

October 2017

£2 No. 403

Mascot

The Magazine of the Midget & Sprite Club



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

OFFICERS

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

AREA REPRESENTATIVES

BRISTOL	Terry Horler , Tel: 01454 881770 email: rebelwithasprite@hotmail.com
CENTRAL	Dave Warren , Tel: 07831 101850 email: central.masc@live.com
DEVON	Michael Ellis , Tel: 07527 598091 email: michael_ellis@live.co.uk
DORSET	John Gully , Tel: 07876 334949 email john.gully@btinternet.com
EAST ANGLIA	David Dixon , Tel: 01733 222810 email: e-dave@hotmail.co.uk
ESSEX	Gary Knight , Tel: 01376 562172 Mob: 07932 077305 email: gknights@live.co.uk
HAMPSHIRE	Terry Langridge , Tel: 01252 626063 email: friendlyfolk@midgetandsprite-hampshire.info
HEART OF ENGLAND	Steve Newton , email: newton-gemini@sky.com
HOME COUNTIES	Mark Hall , Tel: 01296 660103 email: markdhall@aol.com
NORTH WEST	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btopenworld.com
KENT	Currently vacant
LINCOLNSHIRE	Gary Lazarus , Tel: 020 7700 5696 email: garyfrogeye@gmail.com
LONDON	Neil McLeod , Tel: 01772 466648 Mob: 07921 089 680 email: neil_mcleod2@outlook.com
NORTH WEST	Ian Cooke , Tel: 0115 938 3838 email: ilcooke@btinternet.com
NOTTS/DERBY	John Austerfield , Tel: 07778 636070 email: austerfield.07@btinternet.com
NORTH NOTTS & SOUTH YORKS	Grahame Gibbins , Tel: 01235 530456 email: grahame_gibbins@hotmail.com
OXFORD	Graham Smith , Tel: 0141 954 8276 email: smith.graham@yahoo.co.uk
SCOTLAND	Valerie Young , Tel: 01460 391431 email: peteryoung81@aol.com
SOMERSET	David Hill , Tel: 01239 811307 email: david@hill.be
SOUTH WEST WALES	Mike Gorman , Tel: 01737-552256 email: gorman698@btinternet.com
SURREY	Chris Harding , Tel: 01342 718860 email: harding.cm@btinternet.com
SUSSEX	Andy Cross , Tel: 01225 743554 email: andyspeedbox@gmail.com
WILTSHIRE	Rob Armstrong , Tel: 07889 090411 email: mascyorkshire@gmail.com
YORKSHIRE	

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

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

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

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October Editorial



When I handed in my editorial notice in June 2016, I felt that October 2017 seemed like ages away. However, these last 16 months (and 16 issues) have flown by. So here I am writing my final editorial as editor of *Mascot*.

Re-reading my August 2008 first editorial, I thanked outgoing editor Barry Lowe for his sterling efforts and innovation. In his two years at the helm of *Mascot*, Barry took the magazine from a mostly black and white publication of 11 issues per year and turned it into a twelve monthly full colour quality publication ranging on average from 36 to 40 pages per month, full of articles, reports and adverts befitting a club much larger than ours.

I took over a bit by accident and only intended to fill in until a permanent replacement could be found. If I thought at that time that nine years and 120 issues later, I'd be writing my final editorial, I'd have run a mile.

But in truth, it's been a great experience and on the whole, a relatively easy extension of my existing Spridgeting

hobby. It's definitely opened many doors to the classic car world, which I could never have imagined at the time.

The simple brief I set myself has been to always remember that *Mascot* is a club magazine for the benefit of its members. Like our cars, it doesn't have delusions of grandeur or feel the need to appeal to a wider audience. It simply has to be fun and work most of the time. If I've achieved that without breaking it or driving people away, then I'm more than satisfied.

So now that I'm retiring, what I'm really looking forward to isn't the extra free time, it's simply receiving *Mascot* through my letterbox without already having read and reread its contents fourtimes that month!

I wish incoming editor Neil Thomas (that's him on the cover, by the way) every success with *Mascot* and I can step down in the full knowledge that it's in very safe hands.

Very many thanks

Gary

The deadline for articles and reports to be included in September's edition of *Mascot* is Tuesday 17th of October.

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: Incoming *Mascot* editor Neil Thomas arrives in style while at Prescott Hillclimb School three weeks ago, where he achieved Top Score

MASC Weekend 2018



**August 24-26th 2018
and AH Sprite 60th Anniversary Show**

Wroxhall Abbey Hotel Warwickshire



Following the successful MASC Weekend in 2015 we are planning to hold a further one in 2018. This will be held at the Wroxhall Abbey Hotel CV35 7NB in Warwickshire. It will include a Car Run on the Saturday through the Warwickshire and Cotswolds countryside followed by a Gala Dinner on Saturday evening. On Sunday 26th August we will celebrate the Sprite 60th Anniversary on the Show Field at the hotel and all Sprites and Midgets are invited. Let's have a Party.

Book the date 24th – 26th August 2018 and come for the whole weekend or just the Sunday Show. Further booking details and costs will be in the November Mascot.

Stuart Watson



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://yorkshiresc.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 each month 8.30pm onwards at the **Tame Otter**, Lichfield Road, Hopwas, Tamworth, B78 3AF, 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 **Stonemasons Pub & Restaurant**, Ilminster TA19 9DJ. 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 October the facebook page has 1094 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

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

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**



A Nice Way to Go Transpotting

I saw this period image of Rubber Bumper Midgets (and occasional MGB) awaiting export from Southampton's East Dock and thought that I'd put it in *Mascot* for no other reason other than I liked it. The only foreign imports that I can see in the photo are a Volvo up the street, plus a Vespa type bike and a Honda moped in the foreground. A fair few pounds worth of 1500 Midgets in today's terms.



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

Classic Motor Show - NEC 2017



Lancaster Insurance Classic Motor Show

10th - 12th November 2017, NEC.

The nights are drawing in, there is a definite chill in the air and the leaves are beginning to fall so it must be time to start thinking about the forthcoming Classic Motor show at the NEC.

I have been a little slow in starting this year's preparations, but I do have 5 of the 6 cars pencilled in and the last one in mind, which is just as well as I am going on holiday in the middle of October, so I need to have the bulk of the planning done by then.

The cars and their owners will be detailed in next month's *Mascot* as usual and the club discount code will be published in the show advert on the next page, just to make it even easier the single ticket code is CSCMS17 at £21.50 and the family ticket is CFCMS17 at £48.00 for Saturday and Sunday only. Tickets can be bought online at:- www.necclassicmotorshow.com/tickets. As normal, if you hand in your ticket stubs or printed voucher to us on the club stand, the club will receive £1 for each one. At last year's show the club received £40.00 so it is worth it.

This year we will be in hall 3 stand 378 so do come and see us and bring those vouchers with you. We will also be having the For Sale board up again, so if you have any spare parts you want to sell on, this is an ideal time to advertise them and it is of course free.

If you haven't done it before why not come and give us a hand for a day, you get a free ticket and you get to meet all sorts of likeminded enthusiasts from current owners to prospective owners and other interested visitors and the chance to get to know some more of your fellow club members. The Tea and Coffee are free as well! Give me a call and I can make the arrangements.

Looking forward to meeting you there.

Alan Pritchett

a.pritchett@btinternet.com

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Best in Show Again



Best in Show - 1961 Austin Healey Sprite Mk 1, owned by Bill Harding (right) with Chairman Chris Hardey (left)

My Frogeye has done it again with a best in show.

In June my Frogeye was voted and picked as the best car on show at the Chipperfield Classic Car gathering run by the Harrow Club (featured in the July issue of the *Mascot* magazine). On Sunday 17th September I attended the Classics on the Green classic car show and Steam Fair at Croxley organised and presented by the Watford & District Classic Car Club (WDCCC) and again my car won the best car in the show award.

This is a far bigger achievement than in one in June because there were probably getting on for about 300 vehicles to choose from and out of that lot, it was my car that was picked as the best overall. There were a few factors why my Frogeye was picked as the best classic car in the show as I will endeavour to explain. Chris Hardey is the Chairman of the WDCCC and he was having a good look around my car, when he suddenly said to me that he has made a decision and proceeded to remove some bit of paper from his pocket. My reply was "what's that then?" He said that he is going to make this the best in the show and was very impressed with the car. He stated that the car looks completely original with no fancy wheels or any additional modern lights

and that everything inside the cabin also looked original. He commented that not only that he was attracted by his originality but also this car was a good example with no rust visible. It also helped that that he hinted that the Frogeye Sprite was one of his favourite classic cars with its unique design and character with a touch of cuteness. In addition prior to Chris arriving to judge my car, around half an hour before there had been a short downpour of rain and I had wiped the raindrops from the car and dried it off to a polish. So my car gleaming when most of the other vehicles were still covered in raindrops.


Shortly after, the presentation took place with both me and Chris either side of the car and I was presented with the "Best car at the show" trophy which is a piston rod on a plinth which I get to keep.

Winning such a prestigious award as the best car in show makes me very proud and is the result of the hard work that is needed to keep a classic car in such a good condition that it can win prizes.



The award


Bill Harding.



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For some it's the iconic status...



For others it's the marque...

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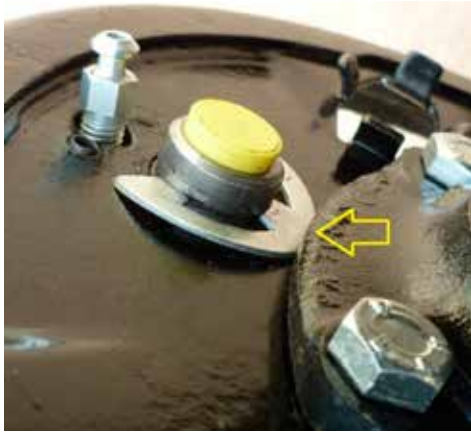
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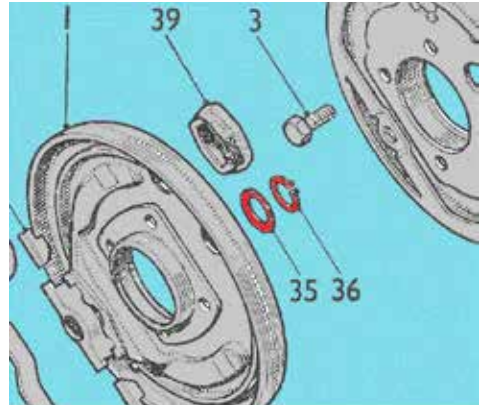
Have you ever noticed that it's the small things that often create the most maddening problems? In 'The Memoirs of Sherlock Holmes' Arthur Conan Doyle may have hit the nail on the head when he wrote "It has long been an axiom of mine that the little things are infinitely the most important". Alternatively, perhaps it's just that our frustration increases in inverse proportion to the size of the offending object.



Once installed, the modern 'C'-shaped brake cylinder circlip will interfere either with the end of a Spridget's rear axle (top) or with the bleed nipple (bottom).

The modern 'C'-shaped circlip which is supposed to secure one of our later-style (double piston) rear brake cylinders to its back plate provides an excellent illustration of this general observation. As far as I can

tell, no alternative is currently available from the usual suppliers and, although the thing costs only a few pence, it is almost impossible to install without the use of a fancy tool costing £10-£15. Worse, once installed it won't fit properly unless a piece of it is either sliced off or ground away - when it is then seriously weakened. Hell hath no fury like someone who has just shelled out more than £10 and still failed to install a **** circlip worth 5p. Giving up in disgust, some people have thrown away the circlip, removed the brake cylinder's retaining pin, tapped a thread into the pin's hole and used a small bolt to secure the cylinder to its backplate - but note, this is not a good idea: the cylinder must be able to move slightly to allow proper engagement with the brake shoes.



Originally, the brake cylinder was secured with a quite different circlip (part 36) and a 'Belleville' ('wavy') spring washer (Part 35). The circlip is still freely available but not so the wavy washer.

A much better approach is to (a) throw away the modern circlip, (b) sell the fancy tool to the owner of a different car with larger brake plates and (c) revert to the original method which uses a different circlip and a special wavy spring washer. Sadly, this is not easy to do unless, like me, you acquired a box of the special wavy washers years ago in the days when such things could still be purchased across a BMC Parts counter.

An original circlip (arrowed orange) with its special wavy washer (arrowed yellow) are

Brake Circlips



here compared with the modern “C” shaped thing which is supposed to do the same job.

The dimensions of this elusive wavy washer are: 25.4mm outside diameter x 17.7mm inside diameter x 0.71mm thick x 1.7mm high. I cannot find anything like this in any catalogue. What I have managed to do is locate a manufacturer who is prepared to make them for us (minimum order 250 @ £1-39 each). If you are interested in purchasing washers at this price, please do mail me as this will enable an estimate of the likely demand. Thank you.



Here the brake cylinder is secured with an original circlip and wavy washer. Installation is easy and the result is perfect.

John E. Davies (Member 3443)

jed2@cam.ac.uk

Another Sprite Used in a National Advert



After the AA's use of a cartoon Frogeye in an advertising campaign last year, another “smiley faced” Sprite advert has appeared. This time its P&O Ferries featuring one of our little cars to tempt the public into using their services.

Their offer, should you be interested states:

“Qualifying bookings will be those made 26/09/2017 - 08/10/17 for specific travel dates (see full terms and conditions for applicable dates). UK and Republic of Ireland, 18+. All claims must be made via www.poferriesfuelback.com. Only up to £15 or €15 will be paid as cash back.”



Images thanks to and © P&O Ferries Holdings Limited

Tips from Notts

Tips from Notts – brake cylinders on square-bodied Spridgets



Kevin fixes the loose brake cylinder

While touring the Alps with Alan Anstead's Alpine Miglia group, one of the cars developed a scraping noise from the right rear wheel which disappeared while braking. Investigation later in the day revealed that the brake cylinder had somehow lost its small roll-pin which helps locate it on the back plate, thus allowing the cylinder to move around inside the brake drum.

Alan Anstead advocates dispensing with the roll pin altogether and then tapping the hole in the back of the cylinder in order to take a small bolt which then secures the whole mechanism quite nicely to the back plate.

On this occasion, in order not to disturb the cylinder and brake lines, a "running repair" was made by using a self-tapping screw into the roll-pin hole, which I am pleased to report lasted all the way back from France. Kevin purchased a pair of new cylinders on the return home, which have now been fitted.

For the traditional fixing of the cylinders... If you have trouble fitting the horseshoe-shaped spring clip which is meant to secure the cylinder to the back plate, I advise spending a few minutes with a file reshaping it before attempting to fit. Filing the leading edges as shown in the photos allows the clip to be positioned onto the grooved recess at the back of the plate, from where it can be struck with a small hammer downwards into the groove. Note that the bleed screw needs to have been removed first, and a further small amount of filing from the top (centre) of the clip allows the screw clear access into its hole, as new clips obscure the threaded hole when fitted this way up.

Please note that Frogeye brakes have different cylinders (see Dr John Davis' article).

Ian Cooke

Notts + Derby Area Rep.
ilcooke@btinternet.com



Original clip with top filed down" and ...



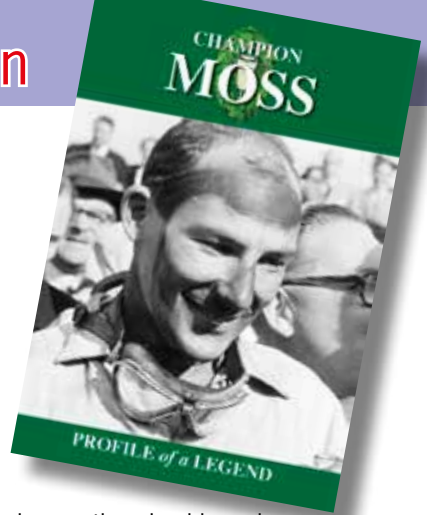
Clip with leading edges filed too"

Caption Competition



This month's caption competition features a pose which many of us have probably assumed at least once over the years. It also has the added bonus of featuring the lower torso of widely read but rarely seen regular Mascot contributor, Dr John E. Davis.

The competition is very easy (as usual). Simply email the editor with a suitably humorous or daft caption for the photo above.



The winning caption should reach the editor's in-tray no later than Monday 16th October 2017. Please email to editor@midgetandspriteclub.co.uk

The prize will be a DVD "Stirling Moss Profile of a Legend" produced by Duke DVD.

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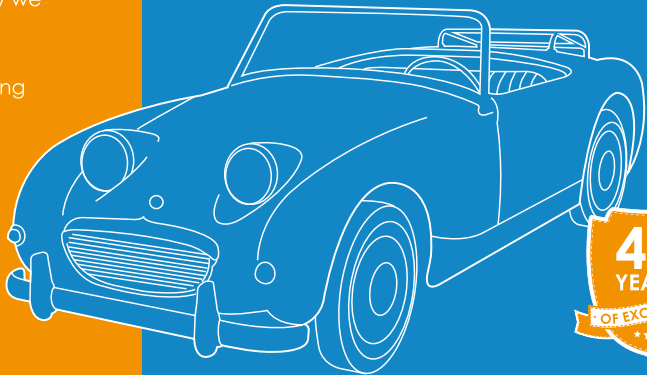
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New Members August

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

5481	Mike Read	Derbyshire	Midget	1500
5482	Ryan Reaves	Oklahoma USA	Sprite	Mk 3
5483	Frederick Billard	South Yorkshire	Sprite	IOW Frogeye
5485	Michael & Sue Brown	Oxfordshire	Sprite	Mk 2

Hello from new and recently joined Members



Andrew Clarke's Frogeye which appeared on the new members page in the February 2016 edition of *Mascot* as an unrestored bare shell but now finished and ready to be seen in public.



I'm Andrew Starr and I'm a new member from Poole in Dorset. Here is a shot of my MK4 Sprite that I am just finishing restoring. My wife and I have owned the car for 39 years though it has been off the road for about 30. Needless to say I am looking forward to getting him back on the road.

2017 - September 2017



New member from last month, Jamie Barrowcliffe writes to say "Update to my entry into the New Members Section for September, as of today, I'm now the proud owner of Fidget, a 1972 Gan5, Midget."

Regards - Jamie



and District Car Club hill climbs at Loton Park in Shropshire.

Five years, and various tweaks and improvements later, and several trophies along the way, we have just completed our fifth season in which I managed to place third overall in my class in the club championship.

I really like this photo, taken by Geoff Robinson of 2020 Zoom (<http://www.2020zoom.com/>) at the August 2016 meeting at Loton Park. If you use the photo I'd be very grateful if you would credit Geoff.

With best regards

Colin Mee
Member no 5423
Shropshire

Having joined MASC at the NEC Restoration Show back in April, the arrival of the September Mascot reminded me that I have not sent you a photo of my Sprite.

After spectating at hillclimbs for many years I finally decided it was time to join in in 2012 and that a Sprite would be the best car for me - not too fast and relatively simple for a non-engineer who learnt everything I know on my Morris Minor and plenty of scope for improvement. Having grown up in Leamington Spa and frequently admired the cars in Donald Healey's Warwick garage as I cycled past in my youth, it had to be a Sprite for me.

I quickly ruled out Ebay basket cases - I'd never finish rebuilding it - and 'concours' examples - I'd be too afraid of denting it - and eventually found a MkIV Sprite with an MoT it didn't deserve in Dorset.

After a winter making it fully roadworthy and adding things like a roll-over hoop for safety, my son and I started competing in Hagley



New member Simon Atha with his 1500 Midget at the recent Central Area's Market Bosworth evening meeting

Getting there quickly

Hi Gary,



This photo is as it was almost 50 years ago, (purple, well it was the 60's)

To remind readers 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!

I have been working on my Sprite's restoration virtually full time since I sent you the "New Member" photos in August and have made significant progress. Yesterday I re-installed the Engine and all the suspension and running gear is also in place.

I have found the most time consuming part is waiting for small items such as nuts and bolts to arrive.

Now for lots of rubbing down and the topside paint job.

Here are two photos, one showing lifting her off the rotisserie and back on wheels for the first time in five years.



The other shows me bolting the engine in place.



Ken Kelso

Bristol Area's Revelations Exposed!

Hi Gary

Following the revelations in the Bowels of Bristol update I now see the real reason for your having to relinquish the role of editor - you've been rumbled: the Bristol chapter doesn't exist, and never did until very recently.

In 2007 I started restoring a Frogeye (still going!) and thought I'd visit Terry Horlor's group in their Pucklechurch pub. Now, that place looks like something from "The Village of the Damned".



The actual image that appeared in the Bristol Area report of January 2015

It currently has two pubs, neither of which has ever hosted club meetings. The locals, in response to my enquiries, exchanged strange glances and, with what in retrospect seemed like subtly malevolent glee, directed me along an unlit path (now called Hobbs Lane) to "that old inn". To my surprise the building was derelict.

Relieved to get home I did a bit of research on the place. Apparently the village was founded on land granted by Boadicea to the Gaelic victor of a battle with the Romans. Oddly, this champion was a Harridan from the Highlands, mother of 16 children, and aptly nicknamed Ma Scot. The Romans believed her band of warriors to comprise devilish imps and odious dwarves (Sprites and Midgets in Latin). On the land granted she built a pagan temple and established a small settlement named Puck-le-Church. Historians say that a medieval inn was built on the site of the temple, and this was subsequently razed to the ground by Fairfax's civil war army who claimed that the place was haunted by flying spirits.

Whatever the truth of these tales the innkeeper of Terry's hastily arranged 'new' meeting place does not believe a word of the stories of previous Bowels meetings. He did point out, however, that his own pub used to be called the Codrington Arms. Cod-ringing was an old and unique springtime activity in this quaint fishing village on the Severn estuary. The young fish were caught and ringed with brightly coloured bands in order to identify their owners, a task performed by the young womenfolk, much to the amusement of the local lads. No doubt Terry knows more on this subject.

Best regards

Alan Crowther

Don't Throw It Away Till You've Checked

I recently broke down in DVJ (on the busiest stretch of the Shropshire A41 with no verge!) The problem appeared to be a distinct lack of spark due to the failure of my alternator. Interestingly, the only two things that have halted my progress in the Midget were both modern upgrades – electronic ignition and alternator. The offending item was 10,000 miles and 3 years old and I had recently liberally sprayed it with engine oil when I left my dip stick on the garage bench before setting out on a lengthy journey, so I thought fair enough. I did however, check the alternator before I ordered a new one to find a dodgy soldered joint to a metal connector. Re soldered and re fitted, it was working

perfectly 10 minutes later. Moral – never throw anything away until you know what's wrong with it!

Steve Newton HOE Area Rep

Aaargh aaargh and aaargh again!



A library image of Geoff's car from Treffen 2016, I think we can see a pattern emerging

As reported last month the naughty Frogeye finally arrived home in a covered transporter some four weeks after being shamefully retired on the second day of the Annual Treffen held this year in Bergisches Land, a National Park about 15 miles east of Cologne. Although the insurance company efficiently organised the recovery they forgot to arrange the repatriation from storage in Wuppertal.

A change of sump oil seals failed to cure the slow running tap like oil discharge so it was out with the engine and gearbox after advice from cleverer mates than me, who suggested a defective oil pump gasket or a missing oil gallery plug. Removal of the gearbox, clutch, flywheel and back-plate proved it to be the latter which had become loose. The same clever mates bless them, made a new brass plug and all is back together ready for the next calamity.

Next year the Treffen is to be held in the Hamburg region although the date is not yet clear it is likely to be from May 31st to June 2nd. Watch this space!

Geoff Hunter



by Peter Traynor

As part of any restoration project there is a time when one asks oneself where to go on the maiden run. It has to be somewhere challenging, interesting and if possible one of the items on the 'bucket list'.

One of these was a trip to the Outer Hebrides.

The cars were still only partially complete when the decision was made back in early February to go for it. So, much time was spent on the internet arranging ferry crossings and accommodation.

The Cal Mac Ferry Hopscotch arrangements were chosen (4 ferries) and made, three accommodations were also booked. One hotel, one B&B and one guest house. With a forth on the mainland at Gairloch.

Huge efforts were then made to complete the nut and bolt restoration in time.

The cars are both Frog-eye Sprites of 1959 and 1960 vintage. One Old English White and Iris Blue respectively.

It all kicked off on the 22nd of June about 08:45 when we left Blair Atholl Caravan Park, the Sprites having been kept under cover overnight. Both cars were fully loaded, the boot space being generous although interesting to access.

Next stop Oban for the Bara ferry. First south on the A9 then west to Aberfeldy much of which being along the side of the River Tay. Kenmore was next then along Loch Tay. The long slow climb up to the Ben Lawers turn off, a definite proof of engines and mechanics, all was well.



Waiting for ferry

Adventure Part 1

Killin, Lix Junction, Crianlarich, Tyndrum next with a welcome coffee break at the Green Welly. Much interest in the cars. On we went along side Loch Awe to Connell Bridge then arrival at Oban. The road here was a perfect combination of bends and smooth roads a joy to drive. The cars were parked in the Calmac Ferry on ramp awaiting the ferry arrival.

Oban is a nice place to walk around and have a snack.

We loaded onto the MV Isle of Lewis in prep for the 4 3/4 hour crossing to Barra. The Frogeyes looked incredibly small in the bowels of the ship, more so when surrounded by large Vans and SUVs.

Two hours sailing saw us in the ships restaurant where we had a very nice lunch.

The weather closed in with squalls making the sail through the Sound Of Mull quite dramatic.

Soon after passing Tobermory we left the shelter of the Sound sailing into open sea. The sea state picked up with the ship rolling a bit, but a Wee Goldie soon settled any Mal De Mer.

Just prior to arrival the heavens opened up. Disembarking onto the island of Barra at Castlebay was damp to say the least, however the hotel was only 200 yards from the dockside. A warm bar and more Wee Goldies beckoned.

With the luggage out, tonneau covers fitted, we threw over and hooked on the rain covers as best as possible.

The Hotel was fine with a first class evening meal and after another off to bed.

Breakfast was excellent. While the drivers were stowing the covers, loading up and checking round oil, water etc., the wives were left to settle the bill. They came rushing out to the car park stating that the receptionist had told them the 9am ferry was leaving in 15 minutes due to tidal reasons. The ferry landing ramp was diametrically on the opposite north side of the island. The receptionist had said to go clockwise as the road was better and that she would phone ahead to inform the ferry that we were on our way. Both cars sped off, picked up the clockwise road arriving on the north side of

the island twenty minutes later to see the ferry pulling out from the pier with the ramp fully up. Damn!

The receptionist had also said that pre-booking was also essential as at that time of year as it was busy. So back round to Castlebay for some, 'hole in the wall,' money and to speak to Calmac about pre-booking, one full circle. It turned out that the return trip back only took 12 minutes as it was shorter, although the road was slightly rougher!! The Calmac office was closed as the Mainland ferry had left earlier, more damn!

In the bar the previous night we were told that the following weekend would see the Barrathon take place. This is twice round the island as the road is 13 1/3rd miles one way. We can confirm these distances!

The next ferry was 11am which we made ok and got on no pre-booking needed at this time. Half way over the Twin Otter came into land on the beach, the only such landing type in Europe it was quite a site.



Bus stop restaurant

Driving north through Eriskay, South Uist, Benbecula and North Uist there were many hoots and waves of appreciation for the cars which was nice. Roadside cafes or hotels are few and far between. When we came across a Co-op in the middle of nowhere we stopped to get sarnies and drinks, (non-alcoholic of course). The weather was cloudy but ok with a cold wind rising. The picnic lunch was served in a local bus shelter which worked well as a transparent wind break. Luckily the bus never happened along! The drive through the Machair of the Uists was indeed spectacular.

Benbecula was similar, and where the buildings of the ex MOD missile testing site were very visible. At the North Uist the white Frog (me & Margaret) were leading when we noticed that the blue Frog was not to be seen in the mirror. After a few minutes we reversed course not knowing what we would find. Stopping at the crest of a rise in the road when we drew to a halt with a "heiland coo", young but with huge horns, in the middle of the road with a facial expression of, "whae dare tangle wi me", look. Dave & Joyce were 50 yards beyond the coo. Prudence had prevailed as Dave waited for a modern car c/w windows, metal roof etc. to shoo said coo away. The strategy worked fine and we were soon on our way.

We reached the B & B at Sollas, North Uist, which was very comfortable, the landlady being a very charming soul from "doon sooth". Luggage was decanted, what next?

We jumped back in the cars and went to a Black House, a very low thatched roof dry stone walled "hunker" down dwelling we had seen earlier. It was not a museum as we had thought and when Dave tried to go in the door for a look-see he was shooed off by the house occupant!! Oops!!



On the Road

Speaking to our landlady, it became apparent that the ferry from Berneray to Leverburgh was going to be a problem as we had not made a specific

booking. The landlady also said that a storm was on the way and would peak at about 1 pm. We zoomed round to the terminal at Berneray which was a concrete ramp in the middle of nowhere, hoping to find out what was happening to be faced with to 2 guys crashed out in sleeping bags, in the office come toilet block, having been there for god knows how long. By this time the gale was at about 40 knots, with things looking less than

hopeful. The positive side was that there was no rain only wind.

About 40 minutes later the ferry touched down, spat off its contents of 14 or so cars and van, raised its ramp pronto and zoomed back out into the bay, did a pirouette, then shot off south west to lay up against the causeway, from where we had come, obviously sheltering from the storm. We turned around motored towards the docking area to ask the crew what was happening. Cal Mac are notorious for lack of communication to their passengers. A crew member told us to come back for the 3pm ferry, when they expected the gale to blow over. This was at 10am.

Off we went heading for Lochmaddy for an early lunch and walkabout and to get out of the storm. Lochmaddy is the port for the ferry to Uig on Skye. The booking attendant did allow us to "book" the 17.20 ferry with a, "maybe" boarding for the 3pm ferry depending on volume of cars and if all booked customers would turn up!! So after lunch, back to Berneray in the standby line and wait for the 3pm ferry.

Just before 3pm the ferry left its safe moorings and returned to the boarding ramp area to complete the embarking of vehicles on the dockside. All were loaded with the exception of 1 van and 2 Frogeye Sprites!! It was foo!

At 17.20 we finally got on a ferry to Leverburgh!! And what a crossing, wow, it zig-zaged all the way between red

and green buoys for approx 50 minutes, between rocks, shoals, outcrops, sand bars and very big seas. One of those experiences you tend not to forget.

The rain came on.....
To be continued next month.

Peter and Margaret Traynor and David and Joyce Sinclair



Rough seas to Levenburgh

Home Counties North West



Keith Warner's 1380cc Midget next to HCNW Area rep and MASC Chairman Mark Hall's 948cc Frogeye



Andrew Actman representing Harrow Car Club at the Birket 6 Hours

Is There Anyone Out There!

Ann and I have been members of MASC now for about 10 years and during that time have made friends, met enthusiastic members, enjoyed weekends away and had many great drives and days out.

However, in recent times we have noticed a decline in the number of members in our area who choose to participate in the events we plan throughout the year. We produce a calendar of events early in the year, usually listing several events that are on each month. We then nominate one event per month and suggest to our Area Members we attend as a group and fly the MASC area banner. We also have the occasional road run ending up somewhere for lunch. We welcome suggestions and would be pleased to hear about events in our area that you think may be of interest to us that we perhaps do not know about. If you want to organise a road run that would be good too!

To end on a positive note, our monthly social event (full details in the front of *Mascot*) is generally well attended. If you choose to eat at the pub we would ask you to let Mike & Sue know so they can book numbers. Otherwise just turn up for a chat – all welcome.

Keith & Ann Warner,
HCNW

Better Brakes

Recently a friend of mine, Andrew Actman, proprietor of Lenham Sports Cars in Kent and also an experienced Spriget race and rally car driver, asked if he could have a drive of my 1970 1380cc Midget.

His comments after the drive were positive but suggested the brakes could be better! My car runs with standard front discs and pads and rear drums. The car is used mainly for touring with occasional spirited road driving when conditions allow, no track use intended. Andrew suggested trying Ferodo DS1-11s but at a cost of £140 per set I decided against these and started some research. In the end the pads I purchased after taking some advice from James Bloor at www.raceparts.co.uk, 01491 822000, who was a great help, were Mintex from their Classic Range, MLB37C.

Having now driven about 50 miles with the new pads I am pleased to say I have felt an improvement over the standard pads. This is not a technical report and I have not carried out any stopping distance calculations.

Keith Warner,
HCNW

Where are they now?



circa 1985

XRU 909

Received via Facebook.

Hi Gary, Sadly no longer an owner but wondered if the owner of XRU 909 is on this site?

This was 19th July 1984. I know it was £550.00 sold "as seen". I saw the ad in the local paper when I was on the tube. I got into the office, phoned my wife and told her to get round to the seller with whatever cash was in the house as a deposit. Wife not impressed!! This was a strange "dealer" in Buckhurst Hill Essex

The bonnet was all metal and quite good but the bulkhead was pretty rubbish where the hinges were. But worst of all, some lunatic had switched earth. So the lovely gearbox and dynamo had gone and even worse the loom had been cobbled and soldered to "fit"

Inevitably it caught fire which caused a lot of smoke but not too much further damage. I had the bulkhead welded and did a few bits every weekend but unfortunately this was the era of massive interest on mortgages and with three kids under 10 and work going



Image © Ian G Phillips

crazy, there was no time and no money! So I reluctantly had to part with her. Sold on for about the same as I paid in 1988 I think. This was in Woodford Green Essex.

MASC was able to supply intermediate and up to date images of Mike's old car but although we know that the car is currently on the road (now in blue) and we think it's in the Bristol area. We are unaware of the details of the current owner. Do you know anything about this car?

Mike continued:

Great to see the car so beautifully restored. She was BRG and very sad when I had to part with her.

Mike Smith (via Facebook page) KMM 344B

Hi Gary, Alan and Stuart

I'm trying to track down my dad's old Sprite which is currently SORN (reg KMM 344B). I spoke to the Midget Register and they said to try the Midget and Sprite club as they also have a register. Can you help?

The attached photo of the car including my sister and I is from circa 1985 (ish). We were based in Chalfont St Peter in Bucks.

My dad bought it from a guy at the end of our road around 1981 and it was essentially





a wreck. He pushed it home and set about making it road worthy.

He used it daily until the early 1990s when the engine expired on the M4 in a contraflow between us and Bristol (he was commuting at the time).

I remember him telling me that the engine was some kind of mix'n'match and when it expired he sold it on and bought a Triumph TR7 (which is still on the road somewhere according to the DVLA!)

It would have been around 1992 that he would have sold it on in the local area and from then on I don't know.

I believe the owner got in touch with Dad to check up on its history sometime in the late 90's and then it went quiet. Checking the DVLA records show it as SORN. So somebody has it and is still updating the paperwork each year, even if they're not driving it...

Thank you all for your help!

Mark Christy

An update since the original request came in to the Midget and Sprite Club.

On 26th September Mark emailed MASC to say thanks for the information provided by the club

Hi Everyone, Just to let you know I've now spoken to the previous owner's son, the car is still in the same family and currently undergoing a full nut and bolt restoration!

It had been off the road since 2004. In 2012 the previous owner was going to do a full restoration on it, but he died shortly before the work started. Tomorrow it goes into the paint shop... so hopefully not long before its back on the road again!

Thank you for your help

Mark Christy

If you know anything about the cars featured on these pages or are looking for information about a current or previously owned Spridget, please contact the "Where are they now" section of Mascot by emailing to editor@midgetandspriteclub.co.uk

Kent Area's Tuning & Diagnostic Session

The Word is spreading.

Three Kent MASC cars were booked in for a Tuning & Diagnostic Session with A.C.Dodd at ML Motorsport, Higham Kent on Saturday 30th September.

Two other members also came, one to collect newly A.C.Dodd refurbished twin S.U. Carburettors, and another to collect a Regulator loaned whilst a defective one is sent to Dr J.E.Davies for refurbishment.



John Wheatley's Midget receives a leak down test

First to receive attention was John Wheatley's 1275cc M.G.Midget. John thought that the car was performing well. However when taken through the rev range a miss-fire was apparent from the start. A compression test showed some variations but then a leak-down test showed nothing untoward other than perhaps attention to the valves, and their seating contacts, might benefit in the not too distant future. No inlet air leaks were found when WD40 was sprayed upon the inlet manifold joints. Eureka! The fault was found to be within the ignition distributor where an advance spring had collapsed. John will send a suitable distributor to A.C.Dodd for refurbishment and have the car set up properly perhaps at the next Tuning & Diagnostic Day.



John Clark's Frogeye

Next was John Clark with his Frogeye. John's car had recently benefitted from an engine rebuild that he, and I, carried out in my Garage. Compression ratio was set at 9:1 and an A.C.Dodd RT camshaft had been fitted. A.C. had refurbished John's S.U.s and recurved a 25D distributor to suit.

The needles in the S.U.s were customised and the ignition set. After a road test John appeared happy!



A.C.Dodd (rt) adjusting mixture as Mark Mathews watches

Mark Mathews was next with his 1275 Sprite. Mark's car has a reconditioned engine by a local professional machine shop that, at the time of build fitted a Swiftune SW5 camshaft and high lift rockers. A.C.Dodd fitted an alternative distributor, custom needle in the single HIF carburettor and all was well.

By now the morning session had crept into the afternoon so that we had to depart.



London MASC member's Tifosi Rana 'Frogeye'

Not long before we departed a London MASC member, having read of my praise for A.C.Dodd in Mascot, had travelled from the west side of London through M25 traffic to see what A.C.Dodd could achieve on his 1275 Tifosi Rana Frogeye. Perhaps we will be made aware of the results?

Alan Anstead
Kent Rep

Somerset Happenings



Sue Withycombe's Midget at WSR Show

With the holiday season in full swing there were fewer of us than usual around to enjoy days out together during the summer. However a visit to the village fete at Whitford near Seaton was a welcome break from daily routine, with a chance to see the entries for the garden produce competition, drink some local cider and beer and eat a cream tea whilst enjoying an afternoon in the sun with friends.

The next day a few of us attended the West Somerset Railway classic steam rally. Another annual show on the outskirts of Taunton, attracting exhibitors and visitors from all over the West Country, and we took the opportunity to take a ride on one of the trains to Bishops Lydeard.

We then headed north for a couple of weeks staying with family on the boarder of N.Wales with Shropshire. We took to the railways again visiting the Llanfair/Welshpool and the Llangollen railways and experienced a 3hr. ride on the line from Porth Madoc to Blaenau Ffestiniog as well as seeing some of the attractions not visited when living in the area.

Just south of Oswestry is the fascinating attraction of The British Ironwork Centre. Here a number of skilled artists use scrap metal from dozens of sources including domestic appliances and car parts to produce saleable 'works of art' whilst teaching students the basics of metalworking.

The Centre boasts the UK's largest Metal Safari Park, where hundreds of creations were on show over several acres of parkland, with prices ranging from a few pounds to many thousands. The two main attractions are the 'Spoon Gorilla' and 'Knife Angel', the UK's national monument against knife crime.



Silver Back Gorilla



Knife Angel

Whilst we were away a mid-month run across Exmoor attracted the regular bunch with a break for lunch at the Bridge Cottage Tea Rooms, Winsford. A few more local village fetes were also supported.



Marion Edwards' Frog at Powderhan

The Honiton Hill Classic and Steam Rally was held on the late summer bank holiday weekend, at the Smeatharpe airfield. Now in its 44th year, this two day annual event attracts over 1000 entries including agricultural equipment and machinery, classic tractors and row upon row of classic tractors. With steam powering many machinery demonstrations, a tractor pulling competition and plenty of on-site food it all added up to a great weekend.

Peter Young



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East Anglian MASC Report



Peter Chase's Midget at the Peterborough car show

I didn't get to attend any car events, other than the monthly FBI meeting and stumbling on a local event on Peterborough river embankment whilst cycling along the towpath. As we had not included this event in our area calendar I had forgotten all about it, so was surprised when I encountered one of our members (not local to Peterborough) walking towards me along the river bank under the willow trees. It seems Peter had decided to attend the event (had I known I would have joined him in the Sprite). After a brief chat I had a look around the small collection of classic cars (50 or so) and continued on my cycle ride. Later, on my return I called in at the car show again and was just in time to catch up with Peter as he was leaving in his black Midget.

A few of our members attended the Hunstanton Kite festival (this event tends to attract more classic cars than it does kites) on 20th August. The MASC contingent met at Milton and set out for Hunstanton in near perfect weather for both classic cars and kites, they were eventually joined by Dave Dawes and friends in emerging classics (a 230 SLK and a Noble M12). Two highlights of the show were a fabulous Triumph GT6 based Vincent Hurricane and an impressive kite display choreographed to music and featuring three kites operated by one person. Lunch just had to be fish and chips on the green overlooking the sea (fish always tastes better on the coast). After a great show our Valiant Masceteers returned home via some very dubious, but largely traffic free back roads, one of which was even gated!



The yellow Frogeye of Stuart Admans

I attended the FBI night which was a bit autumnal, dark and with threatening heavy rain did not attract any proper cars, but fortunately did attract a few other stalwarts. I had been asked by the motoring press (a lot of which is based in Peterborough) if I could find them a Frogeye Sprite to take part in a photo shoot for an article about the Stibbington greasy spoon (on the A1) on it's 60th birthday and Stuart (my volunteer) informed me that he had had a good day in front of the cameras. I remember when I was a young tearaway visiting this establishment a number of times in the early hours of the morning on my way back from some club or disco. I even left my first Midget there many years ago, having suffered a fractured oil gauge pipe and decorated the engine bay with the contents of the sump. I returned the following day with a can of oil and a means of plugging up the oil gauge drilling in the engine block.

A note for your diary East Anglian MASC Christmas lunch 10th December.

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

Dave Dixon

(AKA Red and sometimes blue Leader)

d-dave@hotmail.co.uk

Scotland Area Report



Austin Sprite prior to restoration

It has been quite a hectic month since my last report in *Mascot*. The Morris Traveller has now had the wood duly sanded, treated with cuprinol and then more than a few coats of Danish Oil applied, so that it is protected for another year.

After my rantings last month concerning my perceived lack of metalworking training in colleges (at least local to me), I was contacted coincidentally by the local technical college to see if I, along with some other elderly gents, would be interested in enrolling in a sheet metal work course. I think it was to make up the numbers really. There are only 2 apprentices and the 4 old guys but it keeps us off the streets and I am looking forward to learning some new skills.

It will be fun, but as they do not have an English Wheel it will not help with my Frogeye wing problem. Even if they did have the equipment, I think the tutor himself (although good) would be the first to admit that he did not possess the sufficient knowledge needed in this particular field, and I do not think that I could develop the ability on the short time of the 12 week course.

After the article appearing I was e-mailed by fellow member Eric Flack who offered to get in touch with his U.S. and Australian contacts. Eric will be well known to many of you and he is currently recuperating after a

hip operation; so I know everyone will wish him a speedy recovery.

I also received a visit from a member Guy Weller, who I was helping out with a couple of wheels. Guy and I have the same cars, namely an Austin Sprite and a Frogeye and have chatted via e-mail over the past year, so it was nice to meet him in person. We could have chatted away for hours about Frogeye things but as Guy had a long journey back to Cumbria we had to say our cheerios'.

I have just completed booking my train and hotel for the annual pilgrimage to the N.E.C. so I hope to meet some old acquaintances there

Finally I would just like to add to the many thank-you's to Gary for his sterling work in editing *Mascot* over the years and I am sure forthcoming spare time is already accounted for.

Graham Smith



And one of the rear

Graham Smith
Scotland Area Rep
Tel: 0141 954 8276
Email: smith.grahamf@yahoo.co.uk

Scotland Area meets at 8:00pm
on the 3rd Tuesday of each month
at the Windmill Tavers,
4 Thorniewood Road,
Uddington G71 5QQ

MASC North West Area



This year we had fourteen cars that turned out for the Oulton Park Meeting. I think we saw the best display of classic cars we had ever seen! So obviously this event is becoming increasingly popular! Unfortunately it is also known for being a rather 'wet' event. But for a change we enjoyed a dry and sunny day which always adds to the enjoyment, so for all those that had been on their knees and praying hard for good weather, our prayers had been answered! Unfortunately one of our members Ian Jones, who particularly loves this event, was unable to join us due to ill health. We missed him not being with us, but may we all wish him well and hope his health improves very soon.



Hack Green

On the 3rd September 2017, two of our members Chris and Annette organised a visit to Hack Green secret nuclear bunker, so secret at one point we were worrying as we went further and further into the countryside whether we would ever find it!! Chris and Annette also organised a treasure hunt by hiding 20 parts of a car around the display rooms and our job was to find them!! This certainly got our observational skills sharpened and I could sense a certain amount of competitiveness growing amongst the ranks, even though it was supposed to be 'just a bit of fun'! But with a bottle of

champagne at stake for the winner one or two sets of teeth were bared on asking the simple question of oh! How many questions have you done???? The final result was a tie with 17 points per couple between Bernie and Lynne, and Mike and Karen! A nail biting tie question was asked by Chris for the "Booby Prize" as we all held our breath Bernie and Lynne just got the answer by split second, glad I wasn't the referee!. The winners were then ceremoniously presented with the small bottle of "chambers" as a consolation prize, dare I mention that Neil and I managed 19 points between us, but we were surpassed by Val and Graham got the whole 20 parts so WELL DONE THEM . I am just whispering this to you so don't say anything, BUT! There was no mention from our valiant winners of sharing their large bottle of champagne, I will say no more!!!

So it only leave me to Thank Chris and Annette for organizing a great time for us, buying the bottles of Champagne and what a wonderful time we had by all winners or losers it was GREAT!

Last thought before I go! With the state of the world as it is at the moment, with Korea and the USA getting ever increasing "trigger fingers on that all important red button, Neil suggested that it might be prudent to book us in for bed and breakfast for what could be a very long stay!!!!!!

Happy Motoring!



Shelley and Neil

Central Area Report



A New Home, the Tame Otter

The big Central talking point this month has to be our move to a new home. The task of finding a venue that members can meet at seems at first an easy task. Somewhere friendly, welcoming, that is roughly in the middle of our area, one that serves a variety of drinks and above all one with a safe off the road car park. The task it seemed was more difficult than I first thought. As we meet on a Wednesday it seemed a good idea to drive around places that members had suggested and those we thought might be worth a look during a night in the middle of the week. Empty bars, barking dogs, unfriendly welcomes, pot holed car parks filled with water were just a few of the things we encountered. Then we called into the Tame Otter, Lichfield Road, Hopwas, Tamworth B78 3AF. It seemed to tick all the boxes and having been forced to move three times now in as many years by pubs closing down, we needed somewhere that seemed like it might be a thriving and welcoming venue. So how did the first meeting go at our new home?



Not the happiest looking otter!

Arriving in my Midget I was soon spotted by Richard and Ian from the Notts/Derby

group, pints half empty sitting outside under a parasol. Before I had chance to say a proper hello to them I could see John and Geoff both pulling into the car park in their Midgets. We moved inside to order drinks and sit in an area the Bar manager thought suitable for a small group. However, we soon needed to move tables and chairs when we were joined by Mike and Bill. John and Rich then arrived together with a friend and I could see them scanning the room for more chairs. Prospective new member John Powis had come along to discover the pleasures of MASC and was quickly joining in conversations with regular members about his car. Keith and Justin appeared pints in hand, Keith standing in the middle of the room with a Haynes manual trying to get help with a problem on his car, Justin moving amongst us handing out free side light bulbs he had left over in a surplus bulk buy. They were quickly followed by David and last but not least Gary. Maybe just as well some regular members were on holiday or unable to come.



David's Frogeye shell dipped and treated

David is in the process of restoring his Frogeye after thirty years of neglect. Having spent endless frustrating hours freeing parts he has now stripped the car completely. He arranged for the body shell to be dipped and cleaned and it has now been returned back to his home. Flicking through his iPad, he pointed out the areas he thought needed strengthening or replacing. One of the good reasons for coming to monthly meetings is there is generally someone who has "done

it" and it was not long before members were giving advice and help. Fingers crossed David left at the end of the evening feeling he was not alone in his quest to restore his Frogeye. Also at the meeting was Gary. The last time I saw Gary his car was being loaded onto a recovery vehicle. Whilst returning from our visit to Bletchley Park his car had developed a major fault and being very sensible, realizing it was probably a faulty head gasket, had decided to go no further. Gary had soon removed the cylinder head to see he had made the right diagnosis. The gasket had split between cylinders three and four.



And after fitting

This prompted quite a discussion once again about the quality of new parts even though he thought he had at the time bought the best available. Gary has now fitted a new gasket and I am pleased to say the car sounds well again and ready to make its first visit to the Tame Otter.



Gary's split gasket

Dave Warren
Central MASC

Email to central.masc@live.com

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A date for your diaries now – do not miss it! SUNDAY 20 May 2018 – Frogeye 50th birthday party – details to follow.

Following the suggestion of organising a few days in Guernsey there seem to be enough members wanting to go to make it viable. I'm in touch with a couple of MASC members on the island and hopefully we can put together a reasonably priced package which will appeal.

Working with a recognised travel company it all got off to a good start until the hotel selected decided that they could not cater for a group like us. They were assured that we are not a bunch of rubber-burning hooligans (well most of us!) but would not be swayed. The search continues.



A few of us turned up at Henstridge for their wings and wheels day and were treated to a fly-by of the Red Arrows with 11 Hawks in formation. Parking next to a Ford Consul they subsequently moved (what did I say?) and Dave Stebbing swiftly filled the space.

Other members were around, some in non-Spridgets (I have a list of names!) and some nice cars and vintage aircraft turned up. Dave was so excited that he fell asleep only waking when a departing aircraft was noisy.



Our main event on the August club night was the annual PDQ road run, this year organised by Peter and Dee Houghton – thanks both for your hard work. Nine cars departed to face the challenge and eight returned. But it was a good run with clearly visible clues which made for safe traffic but did fool some!

With a potential total score of 43 there were some close results. Third were Francis and Yvonne Bugler (40), second Ian and Chris Beaver (41) and first Rob and Catherine Oakley (42), who not only received the PDQ trophy but also have the privilege of organising next year's run.



Peter and Dee Houghton present the PDQ trophy to Rob and Catherine Oakley (L)

Our next club event was a visit to Wimborne Model Town one evening and 20 people turned up, some in their classics. This small attraction in the town of Wimborne shows how the town and shops were in the 50's, all built in approx. 1/10 scale. It was good to see the Frogeye of John Brewster, John normally having to miss our club nights due to work commitments.



A couple of weeks later I again visited the model town and added my Frogeye to their display in conjunction with the Mini Steam and Vintage day. A laid back day in sunshine and with good company and some interesting transport to view.

But I must end with something of a rant. Most show organisers try hard to accommodate the needs of display car owners, the cars

Dorset Area Report



themselves and the viewing public. A recent show that I, and others, attended was an example of ignoring those needs and satisfying only

the 'procedure' planned for the day.

Cars were parked up in four long rows, all close together with just about enough room to open the doors. On a very, very hot day the spaces between the cars and rows quickly filled with chairs and sunshades as people tried to stay cool. This effectively discouraged some members of the general public to venture in to view the cars and I witnessed someone on a mobility scooter give up trying to access the classics.

After 5 hours in these conditions some people tried to leave 'early' but were prevented from doing so by being shouted at, blocked in or by security guards who appear to have been hired to prevent movements taking place. The last straw for many who did escape was to be faced by a closed gate which was not opened until the official 'leaving' time. We were threatened with "not being invited next year" – who would want to go back?

Well rant over and as I write this the season closer is tomorrow with Classic Cars on the Prom at Christchurch. May the sun shine...

John Gully, Chairman
Dorset Area MASC

Harman's Cross 2017

Despite the adverse weather prediction, sunny start to the day meant that Rob and I had an uneventful open-topped journey to Harman's Cross and, picking the right time to return, also open-topped on the way back. No we hadn't forgotten the hood this time!

It was noticeable that there was not the same number of vehicles as previous years. Perhaps they had been put off by the adverse weather forecast, or maybe other activities in the area had taken precedent. However we did spot a couple from Durnavarria, Peter and Pam, and from DAMASC, Pete Downton, Chris Smith and Roy Kendrick.

Rob and I took the first train of the day down to Swanage and had a very enjoyable

morning watching the dancing and listening to the music, whilst having Elevenses and Lunch. Again in Swanage there did not seem to be the same number of people watching and dancing. The weather must have played a part in this although the morning was sunny and quite warm

However the rain started around lunchtime and so Rob and I made our way back to the station and had a ride to Corfe Castle. After looking around the station we wandered into town, at which point the rain was quite heavy, so straight into the café for afternoon tea.

Back to the station for another trip down to Swanage via the observation car and then straight back to Harman's Cross. When we got off the train, the heavens opened and in the short trip from the station to the event field we were soaked. Community tent was the first venue as there was no way we were going to put the hood up on the car in the pouring rain.

Eventually we could see some blue in the sky and then the rain finally stopped. The next task was to get the car out of the car park that was now very muddy and quite rutted. However all went well and we had an uneventful trip home. Having not been to Harman's Cross, for a few years it was nice to know that some things don't change.

Cath Oakley

Harman's Cross Show Cancelled on the Sunday

Chris and I turned up on the Sunday to find that the show had been cancelled. However they allowed us to park on the grass just inside the gate, as the adjacent car park had already filled up.

We used the train to go to Swanage and Corfe and had a conversation with Peter and Steph, from Harman's Cross station platform, to the Corfe train that they were on. We also met Pete Downton, and Chris Smith, at Swanage Station. We managed to stay dry the four hours we were there but needed the hood up for travelling as it rained both ways

Ian B

Heart of England Stuff



Jim at Curborough C&SC photo shoot

Jim Willis

You will all know by now of the untimely passing of Jim Willis, General Secretary of MASC and key member of the Heart of England section. I have been a member of MASC for a comparatively short period of time and many members knew Jim a lot better than me. On joining the club, my first job was to collect all the event equipment from Jim's barn and trek over to Silverstone to erect it so I had chance to get to know him on the journey. I have to say that he was the most helpful, down to earth guy that I've ever met; I've never known him to get angry or upset and he never had a bad word to say about anyone. I will greatly miss his common sense solutions to all problems and his unflappable demeanour. His death so soon after wife Rosemary's passing only a few short months ago puts me in mind of a Shakespearian Tragedy; incredibly sad.



Stan and Les anticipating some Plums

Plum Festival

The Plum Festival at Pershore took place over the August bank Holiday and featured all manner of Craft Stalls, homemade foodstuffs, including "Auntie Caroline's Pickled Onions and Chutneys" plus the inevitable profusion of fresh fruit. Of course the event attracted a great number of classics including a good H of E contingent who managed to bump into each other (not literally) despite the challenge of chaotic parking.



Andy Bourne relaxes with John and Ann Platt after winning the Norman Wisdom goes on a hiking holiday look alike competition

Shackerstone

H of E maintained its presence at The Shackerstone Family Festival in early September and despite leaden skies threatening rain all day on the Sunday the attendance held up well. John and Ann Platt were in their Classic Caravan rather than their Classic Car and entertained Stuart and Syb Watson plus myself royally with tea, cake and banter.



Fun in the park

Fun in the Park

Rosemary Couch aided and abetted by hubby Alan is definitely due a Big Up from all at H of E! Every year she tirelessly promotes the Fun in the Park Event in Solihull and even adds Bacon Butties at Chez Couch prior to arrival at the event to increase attendance. This year charities which benefited from the event were Breast Friends, Burnaid and Acorns Childrens Hospice. The Sun shone down on the event which offered live music, craft ales etc. as well as the Classic Car section. Nice one Rosemary!

Steve Newton

Market Place



For Sale: 1979 Midget 1500, one owner from new, 21,000 miles, very original, needs minor cosmetic work. £3,000. Contact jflooks@yahoo.co.uk 01789 209087 (Stratford-upon-Avon)

For Sale: 1960 Frogeye Sprite, almost completely original, steel bonnet, gauges. Seats, A series engine, smooth gearbox, etc. wheel arches have been flared to accommodate larger wheels which are non-original, stored 30 years so need trailered away. Buff logbook and V5 £3,500 Located near Linlithgow. Scotland. Contact Mr Lezemore 01506 834329

For sale: Haynes workshop manual, Haynes Restoration Manual and Grahame Bristow's Restoring Sprites & Midgets book; £10 for all three books. A breathable Midget outdoor car cover (not used very often and in a storage bag), £50. Contact David Driscoll 07962 064555.



For sale: a pair of Midget 1500 seat frames, stripped ready for refurbishing. Reclining levers work. £25 for the pair. Contact Gary Reeves 07803 833089 or gveeves@gmail.com



For Sale: Black Honeybourne hard top with all fixings, condition as new, for a Mark 1 Frog Eye Sprite £400 Tel: 01444 484747 [Haywards Heath]



For Sale: 1959 Frogeye Sprite. Little used in recent years, will require some re-commissioning. Engine was overhauled and has been regularly started. Overall condition is good with new hood, leather seats, chrome and tyres. At some point the front brakes have been professionally converted to a disc brake set up.

Rear deck of the car has been cut out to align with a hard top. Side screens may be by Healey which would sit with the 'higher' Healey hardtop which would fit this car but is not included. Hood included together with tonneau cover. Offers invited around £14,950 Contact David on 01202392804 (Bournemouth)



For Sale: 1972 Black Mk3 MG Midget RWA £7000 ono. MOT Sept 2018. In immaculate condition, dry use only for last five years. Previously owned for 30 years by a family friend. Pretty much original specification. Many replacement parts and details of all work carried out available upon application. To view, test drive, discuss, Contact Simon Plain 07784702894 or 01929 288458 evenings. Bere Regis, Dorset. Email: simon_plain@hotmail.com

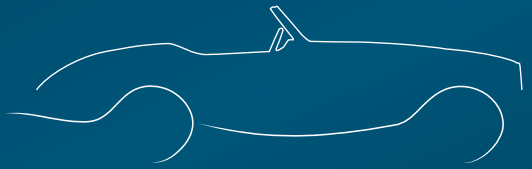
Image below of original bonnet on 248DXN courtesy of Jonathan Whitehouse Bird



Wanted: Original Wiper rack wheel box for MK1 Sprite - Lucas no 72674. Must have brass shaft with good threads. Contact Nigel: 01773 872483, nigelbaston@btinternet.com



For Sale: Fiberglass front which was made by Jonathan Peck moulded from the original bonnet of 248 DXN. I paid Mr Peck £650 for it and I would like to get my money back if possible. Contact Allan Clark 07775 935 813 email a.clark475@btinternet.com



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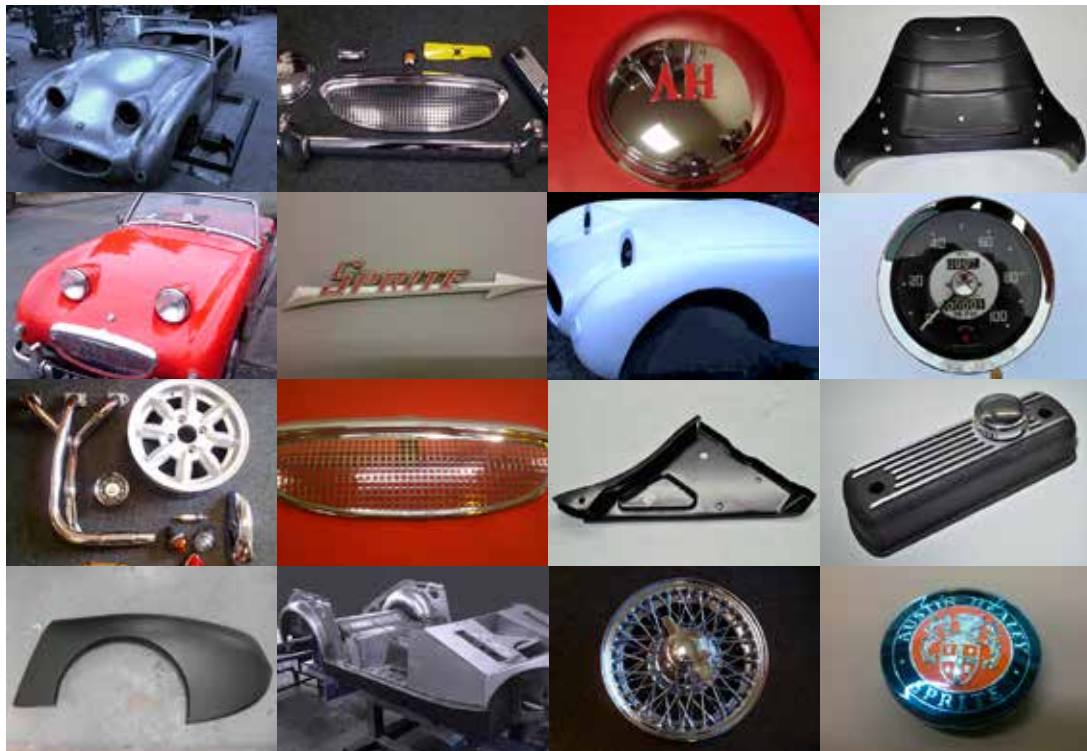
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