rover SD1s was looking good as well as the ex Russell Brookes Ford Sierra Cosworth (weird thought – has this car got the same gearbox as my Mk 11 Midge now that I've gone 5 speed?) The Mitsubishi Evos were hard to beat, although the WRC Prodrive built ex Colin McRae Scooby Doo Impreza was also very rapid. Also featured were pretty much all of the vehicles owned by the record breaking Campbell family. Amongst them was an Aston Martin Le Mans which Sir Malcolm Campbell owned plus an Aston Martin DB2 owned by Donald Campbell in the 50s. Also worthy of note was the Bugatti that Malcolm Campbell sold to Miss Margaret Bond in the 20s. The 700 hp Napier Bluebird W12 Replica was also on show; it's a replica of the car Malcolm Campbell drove at 174.88 mph on Pendine Sands in 1927 and is powered by a 1920s aircraft engine.

Logistics



Quart into a pint pot!

I saw the Shelsley event as an opportunity to test if our full MASC exhibition/event hardware could, a) be transported in its entirety in a Spridget and b) be erected by one person. Other Area Reps please take note! Pictorial evidence shows that indeed the full size red and white Gazebo including frame, aluminium exhibition table inc cover, four flags inc bases plus usual spare wheel hood and hood frame do indeed fit in a Midget. In order to achieve this feat, I did have to remove Ange from the passenger seat but to be fair I only met with token resistance!



Alfresco H of E Crew

I arrived on the MASC pitch bright and early, if a little low slung and set about unpacking. All went swimmingly until I got to the part where the Gazebo uprights had to be lifted to full extension.

I was stumped for a moment and then decided to bring into play my trusty old Rugby Lock Forward line out technique and the job was done. Imagine my chagrin, when, as the accompanying images show, when all and sundry were assembled later, the Gazebo was spurned in favour of a pitch in the Sun! Ah well!

Out and About

There's still plenty to do and see before the Summer is out, the Warwick Retro Classic Car Show being on August 13th. The advice was to arrive early which Les and Elaine Jeans headed but seemingly not early enough, as pictorial evidence shows them taking up Squatters Rights on the pavement in Central Warwick! There's no deterring us doughty Heart of Englanders.



Les and Elaine camp on the Warwick Pavement

The Pershore Plum Festival, which is always a good day is on August 28th and we will also have a presence at the Shakerstone family Festival on Sunday 3rd Sept.

Slick Tip

Everyone has their own opinion about the best Oil for our cars be it for the gearbox, diff, shockers or engine. There is, however a company who sometimes slip under the radar as far as Classics are concerned, as they do a wide range of lubricants including for agricultural use etc. as well. I have the advantage of living near to the premises of Westway Oils and so have the opportunity of picking up from the Sales Counter and also chatting with the guys. What they do is extensively analyse the properties of what are considered the very best oils and then produce their own unbranded version with the same or improved properties but without any price tags. The Mini Community have been using Westway for some time and if there's one thing that hot minis need it's good oil. I can only speak as I find, and I buy a brilliant semi synthetic 20W50 from Westway at £20 and I used to pay £40 for a branded equivalent.

Check it out on <https://www.westwayoils.co.uk/automotive>

End of an Era

Gary hands his editorship over to Neil Thomas this Autumn and I'm sure that worthier men than me will heap praise upon him so all I have to say is:

GARY LAZARUS – LEGEND!

Steve

From the Bowels of Bristol

It's been just over a year since our branch relocated itself from the eventful village of Pucklechurch to the quiet Hamlet of nearby Codrington. We became too involved with the life and times of Pucklechurch, the village elders expected us to be a part of the local rituals, many of which involved stagnant water, being kept out very late at night or daubing paint in unusual places. The penalties of non compliance were fearful, so we moved. Codrington by comparison was a revelation; it was so quiet, too quiet in fact. Didn't notice much at first, the pub, the Wishing Well which is our meeting place, didn't seem to have any locals. Now, after a year of monthly meetings, I have noticed more – of nothing.



That explains it!

The few cottages never have any lights on, none have any dust, opps sorry, recycling bins. None have letter boxes. More recently, I have noticed that none of the gates have hinges or handles. The local school has no door, not even a hole to put a door in. Codrington has all the makings of being a film set for the original 'Avengers' TV series. Now, should we be worried by this or simply

mind our own business at our once a month gatherings? Yeah, we'll do just that and move onto the next subject.

Which is - ? Oh, I don't seem to have one. More to the point, since our relocation, our gatherings have been incident free. Nothing out of the ordinary has happened; it is rather as though we have been transported into another world than the next pub along the road. I think I will get off this subject, it might be tempting fate.

Which brings me onto the final subject this month. I have a confession to make.

Our Bowels of Bristol reports are not always what they seem, in truth, each has been a caption competition, but in reverse and with only one competitor. How it works is this, I write the report, which is the caption, then Gary, our editor who is the only competitor, finds an image to match the report/caption. It's been an ongoing competition which sadly, is soon to finish. Gary is hanging up his editor's hat, so ends many years of the Bowels of Bristol caption competition. Even more sadly, despite Gary being the only competitor, he has never received a prize for all his submissions of related images. Sad 'ole world innit?

From all of us at the Bowels end of things, we say a big thank you to Gary for all his years of editorship. You have done a great job Gary, but just not great enough to win a prize from us. Next please.

Terry Horler.

P.S. Gary, if you are looking for a nice, quiet retirement place in the country, Codrington could be just the place to disappear into.



Devon Area Reports



On a fabulous sunny August Saturday we set off to the Torbay Steam Fayre Rally where we had set up our designated MASC area with bunting and sail, unfortunately a few of our members were on holiday so were unable to attend, however we were able to muster 5 cars being Bob & Jane's MK4 Sprite, Chris & Gill's MK3 Sprite, Louise's 1500 Midget, Mike's MK3 Midget & Colin's Sebring Replica Sprite.

Quite a lot of interest was shown by perspective new members who were given Mascot Magazines to wet their appetite. Hopefully we will see them at our monthly meeting 2nd Wednesday of the month at Court Farm Pub Abbotskerswell Newton Abbot. Good ale, good and company, lots of Spridget talk! What more do you want?



We had a grand day out on Sunday 20th August in spite of bad weather forecasted to come from the west by mid-day. We altered our original plans which were to attend Frogmore Regatta near Salcombe, instead we went nearer home and had breakfast in Totnes, which is only 6 miles

away from Newton Abbot and Torquay. So, 10 of us set off in 6 cars Bob & Jane Mk1V Sprite, Chris & Gill Frogeye, Mark & Olivia his daughter Mk111 Midget, Mike Mk111 Midget, Louise 1500 Midget, David & Jane Frogeye, all arrived at the Riverside Café (above) for a full English. Our little cars parked together, were much admired by the passing public and some even recalled their fond memories of cars owned in the past. How often have we heard that story! There must be an amazing amount of ex Spridget owners out there.

Time for the off, next stop Sharpham Vineyard situated on the outskirts of Totnes on the banks of the river Dart, where none



of us had visited before, we had a good look around and saw a vast selection of different wines, sparkling, red, whites and rose amazing I had no idea. Then off again before the weather turned to Bow Bridge and the Watermans Arms a character pub alongside the river which serves a good pint of Devon Ale to quaff. Then it started to drizzle as forecasted, so rain stopped play. We made our way back home all still with roof's down. What a smashing impromptu day out. Here's to the next time which won't be far away.

Our little band of 7 Midget's & Sprite's set off on a hot bank holiday Sunday to Ugbrook House, the seat of Lord & Lady Clifford just



outside Newton Abbot, who had generously opened their house and grounds to host a classic car show in aid of Help the Hero's.



We arrived on bloc so we were able to park together as per photo Mike in M111 Midget, Barry & Diane in Mk11 Midget, Mark in Mk111 Midget, Jane & Bob in Mk1V Sprite, Stan & Lynn in Frogeye, Chris & Gill in Frogeye and Dave & Jane Frogeye.

For the hungry & thirsty there was a hog roast & beer tent, what more you want!

Our display created a lot of interest looking very impressive lined up together.

A couple of stray Midgets were spotted so copies of Mascot were duly left on the driver's seat's, one owner made himself

known and said he would come to our next meeting, watch this space, it does pay to advertise.

Unfortunately, all good things come to an end so packing up our tables chairs and sun umbrellas we bid farewell and set off for home feeling very tired after a good day out.

We meet 2nd Wednesday of the month at Court Farm Abbotskerwell (near Newton Abbot) TQ12 5NY 7:30 / 8:00 pm all welcome.

Chris Wood Member number 5130A/B

Market Place

Wanted: A good/minimum repair needed body shell for early Midget or Sprite, for rebuilding a Hillclimb / sprint car. Contact Steven on 07968 233245 or email spowellv1p@gmail.com

For Sale: Historic road rally or race car. Full details and description on page 23 of this month's Mascot. Asking £12,000 Contact Kirk on 0788 308 1488 or email kirkjgreen@hotmail.com



For sale: Superfluous new Spridget parts for sale originally bought from Moss : AHA7304 Reinforcement, B post to shell arch, RH. £9. MS25R Repair panel, inner bulkhead, RH. £18. (Bath or South Gloucestershire). Contact: John 07813084046, email: moon@edisonfordifa.co.uk

For sale: For a <1500: set of new high performance double valvesprings..Moss/triumph tue TT1307 cost new £32, accept £20 ono. Two lower fulcrum pins, 2A4020 new, 9.00 the pair, ono. Second hand 1500 ashtray good cond £3.50. Near

Brighton, Tony on 01273 833144 or tony.boyle690@btinternet.com

For sale: Parts for a 1275 ribcase Sprite/ Midget gearbox. These are the bits which are usually needed to rebuild a worn box. All are new genuine NOS and are in British Leyland boxes except where noted: Contact jamesk20@gmail.com

1x 22G1100 Laygear – in perfect condition, very rare in NOS – £275 (not boxed)

1x 22G1118 Complete 1st/2nd gear synchroniser – inner AND outer – ultra rare and perfect - £300

4x 22G673 Layshafts – £40 each (genuine pieces NLA)

7x 22G1121 3rd gears – £65 each (completely NLA)

11x 22G1114 Reverse gears - £35 (four in BL box, all gears perfect - NLA)

For sale: Frogeye parts- seats, bumpers, wheels, side screens, radiators x2, petrol tank, gearbox, pedal box, distributor, heater motor etc.. All in need of TLC. Contact John – 07711136700

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