

MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 416 NOVEMBER 2018

£3

New MASC committee appointed



OUTSTANDING CLUB
MAGAZINE OF
THE YEAR 2018
HIGHLY COMMENDED



NEC PREVIEW BY ALAN PRITCHETT

ANGOULEME BY BERNIE HIGGINSON

ALSO IN THIS ISSUE: TOWARDS SAFER BRAKE LIGHTS • EARLY CLUTCHES • A BARD'S STORY • PEAKS TO LAKES

**Specialist vehicle
insurance from
people who share
your passion.**



rhspecialistinsurance.co.uk

0333 043 3911



From iconic models to future classics –
we've been providing specialist vehicle
insurance for over 40 years.

WELCOME

TO THE NOVEMBER EDITION OF MASCOT

NEIL THOMAS

editor@midgetandspriteclub.co.uk



I can't believe that it is 12 months since I took over the editorial role from Gary Lazarus. The time has just flown by. The magazine has evolved during this period and I am always looking for further opportunities to develop it further. I welcome your suggestions.

I recently learned that a well known club magazine, with a massive club and history behind it, employ free lance writers to supply it with material for its magazine. I was shocked and this probably explains the annual subscription fee it charges. MASCOT doesn't need this approach as we have excellent club members who send in material to me for publication. Thank you. Please keep this material coming, it is appreciated so much.

I note that our calendar of events section has been a bit low on events this year. Please may I appeal to you to send your events into me for publication in MASCOT, after all our magazine goes to every member. Posting the events on social media in no way ensures that our members know what is going on. MASCOT first, website next and then social media.

I was delighted to see how successful the Donington Track Day was on Monday the 1st October. 25 Spridgets, the majority being MASC

members, enjoyed a wonderful day in full sunshine at this iconic track. Steve Newton refers to it in his HOE report and our intrepid septuagenarian, Geoff Goddard (who prefers to refer to himself as 'Geoffreyatric', also reports on his experience at Donington. There will be another opportunity to try a track day next year as due to its popularity with members, it would be remiss not to do another one, perhaps at a different venue next time. Thanks must go to MGOT for making it such a safe and successful day for everyone.

The AGM on Saturday 6th October was well supported and a short report on this follows on page 2. The photo on this page shows the existing and new members of the MASC committee.



In keeping with the festive season, if anyone has a nice Christmas photo of their car (in landscape format), then please send it to me. It might make the front cover of December's issue.

MASC member Keith Warboys contacted me this week to say "If anyone is yet to retax their car since the MOT Exempt law came in, to save anyone two trips to the Post Office, take your current Log Book with you. I found this out when I went to the Post Office. Also it's the V112 document that you need to fill in which you can get from the post office."

I'm sure many of you will be attending the NEC classic car show on the weekend of the 9-11th November. Once you receive this issue I believe there will still be time to get discounted entry tickets. Don't forget to drop the stub into the MASC club stand as the club can claim a £1 back for each stub. Also don't forget to buy your copy of the DVD, advertised on page 4, from the MASC stand.

Until next time, have a great month, Neil

COVER IMAGE:

Alan Thomson
and John
Rowland's Sprites
buzzed by Alan's
Eurostar

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.

THE DEADLINE FOR ARTICLES
AND REPORTS TO BE
INCLUDED IN **DECEMBER'S**
EDITION OF MASCOT IS...

**SUNDAY 11TH
OF NOVEMBER**

EVENTS CALENDAR 2018/2019

9-11 November

Classic Car Show, NEC

2019

3 June

Daks over Europe. Fully subscribed.

28 Aug - 9 Sept

A tour through Belgium, France & Germany, visiting places of interest on the way, to the Swiss Alps: there to experience Swiss alpine passes. Return via France. A tour for Sprites, Midgets, & Derivatives Only.
Contact: alan.anstead@btopenworld.com



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

AGM update

At 2pm on Saturday 6th October, MASC held its AGM in conference room 2 of the British Motor Museum at Gaydon, near Warwick. A healthy number of MASC members attended to show their support and to participate in the meeting by asking pertinent questions of the committee.

The proceedings began with our chairman, Mark Hall, opening the meeting and introducing the existing committee and four new prospective committee members. An Ordinary resolution was then proposed (and as allowed in the club articles of association) to allow the additional proposed committee members to join the committee. The reason for this is that the articles of the club state that the committee will be formed of 11 members. For the first time in many years, if not ever, there were actually 13 proposals for 11 posts. Due to there being insufficient time to set up a voting process, the proposal was put forward that for a 12 month period only, the club would run with a committee of 13 members. This was put to the vote of the members present and was passed. In 2019, if the situation remains with 13 members wishing to be on the committee, a voting process will be



undertaken to decide which eleven will be on the committee.

The newly elected committee members are:

John Collins (John will take on the role of Area Reps Delegate, taking over from Alan Anstead who stood down from the committee this year)

Liam Murphy who will be the Young Persons Rep.

Anthony Cutler, general member.

Richard Weaver, general member

Welcome to the committee.

EVENTS DETAILS NEEDED FOR 2018/2019

Area reps please make Neil Thomas aware of any events already in your diaries and any that are planned for 2018/2019 so that they can be added to this section of the magazine and the website.

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

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

NEC BIRMINGHAM

9-11 NOVEMBER 2018



BOOK YOUR TICKETS NOW!

EXCLUSIVE CLUB DISCOUNT AVAILABLE ON SATURDAY OR SUNDAY TICKETS*

Bursting with over **2,500 classic cars** and the **world's biggest gathering of classic vehicle clubs**

INDULGE your passion | **ENJOY** the end-of-season finale | **SPEAK** with real enthusiasts | **DISCOVER** new ideas & solutions

NECCCLASSICMOTORSHOW.COM

CALL 0871 230 1088*

SAVE £5.50 ON ADULT TICKETS*
QUOTE: CSCMS18

SAVE £12 ON FAMILY TICKETS*
QUOTE: CFCMS18

Celebrity guests | Discovery Live Stage | The UK's biggest indoor autojumble & trader village
Classic cars for sale | Meguiar's Club Showcase | Silverstone Auctions | Lancaster Insurance Pride of Ownership
Dream Rides | Restoration Theatre | **Free** entrance to the Classic Motorbike Show

Headline Sponsor



Official Partners



*The exclusive club discount codes are only for club members use. The codes are valid for Saturday or Sunday Adult tickets and Saturday or Sunday Family tickets only when booked in advance. Family ticket gives access for 2 x adults and up to 3 x children (aged 5-15). Club discounts will be applied to on-the-door prices. Club Adult £24.50 (£30 on-the-door) and Club Family £68 (£80 on-the-door). Calls cost 13ppm plus standard network charges. Ticket prices include a free show guide. Advance tickets are only available until midnight on Thursday 8 November 2018. All bookings are subject to a single transaction fee of £1.95. All information correct at time of publishing, see website for more information. Don't forget to hand your club voucher/ticket stub into your club stand at the show so they can benefit from a commission.

MG Peaks to Lakes Run September 2019



View from Wrynose Pass,
Lake District

Cat and fiddle, Peak District

TO



The Peaks to Lakes Weekend Run will be 6th-8th September 2019.

The event is limited to 200 people. Contact: norman@frenchbbat.com for entry form

Hotels are booked at reduced prices, lunches and tea stops arranged as well as banquets for each night.

The trip includes a surprise visit to a Lake District attraction.

The cost of the trip is £35 payable in May. At least £20 of that will go towards one of the meals. It is planned to get sponsorship money from the hotels and if we do the subsidy can rise to £25. This is a strictly not-for-profit event.

SPRIDGET
The Story of the Austin Healey Sprite & MG Midget

The Austin Healey Sprite was launched in 1956 to fill the gap in the market for an affordable sports car which had been left when the original MG Midget went out of production. Now fitting them into the 1961 MG version of the Sprite was called 'Midget', so the Sprite and Midget are referred to as 'Spridget' and the same basic car would remain in production into 1979.

This documentary covers the complete history of these cars with input from some of the men who were at the Healey Motor Company when the car was first conceived and in production. Also, the 'wanks' racing programme is featured with top Healey race driver, Chris Baker, detailing some of the Sprite history at Le Mans, Sebring and other historic circuits around the world.

Terry Horner is the Midget & Sprite Club founder and Spridget historian and he talks us through the history of the cars from their early beginnings to the last MG Midget powered by the Triumph 1300cc engine. A controversial car at the time, but the Triumph engine kept the cars on sale in the vital American market which accounted for around 80% of all British sports car sales.

Extras are the extended interview with Chris Baker and 'South-West Spridgets' where a collection of Spridgets gather at Coldharbour Mill in Devon.


Starts on time approximately 90 minutes including extras
Region 2 only. DVD compatible with most Audio/Video Digital 2.0
© Crowned from identification
No Region Code Applied
D.J. Clancy 2018

From the winners of
MINI **ROVER**

ICLANCY
www.iclancymedia.co.uk

DVD VIDEO


ICLANCY



For some it's the age...



For some it's the iconic status...



For others it's the marque...

Whatever your definition of classic we know you love it.

Here at 2Gether we feel the same and have done so for over a decade.

Tailor made specialist insurance solutions from the specialists.

Some of the benefits our policies can provide:

- Club Member Discounts
- Agreed Value
- Limited Mileage Discounts
- Free Legal & Accident Management Cover
- Breakdown Cover

2getherinsurance.co.uk

01945 586220



NEW MEMBERS

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

5760	Matthew & Gemma Harwood	Derbyshire	Midget	1500
5761	Andrew Hirst	Yorkshire	Midget	Mk 3
5762	Lloyd Santer	Kent	Midget	Mk 3 RWA
5763	David Dyson	Leicestershire	None	None
5764	Andy Hide	Isle Of Wight	Sprite	IOW Frogeye
5765	Malcolm Hoult	Kent	None	None
5767	Stewart Weller	Oxfordshire	Midget	1500
5768	Antony Goldsmith & Vanessa Mchugo	West Midlands	Midget	Mk 3
5769	Stephen Sey	Scotland	Midget	1500
5770	Bruce Cresswell	Derbyshire	None	None
5771	Gary Price	Gwent	Midget	1500
1289	Alan Thomson	Derbyshire	Sprite	Mk1

Hi Neil,

Hereby we send you a photo for the "Welcome to New Members" page. We hope it is a clear photo for the magazine.



Kind regards,
 Marc & Sander Hulskamp
 Membership no: 5749 A/B
 The Netherlands

Hi Neil

I'm a new member. In November 2017 I found a 1975, 1500cc Midget on ebay. It lived not far from me.

My future brother in law and I went along to have a look at the car. It was half complete, very tatty with the interior missing and a non runner. But it looked sound with no signs of rust and not much work to get it back on the road for the summer. Oh I wish! I submitted my maximum bid and waited for the auction to finish. Unfortunately I was out bid, and I thought I had lost the car. However the winning bidder never materialised and a week later I did the deal with the owner and the car was mine.

The car was in a much worse condition than we originally thought, under seal and various bodge repairs hid the rust well. We had to put in a new floor, inner sill, spring hangers, and repairs to the inner wings. Amongst the work required to get the car ready was new suspension front and back, new brakes, electronic distributor, carpets and interior trim.



There's nothing like a hard deadline to get things done, in this case my wedding and the car was on the road in August 2018. My children referred to it as a Noddy car, and the name has stuck.

I'm making the most of what's left of the summer, getting to know Noddy. Over the winter the plan is to strip it down, sort the body work out and paint it. Well that's the plan but I'm not sure I want to stop driving him! The novelty is going to take a long time to wear off :) Here we are off on honeymoon.....

Chris Madge
 Membership number: 5745

Hi Neil,

As you may know it is one of a handful of SuperSprites produced by the Frogeye Car Company on the Isle of Wight in 1997/8. It was the first



'production' car off the assembly line and the only one fitted with a 1.6 version of the k series engine (all others were 1.4). I worked for the company at the time and actually got paid to build my own car! It was also the only car produced in a 'stripped out version with no windscreen, hood or heater. The hardtop pictured is a later addition but gets little use!

I hope the above will be useful to you should you wish to use it in MASCOT. Please do not hesitate to ask should you require any further information.

Regards
Andy Hide

Hello,

I recently joined MASC at the 60th Spridget Event on the 26th August.



I've owned the car for 2 years and is a running work in progress.

Kind regards,
Joshua Hinks

Neil,

My name is Alan Thomson a returning member to the midget and sprite club. I rejoined at the same time with my friend a fellow sprite owner John Rowland earlier this summer. I was actually a member in the past, joining in October 1993 when Terry Horner was the general secretary. My number was 1289, with RJX77, vin AN5-43874. I'm not sure I've secured my original membership number.

As of yet I have not seen either of us mentioned in the new and rejoined 'New members' section.

Should that be the case I have attached a photograph taken by John Rowland at an airfield close to where we both live in Derbyshire. This has his sprite, YRK999 and mine RJX77 with a fly past approach to the airfield. I was flying my Ev 97Eurostar aircraft at that time and having set the pair of sprites close to the start of the runway 01 We decided to capture a photo of the A/C passing over the sprites. I assumed a couple of circuits would capture a suitable picture, however having been sent around a dozen or so times we eventually were able to create this photo, see below, of both our cars and the Aircraft.



Cheers Alan Thomson

Ed's note: Welcome both Alan and John. You even made the front cover. Great photo.

Hi Neil,

Here's a photo of my 1500 midget as it is. I bought it back in 1987 as a bit of a wreck. It's now on its second restoration after being off the road for just over ten years due to the untimely intervention of a herd of deer choosing to cross the road without using the green cross code! It will hopefully be ready for next spring! Unfortunately I have no photos of my MK1 sprite to hand which is an ex hill climb car and fitted with a 1275 engine, disk brakes and fiberglass bonnet.

Regards,
Stewart Weller



EIGHT GO MAD IN FRANCE

Well it should have been 9, but a mix up over Diane Robinson's holiday allowance from work, meant that she had to stay at home. Husband Les however, did come, as some of the accommodation had been booked on a non-cancellation basis.

So, Alan Oakes, Graham and Val Danson in Frogeyes, Les Robinson in his Mk2 Sprite and my wife Lynne and I in our Mk3 Sprite set off from Lymm Truck stop at 10.30 am on 10th September on the 250 mile plus trek to Portsmouth to catch the overnight ferry to Le Havre. Patrick and Deborah Darnes in their Midget 1500, made their own way to Portsmouth as they live a bit further South than the rest of us.



The first casualty was Alan, who's Frogeye was losing oil pressure caused by a leak from the rocker cover gasket which had slipped out of position. We pulled over while this was attended to, only to find, when we got to Portsmouth that oil was also leaking from the oil filter seal. It was decided to get on the ferry and sort it when we got to France.

We arrived in le Havre and went for petrol, Patrick and Deborah having gone to view some property they might be buying in Northern France.

Then things got worse. After pulling off the pumps, Graham found that his Frog was stuck in first gear and no matter what we tried, it refused to budge. The lever could be moved, but it stayed in first.



This was on a professionally reconditioned gearbox which had only covered about 400 miles.

The upshot of all this was that the Dansons arranged to get their car recovered to the UK and hired a modern car to carry on with the trip.

Alan's Frogeye had now become The Torrey Canyon, spewing out oil as fast as he could put it in. We had been trying to get to our first stop at Le Mans before trying to fix it, but as Alan had bought 10 litres of oil along the way, most of which was now on the French road surface, he decided that a do or die attempt to reseal the filter was the only thing to do. When he took off the canister, the seal was almost shredded. It had recently been serviced by a "professional" who probably hadn't changed even the filter, let alone the seal! Anyway Alan gambled on putting the seal back in, but upside-down. Miracle! I'll never know how, but it worked and he had no more oil problems for the rest of the trip.

At Le Mans we all just about made it to the hotel restaurant before it closed, had a nice meal and a couple of beers and fell into bed.

Next day we hooked up again with Patrick and Deborah and visited the Le Mans 24Hr Museum, which if you haven't been, is well worth a visit.

Thursday saw us on the road to Angoulême along some great roads and through pretty villages, but 200 miles in 30° heat takes its toll and we stopped





for refreshments a couple of times. The Dansons were OK in their hired, air conditioned Toyota hybrid, even though they were disappointed to not be in their poor Frogeye.

Some of us managed to take a wrong turn so we became separated from the rest, although we all managed to get to the hotel about the same time.



On Friday we left the cars at the Campanile hotel and walked into town. Angoulême is an old hill fortress town and when you get to the end of the road that leads in, you are confronted by a steep winding path up to the town, which gets the heart pumping a bit. Vehicles also have a steep climb into the centre of town.

As we walked along the old narrow streets into the heart of town the atmosphere was crackling around us. When we got there, there was lots of work going on setting up static displays of historic cars and trade stands. Open air cafes were everywhere, and considering how popular this event is, the food was not particularly expensive and the service was excellent. People were very welcoming and friendly. There were race cars everywhere throughout the town. I've never seen so many Bugattis in one place. The drivers were using the town's roads for checking systems. Magic!

We had made contact before the trip, with Graham and Terri Brunt who run a local Classic car club Called " Les Remparters" and I cannot thank

them enough for taking us "Newbies" under their wing and arranging for us to go on the Saturday run around the beautiful Charente area and also using the in town display parking on race day, plus various meals.

On the run, we were asked to dress in the period of our cars, hence the funny clothes in a couple of the pictures.



The run was great and in every village we passed through we were greeted by lots of people having picnics, waving and clapping as we drove by. Apparently it's a tradition and they do it every year. You usually get a few waves in an old car, but I've never experienced anything like what we got. They were still there quite late in the afternoon.

There was a lunch stop where we had a set meal which consisted of Duck salad, followed by Duck and chips! I suppose they must have quite a lot of Duck left over after making all that Foie Gras Pate.

There was a bit of getting lost, which of course was blamed on the supplied Tulip diagrams as it couldn't possibly have been our fault could it?

We were quite late getting back and some of us missed the de-brief and went straight to the hotel.





Sunday 16th was race day, the Circuit Des Remparts.

Race day dawned cold and clear, which belied the fact that the temperature would later rise to 32°. Graham and Terri of Les Remparters had arranged for us to have display parking in the town, so we all met up with the other local members, horrendously early, and drove in convoy to our allotted area and then on to pre-booked breakfast at a restaurant in the main square.

The whole town was like a massive, Veteran/Vintage/Classic car show. I've never seen anything like it before, not even at Le Mans. Absolutely amazing!

Ironically, Graham and Terri were unable to attend because their MGF got stuck in 4th gear and they had to go home slipping the clutch, which took so long that they missed all the morning action.

My wife Lynne had felt she was coming down with a cold, so elected to have an extra hour in bed. She joined us later that morning, feeling better. I had returned to the hotel to walk in with her, so missed some of the qualifying.

During qualifying there was a bizarre and tragic accident, when French Mini driver Denis Derex, suffered a heart attack at the wheel and crashed his Morris Cooper S. The car briefly caught fire, which was quickly extinguished by the marshals. The medics extracted the driver from the car, but sadly poor Denis could not be revived and died on his way to hospital.

Later, some of the driver's in his race withdrew in respect, but other drivers decided to carry on, also as a mark of respect. There was a poignant moment during the parade lap for what would have been Denis' race, when, following a minute's silence on the grid, the grandstands and all other spectators rose to their feet and clapped the driver's all the way round the circuit.



The racing was much like at another meeting, in as much that some races were quite sedate, and others were very competitive. The race of the day for me, was a furious dice in the second race, between an MGBGT and Porsche 911, which swapped paint and door handles all race long, the MGBGT eventually emerging as the victor, despite some dubious overtaking under yellow flags.

After the racing, we had a mooch around the town, before having a last meal in an open air restaurant next to the Town Hall.



The next day, we moved on to our next stop. Two days at La Rochelle, a lovely seaside town with a lot of history, particularly associated with the second world war.

On our second day there, we visited the IL De Rè, a lovely island just off the coast, connected to the mainland by a causeway for which there is an €8 toll. Being September, it was reasonably quiet, but I can imagine it would be very busy during high season. We had lunch Al Fresco at the Saint Martin Marina, sitting in the sun on a bench eating quiche and drinking beer.

On the Wednesday, we had a 212 mile journey to our final destination of Saint Malo, where we would spend a day on Thursday looking round the beautiful walled city before catching the morning ferry home on Friday.

We broke the journey to Saint Malo by visiting a little known private car museum in Talmont-Saint-Hillaire, called Musée de Automobile Vendée, which is owned and has been built up by three generations of the same family. There were cars there that I had never heard of. You can get round it in about an hour and a half. It closes, as do many French establishments, between 12 noon and 2pm, so we arrived at 12.30 and had a light lunch in Saint Hillaire.



After a photocall outside the museum for the three remaining Sprites, Les set his Satnav for St Malo and we arrived at the hotel at about 7pm.

Thursday was spent exploring Saint Malo and, Graham and Val Danson, having had to take their hire car back to Le Havre, meant that it was just Les, Alan and Lynne and me who were left from the original 8. Patrick and Deborah had made their own way to Saint Malo, as they preferred to do their own thing regarding travel.

On Friday we boarded the ferry for an uneventful sail back to the UK where the three remaining Sprites made their way back to the North West of England.

It was a fantastic adventure for us, filled with lots of highs and a few car related lows, but I would do it again, no question.

I feel that a special mention has to be made about Graham and Val Danson, who despite the disappointment of losing their recently acquired Frogeye, were determined to carry on with the holiday no matter what. They almost cancelled their hotel bookings, as they could not find a hire car. But, courtesy of a very kind Frenchman, who took them and their luggage round all the hire companies in Le Havre until he eventually found one that had a car available, they were able to carry on.

Also, Alan Oakes, who even after he had resolved the oil leak problem, started to get a coolant loss issue, so he had to carry copious amounts of water and keep topping it up. He never found out whilst in France, where it was going!

As a footnote, if anyone wants to go to the Circuit Des Remparts next year and would like some guidance as to doing it, please don't hesitate to contact me on 07905 412265 or at b.higg41@gmail.com It really does have a unique atmosphere, like no other motorsport venue I have ever been to.

Bernie Higginson (member 1287)

WHAT DO YOU DO WHEN YOU'RE BORED?

Well, this idiot decided to organise a Coast-to-Coast trip for the MG community. I thought I'd get 30 cars, if I was lucky. So, how does 98 cars and 191 sound? That's how many drove from the iconic, Eric Gill designed Midland Hotel in Morecambe, to the Mount Hotel in Scarborough on 18th August.

This little project of mine just kept getting bigger and bigger.

We started the weekend with a banquet for 121 MG owners (actually a few had other cars, but I'm not a snob so allowed them to take part). The Saturday morning started at 7 with Lynne, my wife manning a desk to hand out the pack containing the route book, event plaque and a few pages of last minute instructions. Bacon sarnies and tea/coffee were on tap provided by the excellent hotel staff.

The cars started leaving at 8 with me sat in the road by the side of the central reservation taking pictures of the cars as they left with the famous frontage of the hotel as the background. The last car, me, in my 1949 TC, left at 10:15.

The first stop was morning tea at the Marton Arms in Far Westhouse. Then up a fantastic road with three cattle gates (maybe that should be "sheep gates") and the final part in countryside that was truly spectacular. We had a very gifted amateur photographer, Tony Keogh, on this road and he photographed every car with the Dales as a background. The only problem so far was the weather. After all that heat, I awoke on the Monday before the event to see the Met Office forecasting heavy rain on the West side of the country. I could have cried, to be honest, I think I did. Next day the forecast was for light rain – getting better. By Friday it was just cloud and mist and no rain.

Everyone then proceeded along great Yorkshire Dales roads to Catterick Racecourse for a carvery lunch at the Farmers Arms. The next stop had



been kept a secret until the route books were given out on Friday night at the banquet and on the Saturday morning. It was Goathland, also known as Aidsensfield in TV's Heartbeat. Two more volunteers, Rob Woolfe and Leslie Brown had left Morecambe early so they could be in place, in front of the Goathland Hotel (Aidsensfield Arms) and picture the cars as they went past Scripps Garage.

The last stop was in Scarborough and I had negotiated with NCP for 50% discount vouchers so we could all park in their multi storey car park. 88 of us met at the Mount hotel for another banquet and we had a great evening.

Folk had come from as far afield as Dover, Worcester and Scotland for this event and based on the 90 emails of thanks and various gifts I think all the sleepless nights were well worth it.

It'll happen again next year. See the advert in this issue for details.



Midget on the run. Driver is Mark Mason

CAMBRIDGE REBORES LTD

ENGINE RECONDITIONERS

*The Quality You Expect...
...On Time*

OUR SERVICES INCLUDE • Unleaded Conversions • Refacing
Hot Pressure Testing • Reboring & Sleeving • Flywheel Grinding
Con Rod Reconditioning • Line Boring & Honing
Crankshaft Regrinding & Dynamic Balancing



www.cambridge-rebores.co.uk



1 Broads Road Business Park • Burwell • Cambridge CB25 0BT
T: 01638 743 797 E: sales@cambridge-rebores.co.uk

Robin Lawton
VINTAGE & CLASSIC CAR SPECIALISTS



QUALITY SPRITES
AND MIDGETS
ALWAYS WANTED

ESPECIALLY FROGEYE
AND PRE-74 CARS

We specialise in selling quality Vintage
& Classic Motor Cars and Spridgets
have always been a particular passion.

We are located between Peterfield
and Alton in Hampshire, between the
A3 & A32 in the beautiful South
Downs National Park.



WE OFFER - OUTRIGHT PURCHASE
OR SALE ON COMMISSION

T: 01420 474919 WWW.ROBINLAWTON.COM    

LANCASTER INSURANCE CLASSIC MOTOR SHOW

9 - 11th November 2018 at the NEC Birmingham

All of a sudden the show is just around the corner, so no more putting things off until tomorrow! Being the 60th anniversary of the Mk1 Sprite I am hoping to put together a celebration of Sprites, so far the plan is going well but still not complete. As they say 'it will be alright on the night'.

This year we are again in Hall 3 and stand number 360, just keep an eye open for all the flags and a rather smart gazebo, you can't miss it.

As is usual for the shows at the NEC, discounted tickets are available for club members on the Saturday and Sunday using a discount code of CSCMS18 for single tickets and CFCMS18 for a family ticket, see the advert in MASCOT for further details. If you do buy your tickets this way please had your club voucher / ticket stub to someone on the stand and we can recover some of the cost of

having the stand at the show. We will also be having the 'For Sale' board up again so if you have some parts you no longer want you can advertise them for sale for no cost.

Do come and see and say hello.

For your diaries, the Practical Classics, Classic Car and Restoration show is on 22nd to 24th March 2019 at the NEC Birmingham. If you have some work to do on your car and would like to do it in a nice warm, bright environment why not do it the show and in front of an audience. Alternatively you could just come along and help either way just drop me an email and we will see what we sort out.

See you all at the show,

Alan Pritchett

Some of the cars on display this year and their owners include:

Alan Anstead: What can I say about my car that Alan Pritchett has kindly asked me to display on the Club stand at the NEC from 9-11 November.

The car, and I, have been together since I bought it following an advertisement, in Exchange and Mart, in 1969: some forty nine years ago. Since then we have travelled many a mile (and Kilometre) together at home and abroad. I have been privileged to have been able to drive the car around most of the major Grand Prix circuits, and many minor race circuits, throughout Europe visiting many places of interest along the way.

Featured on the front cover of 'Thoroughbred & Classic Cars magazine (now Classic Cars) and our own Mascot the car performed the opening sequences of Mike Brewer's TV programme 'Wheeler Dealers'.

The car still performs on a 948 engine and drum brakes with the addition of a few subtle modifications over the years.

Alan

Kent Rep



1994 on circuit



This year on verge.

Ian Cooke

Austin Healey Sprite Mk3

1966

FOK 468D

Owned by me for 38 years. Initially in use everyday then subject to a complete rebuild 1993-2000

Originally 1098cc the current engine is it's second 1275cc unit, giving 79bhp on the rolling road.

Single carb. Telescopic rear shock absorbers.

Fitted with rollbar and harness seatbelts for safety.

Ian Cooke, Notts + Derby area rep.

Regards

Ian



Martin Parkes

My Wife, Elaine, has owned this 1971 Sprite since 28th September 2008 and she is her 11th owner.

It was the first Sprite we looked at and immediately agreed a sale.

She was christened Gaby by previous owners due to the registration number GAB.

Her colour is Damask Red and although badged up as an Austin Healey Sprite, by a previous owner, it is actually an Austin Sprite. The VIN number of AAN 10886868 and log book entry will confirm this.

It is driven by Elaine as often as possible taking part in classic cars shows, classic car runs or just for a Sunday afternoon drive in the country and always attracts lots of attention.

The overall condition is almost as she bought it although I've replaced the bonnet, due to the original one having had a front repair panel fitted which was rusting and cracking again, followed by a complete front end re-spray about 3 years ago.

She loves driving it and would only consider selling her if we could afford an Austin Healey 3000 which is the car of her dreams and way out of our budget!

I maintain, service, clean & polish Gaby regularly and have carried out small modifications to electrics



along with fitting new carpets, new rear springs and numerous other jobs over the years.

Gaby was featured on the front cover of MASCOT back in May 2015 and won best visitors car at the Hillman Imp National meeting in 2016.

Martin Parkes.

TRIALS AND TRIBULATIONS OF AN IOW SUPERSPRITE

I have travelled many thousands of trouble free miles in my SuperSprite, including several Miglia Tours to Italy, Switzerland, France and Belgium.

My MOT inspection this year revealed some wear in the lower front wishbone swivel joints, resulting in a need to replace before next year.

I know a lot of you have been having problems with replacement wishbone quality but my issues are different and almost unique. My car was constructed by the Frogeye Car Co. on the Isle of Wight who tried to take a more modern route to achieve the suspension geometry we all know and love. Shane Brading (son of FCC boss Keith) re designed the front using available parts and I have the following collection. Uprights and lower wishbones from a front wheel drive Rover Metro, using sealed for life swivel joints. Top wishbones from a Triumph Spitfire and antiroll bar and links from a Spridget. Springing is provided by cleverly mounted coil over shocks using a fabricated lower bracket fixed to the bottom swivel mount bolts. Another fabricated bracket attaches the rollbar links to the wishbone. All this gives the same geometry with virtually zero maintenance and it looks very much like a Spridget at quick glance.

The worst issue surprisingly was to replace the rollbar droplinks, one of which sheared a bolt even after a good soaking. All the usual suppliers offer these links for around £9 each, but wanting to support a local Kent firm I ordered a pair that arrived promptly. They were obviously 'pattern' in quality and made with the incorrect offset angle. The dealer confessed "some come out different" and offered a refund. Next came a pair from the MG owners club which were equally as bad and returned. Alan Anstead our area rep, circulated my dilemma and several 'white knights' came to my rescue. Brian 'Scotty' Scott, a Kent member who has written in Mascot of his project to involve youngsters in our cars, contacted me from 'Scottys Retro Workshop'. He had a new pair of links to the correct offset and stamped with the correct part numbers 8560LH / 8560RH. I collected them from his Benenden workshop and my car was back on the road the same day. Thanks Scotty and the other 'white knights' We have a great club!



I must just add that Alan A who is the competent owner of my old Myford Super 7, suggested at an early stage that I should make some fully adjustable links by cutting and sleeving. I thought he was simply taking the micky as my lathe sits in pieces on the garage floor following my recent move. However an image pinged into my email of the latest creation from 'Anstead Light Industries' of a fully adjustable link sleeved and lock nutted! Some people really know how to rub it in!!

THE 'GEOFFREYATRIC' RIDES ON TRACK AGAIN!

At Donnington Park, in Garage 39, 1st October 07:30, I was getting stuck into a bacon bap with 4 rashers. A large crowd of drivers and passengers were waiting for the Track Day briefing to begin.

The day was being run by 'MGs On Track'. After a quick introduction, the business of driver behaviour, marshalling and flag signals was expertly and humorously delivered. Then it was time for sighting laps of the track.

The cars and drivers were divided into three groups, novices, intermediate and experienced. I was lucky enough to be in the intermediate group having had some track day experience elsewhere.

It was brilliant fun. The National Circuit at Donnington has several challenges for someone (me) who has never been there before. Redgate corner which has such a wide entry and a tightening exit took a lot of working out. Just picking a decent line which didn't cause a panic on the exit was an interesting task. It was important to try to get it right because I wanted to carry as much speed as I could down the Craner Curves. Those curves are a place to be bold, getting them right to avoid lifting for the left hand curve was really satisfying. Then it was stand on the brakes for the Old Hairpin which was taken at about 60ish in third.

Flat out in top through Starkey's Bridge before another big brake for MacLean's – wide in tightish out in third gear. Into top up towards Coppice which is probably my favourite corner on the circuit.



Down to third just before a crest into the blind right hander. This bend opens out and you can let the car run wide to the left of the track to go down Starkey's Straight to the chicane which is another huge stop. It's possible to brake very late for the chicane and trail brake into the first part before getting on the throttle for the left hander to blast down the pit straight to start all over again.

After lunch it was more of the same, spending time trying to improve technique. It didn't go completely to plan, as I had a 360° spin at Coppice – a triumph of enthusiasm over grip! But I least I now know that I wasn't playing about and bimbled around!

Sadly it was all too soon time for the last session. I repacked the car with all the stuff you seem to collect when you've got a vehicle that's almost 60 years old and drove my weary way the 70 miles for home. What a fabulous day out in the Sprite. Now to fix that oil leak.

What have I learned? I know much more about the capabilities of the car and the limitations of the driver. You don't need a particularly fast car to enjoy a track day but, oh boy, can you have fun playing with like minded people.

A word about the title for this piece. At lunch I heard someone wondering about my age. It was generally supposed that I was about 70. Gasps of amazement when I said I was 76. I was christened the 'Geoffreyatic' by a friend's daughter a few years ago who didn't believe that old people could be hooligans!

Geoff Goddard KVV 273



EVERYONE LETS FORTH HIS SPRITE . . .

The Bard and the history of the Austin Healey Sprite

OK so maybe Shakespeare's idea was Puck rather than Austin Healey, but the combination of dreaming and midsummer nights is still pretty apt.

We have two 'shrewd and knavish sprites'. One came from the final batch, badged as Austin, in 1971 but we became his carers in 1987. The tale of his protracted and fraught restoration was told in Mascot about six years ago. I promised Gary Lazarus then that I would submit the story of the other one and, at last, here it is.

Did I mention that the restoration of the Austin was protracted? Interminable would be more accurate, for many, many reasons. The work was largely carried out at the premises of a local garage owner and all-round great guy without whose help it would never have happened. One day in March 2008, as the light at the end of the tunnel seemed to grow ever fainter, his book-keeper rang me up. Was I interested in another one? Now the guy on the phone was an ex-teacher. The grandmother of one of his old pupils or their spouse, I never did establish the exact relationship, had a Sprite possibly for sale. Her husband had worked for Rolls Royce, the car was immaculate although it had sat in the garage 'for some time', but my informant was sure that all it needed was a new battery and it could be driven away. Pausing only to duck out of the way of the pig on short finals for the adjacent farm, I confirmed that I was interested.

The owner turned out to be a delightful 85 year old lady as spry, or spritely, as a teenager. Her husband had died the previous year but they had owned the car since 1966 when it was eighteen months old. She passed me over to her son-in-law so that the 'boys could play in the garage' and invited Freda into the house for a drink. This was about ten in the morning so I assumed she was offering a coffee. When we eventually all met up again, coffee did not enter into it. The old lady had uncorked the red wine and the pair of them were making good inroads into it. In the meanwhile, the son-in-law opened the garage.

I was instantly impressed. I'd envisaged a sorry, tired heap but it was far from that. Scruffy, but obviously basically sound, it was

so pretty, a Mark III with a sweet little Ashley hard top. As for the 'new battery and drive it away' it was a little way off. It had obviously not run in a long time. However, bar one badge, it was complete with all its bits and trim. Even so, I was determined to be sensible. I wanted the car, but I did not need it. I set figures in my head for an opening offer and the maximum to which I was prepared to go.

Its history emerged. The couple had clearly bought it as their reward to themselves as the kids had grown up and they had loved it. It had taken them to Scotland and many other places and was redolent with memories of happy times. The husband had given up driving through illness in 1989 but kept the Sprite maintained and alive, until he became too frail and eventually passed away. Even so, I was not really prepared for what happened next. We went inside, and far from starting a negotiation, it was very clear that I was being interviewed by the widow as to whether I would be a suitable custodian. Almost her first statement was that many members of her family wanted the car, but she did not think that they would look after it properly. She made it clear that the price was not an issue. My plans for custody were. Sufficiently convinced that my intentions were honourable, she told me her price, which was a fraction of my intended offer. All that remained was to undertake a



solemn commitment to send them pictures of when it returned to the road.

We collected it a few days later. The entire family were there filming him being loaded onto the trailer. The hardest part of the transfer was persuading him up the slope into our garage, for which we had to improvise a winch with trailer tie-downs.

Our grand-daughter was an instant fan.

The next day I started work. We replaced all the braking system and fuel hoses, fitted a new battery and gave him a service. Six weeks on and he had an MoT with no advisories. We pottered about during the summer, enjoying using him to drive to see how the professional job was going on the other one. As winter came along I decided to rebuild the engine, mainly for reassurance rather than because there were any worrying signs of wear. I discovered that the 1098cc A series in the Sprite has a uniquely different set of piston rings from any other model using ostensibly the same engine, I think I tracked down the last set in the world in Australia. Obviously we had cleaned him up and sent off the promised photographs, but finally, with the Austin back on the road as well, in 2011, we decided to attack the body repairs.



It is astonishing how an apparently sound assembly of sheet metal can harbour such a festering mass of crumbling ferrous decay. The highlight was uncovering a long established repair to the side of the footwell using lithograph foil. I had many discussions and arguments with a reputable restorer regarding repair over replacement. I wanted to keep as much original material as possible. The result was only twice the cost of the first estimate, but oh, doesn't he look well.



That is more or less where we are today. It only remained for us to transfer him from Hampshire to Cumbria in 2012 when we moved. He was not happy. First registered in Surrey, he lived all his life to this point moving no further than Sussex and Hampshire. Prior to our removal date, we set off to drive him up to a friend in the Eden Valley. Precisely on the Hampshire border the fuel pump ceased. Dragged unwilling on a trailer, it was a couple of years before that problem was finally resolved, but he does seem to have settled in eventually.

The highlight this year was to be invited to represent the Mark III Sprite on the Time Line displaying the evolution of the species at Spridget 60, at Wroxall Abbey with Freda and Bracken, noting the wellies and brollies. Sadly the glorious summer had expired by then. For many reasons our car outings have been seriously restricted this year, but even if they had not been, this would have been the undoubted highlight and a fitting note to bring the saga up to date.



TOWARDS SAFER BRAKE LIGHTS

Although the rain at Wroxall on Sunday August 26 prevented me from peeking into every engine bay in the paddock, it was clear from a brief survey that many MASC Spridgets are still using shoddy replica hydraulic brake light switches. For new members unfamiliar with this subject, and for older members who cannot say what they had for breakfast this morning without looking down at the front of their jumpers, earlier chapters of this story can be found in previous issues of MASCOT¹.

Summing up, replica brake light switches have a very poor internal design, quite unlike that of the original Lucas switch. A Spridget's brake light current (ca. 3 amps) can quickly destroy a replica and the dangerous result is often no brake lights at all or brake lights which operate only with very high brake pedal pressure. Good switches which can do the job properly are available but these are too expensive for some people (ca. £30) when compared with the cost of a £5 replica. While it is tempting to heap all blame upon our suppliers for selling sub-standard parts, our very own tight-fistedness is actually a large part of this particular problem.

To see why our standard brake light switch must be extremely robust, disconnect the two wires which serve it (one green, one green with a purple trace). Then, with ignition switched *on*, connect the two wires together with a short jumper lead or similar². The stop lamps will light and you will see an impressive spark when the wires touch. It is this spark which can erode and destroy the very poor quality contacts inside a replica switch. While this sparking does occur in other switches as well, the brake light switch is cycled on/off more frequently than any other so it needs to be particularly robust



The BAY15D RED STOP/TAIL LED from Classic Car LEDs (www.classiccarleds.co.uk) consumes 1/3 the power and gives a noticeably brighter light than the standard filament bulb (Left). This excellent product is a direct replacement for the original.

and particularly well designed. Little wonder the proper switches are so expensive.

Anything that reduces this sparking will improve the reliability of the switch and one way of doing this is to switch to LED stop/tail bulbs which (a) give a brighter light than the standard filament bulb and (b) reduce the current through the brake switch from 3 amps to 1 amp. With a claimed lifetime of 50000 hours, these bulbs are also much more reliable than the originals – but at £20/pair, the same people who refuse to shell out for a good switch will probably decide to give LEDs a miss.

The cheapest and most effective way of reducing the sparking is to add a relay, as suggested by David Dubois³. The original brake light switch will then carry only a very small (ca. 150mA) current *with negligible sparking* while the relay itself will carry the main current to the stop lamps. This is such a cheap and easy adjustment to make, and the result is such a huge improvement in switch reliability, that it really is a no-brainer. For maximum safety, every

1 MASCOT: June 2011 p13-15; March 2015 p10-11; February 2016 page 8 (all available via the Members' section of our Club website).

2 Taking care not to touch the green (12V feed) wire to any other part of the car!

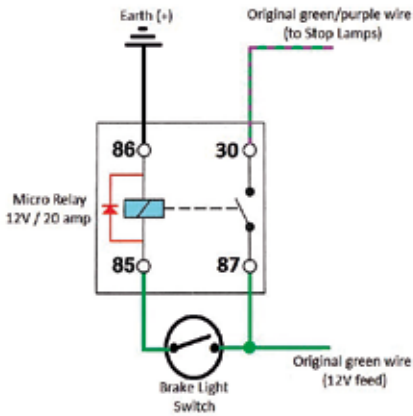
3 See <https://www.mgexp.com/article/brake-light-relay.html>

brake light switch (no matter whether original or replica) should be operated with a relay.

Adding a relay is simplicity itself, needing nothing more than three small bits of wire, five female lucar connectors (one with a piggy-back), one solder eyelet (for an earth connection), a suitable relay and a couple of quid, the latter to buy the parts. Any small 'micro' relay with four pins numbered 30, 85, 86, 87 and rated 12V / 20amp will do but the best choice is probably one with an internal diode. While this diode may further reduce the sparking, its main purpose is to prevent a large back-emf⁴ from damaging sensitive electronics (ECUs etc.) elsewhere in the vehicle. Also note: with these micro relays, pins 85 and 86 are small 4.8mm Lucar blades, pins 30 and 87 are standard 6.3mm blades.



Here the three extra wires (one black, two green) connect relay and brake light switch. The switch's original wire will be connected to the piggyback arrowed green; its original green/purple wire will be connected to the terminal arrowed purple; the eyelet arrowed black will be connected to earth.



Circuit diagram: original brake light switch with added relay. Terminals 85 and 86 must be reversed if the car is wired with negative earth.

The very simple operation of the relay can be understood by referring to the circuit diagram. When the brake light switch contacts close, a small current (ca. 150mA) flows to earth via relay terminals 85 and 86, through the fine coils of a small electromagnet (coloured blue). This energised electromagnet closes the main contacts inside the relay, allowing the main current to flow through relay terminals 87 and 30 to the stop lamps. Note that terminals 85 and 86 in the circuit diagram must

⁴ When voltage is removed from terminals 85/86 and the coil is de-energised, the magnetic field that has been created around the coil collapses rapidly. This collapse causes a voltage across the coil in the opposite direction to the voltage that created it (+12V), and since the collapse is so rapid the voltages generated can be in the order of several hundred volts (although very low current).

be reversed if (a) the optional diode (coloured red) is present and (b) the car is wired with negative earth. There is no need to worry about polarity if the relay has a resistor instead of a diode (or if the relay has neither diode nor resistor).

For a neat professional job, the colours of the three new wires should preserve the original colour code: black for the earth wire, green for those connected to the brake light switch. To finish off, a single cable tie will prevent the relay from flopping around. The only real difficulty which might be encountered while installing the relay is reading the little numbers 85, 86 etc. The labels on some relays are easy to read, others are almost invisible without the aid of a magnifying glass. Anyone who is still uncertain about what they had for breakfast, and who is now wondering why they are looking down at their jumper, may choose to enlist the help of a youngster with 20/20 vision.

To check that your new relay is working properly, just repeat the earlier test with the jumper lead and with ignition 'on'. As before, the stop lamps will light - but now without any damaging sparks when the wires touch. Hallelujah!

Finally: any cheapskates determined to soldier on, living dangerously with a replica brake light switch and no relay, should check their brake lights before every journey no matter how short that journey might be. The rest of us may be forgiven if we forget to do this every little once in a while. Those wearing belt and braces will fit LED bulbs and use a good switch with a relay.

John E. Davies (Member 3443)
jed2@cam.ac.uk

EARLY 948 CLUTCH NOTES

When I restored my 1959 Sprite I made the decision to keep the original engine (now bored out +60thou and so really 998cc) but to make a number of period tuning mods to enable it to keep pace with modern traffic. The head was duly ported and gas-flowed, the engine lightened and balanced. With Powermax pistons and a “fast road” cam the output was something akin to the MGB that I was then running. A 3.9 diff gave it the necessary legs to cruise effortlessly at 70mph with a comfortable 4200 revs. However, the fly in the ointment was how to get the power from the flywheel to the road wheels. In period, for rallies and autotests with a similar engine spec, an uprated 9-spring clutch was used.

Knowing very little about this in 2010, a new “heavy-duty” 9-spring clutch was procured from Borg & Beck. This was installed with the standard new old stock carbon release bearing. The clutch seemed much heavier than I was used to but all went well for the first 5000 miles or so. Then on a trip to the Loire taking in Le Mans Classique in 2012 the clutch failed and the car was trailered home. Engine out and the release bearing was spent but also the actuator arm had bent. Hence when the pedal was depressed there was insufficient movement in the slave cylinder to disengage the clutch.

1st learning point: Works rally and competition cars in 1959-60 were fitted with a later actuator arm which was cast from tougher material which didn’t bend under the increased strain of a 9 spring clutch. My car still had the original clutch fork (Part No: 2A3406) rather than the uprated item (Part No: 22A219) which was fitted as standard to later cars. (Note that the casting number that appears on the arm is always 1 greater than the BMC catalogue part number of the finished item.) Unfortunately both parts are now unobtainable so the hunt was on for a second hand fork of the later type which had not previously been bent. Luckily, Paul Mead at Meacam Spridgets came up trumps and was able to supply the correct item which was duly installed.

After another 5000 miles I again started to have problems disengaging the clutch. This





time the release bearing had worn down but the actuator arm had not deformed. Despairing of getting a satisfactory solution, and on advice from fellow Mascateers I reverted to the standard set-up with a carbon release bearing and 6-spring clutch. Sadly this was inadequate and when flooring it in 2nd either on my local test hill or on level take-off, the clutch spun with the accompanying smell of a stressed friction plate.

At this point, Alan Anstead had found a way of making a roller bearing with the low profile needed for an early 948 engine so one of these was installed with the 9-spring clutch. Then followed a chapter of disasters. First of all I blew a head gasket revealing a cracked cylinder head and then I broke a half-shaft necessitating upgraded replacements. Then after a total of 200 miles, the new roller bearing seized, re-profiling the clutch cover, necessitating a complete replacement. Alan suggested I contact Precision Clutch Components based in Henstridge, Somerset who exposed the root cause of the whole saga.

2nd learning point: A 6-spring clutch has 6 yellow (hard) springs. The correct 9-spring clutch has 6 yellow and 3 blue (softer) springs. The clutch acquired from Borg & Beck had 9 yellow springs – altogether too heavy for an early 948 A series set-up.

Simon was able to supply the correct 9-spring clutch and a carbon release bearing which have so far proved much easier in use yet provide the necessary bite to deliver power to the road wheels without any slip. I have since learnt that a number of owners of competition Austin 7s and early Minis have reverted to carbon bearings having suffered from failures of roller release bearings which are unsuited to use with a heavier clutch. After 200 miles it remains to be seen whether this is the final solution but I thought the experience worth sharing as we approach the closed season when people may be thinking of jobs to do during the dark winter evenings in the Sprite cave.

Acknowledgement: With grateful thanks to Simon Davis at Precision Clutch Components Ltd for their deep knowledge of clutches, Paul Mead at Meacam Spridgets for opening his Aladdin's cave of used parts, and Jeremy Rogers and the team at Wey Classics who did the work.

John Gibbons
Surrey
2147



The weather certainly has been changeable during October. The start of the month found me driving to the AGM at Gaydon in torrential rain followed by a visit to Middleton Hall the following day wearing sunglasses.

The AGM was very well attended this year. I found myself sitting next to Andrew Parrott. I noticed his one leg was soaking wet. "Came in my Midget" he remarked, making me think I should have made more of an effort and come in mine. I think we all have to take our hats off to those people who volunteer to make up the Committee which keeps our wonderful little club ticking along. Thank you. This year saw another three members offering their services. I hope their contribution will lessen the burden of those already serving and add impetus to new areas of the club.

After the previous day I opened the curtains with suspicion only to be blinded by sunlight and fluffy white clouds. Off then to Middleton Hall Tamworth for their last meeting of the year. No sooner had I pulled up at the gate than I spied several Midgets and Sprites followed by beckoning from central members as to where to park. Long time Central member Bill McKenzie had come with his grandson Evan (7). Evan I think was trying for a record to see how many cars he could sit in. The friendly owners seemed only too happy to spark his enthusiasm by opening their doors to let him in. Bill has recently spent a long time transforming his car's interior

from Black to Autumn Leaf which looked fantastic in the sunshine. Also at Middleton were Jan and Dave Sewell. Their Old English White Frogeye taking pride of place outside the Hall entrance. Dave has owned the car for nearly thirty years including ten years restoring it. The late fifties car still has it's 948

cc engine although it has been bored out when restoration took place. Like most owners Dave has a book of photographs he has built up during his ownership for people to view including one showing a rather unpleasant accident with a motorbike. However, Dave and the rider recovered and he was able to re-build the car back to the superb condition it is in today.



Bill McKenzie with grandson Evan (7).



Jan and Dave Sewell with their Frogeye.



Jean and Denis Grimes with their 64 Sprite.

Another Central member's car I had not seen before was that of Jean and Denis Grimes, a 1964 Sprite. Jean was quick to correct me on the age as it was not registered until 1966, hence the "D" registration. The couple had come with their hood up but I noticed them driving home with the roof down. Their bright yellow car making sure everyone knew this was indeed a very sunny day.

Dave Warren



Wednesday 10th October our monthly meeting had a good turn out of 14 Mascot members & we were joined by new member Colin Blank, a very warm welcome Colin, looking forward to seeing you and your blaze Midget at future shows and run outs.

Saturday 15th September Sidmouth

6 cars attended the much-awaited Sidmouth Classic Car show, Mike Ellis our Area Rep in his Mk1V bracken Midget, Bob & Jane Pearce in their Mk1V BRG Sprite, Dave & Jane Clarkson in their leaf green Mk1 Sprite, Chris & Gill Wood in their iris blue Mk1 Sprite, Marion Edwards in her old English white Mk1 Sprite and Will Edwards in his all alloy bodied Healey 100, quite a show, great to see everyone there. The show was staged by Sidmouth Cricket Club (on their cricket field), Sidmouth Chamber of Commerce and the Crash Box Classic Car Club of Devon, a good event attracting in excess of 400 classic cars, almost as good as the car park at the Goodwood Revival! We had a good look around the displays, there was a good smattering of Midgets if various models, but quite a lack of Sprites apart from our 3 Frogeyes they were the only ones. After our amble around the displays we retired to the



Cricket Club to settle the dust with a good pint of Doombar. Sidmouth is a lovely unspoilt seaside town with individual shops, butchers, bakers, wet fish shops etc. really old fashioned and traditional. Their next show is Saturday 21st September 2019. We will be there in force and have another pint of Doombar! Join us.



Saturday 1st September Kingsbridge Agricultural Show



3 Sprites attended, Dave & Jane Clarkson in their leaf green Mk1 Sprite, Colin Lennox-Jones in his maroon replica Sebring Sprite & Tom Shell in his red Mk11 Sprite which he has had from new, not many can say that. This is only a small show with approximately 40 cars there with plenty of country pursuits represented there.

Chris Wood 5130



Dorset is moving! No, not the County, but Dorset Area will be holding it's monthly Club night meetings at a new venue from October. We will continue to meet on the fourth Monday each month at the Charlton Inn, Bournemouth Road, Charlton Marshall, Blandford Forum, Dorset DT11 9NH.



It is always a difficult decision to make a move, particularly with the trend for pubs to turn to eateries. But the landlord of the Charlton Inn welcomes us. For those who are thinking of visiting us there will be more space and a larger car park.

After the excitement of receiving several packages said to contain the new MASC gazebo committee members spent an enjoyable hour or so in the Chairman's garden erecting it for the first time away from the public gaze. With cries of "where does this go?" the gazebo was soon up and very impressive it is too.



We were too late to use it at local shows but it is all repacked in Spridget friendly sized parcels and we look forward to using it next season. I know some Areas have already used theirs in anger at shows and very good the pictures look. Well done MASC.

Our September club night saw a number of cars presented for our Pride in Ownership award. Usually we hold this with our June BBQ but this year someone (me!) decided to move it to September, forgetting how quickly the days shorten!

So in the gloom the cars were examined and there were some special and shiny cars to view. Lurking amongst the Spridgets were a Messerschmitt Tiger and a couple of 'big' Healeys. Phil Brook presented his Midget 1500 which had appeared earlier in the day on Facebook - being welded.



Charles Bernstein had his Midget 1275 which has some engine mods beautifully engineered by him, Roy Kendrick was in his 'other' car a Sprite Mk3 and Colin Archer brought along his 'award winning' original Frogeye. They were joined by Dave Hindson's rare Bedouin colour Midget and Derek Ralls Midget.

But the eventual winner was Rob Oakley who uses his Frogeye extensively for pleasure and shows, including 500 miles to and from Wroxham for the birthday celebrations, but would probably never describe it as shiny.



After our presentation of monies to the Dorset Cancer Care Foundation we have agreed to make two further donations each of £500 to the Wessex 4x4 Response organisation and the Bournemouth MS Society.

John Gully, Dorset Area Representative

After a brilliant summer of wonderful topless Spridgeting weather we have arrived at autumn, admittedly not a bad autumn, so far at least, but autumn never the less with its slowing down of local Spridgeting activities. The main event I have to report on this time (with deadlines and printing lead times being what they are) is the monthly meeting in September, the attendance was more about quality than quantity however it was still, as always a pleasant entertaining evening. The other notable happening was the arrival of the final piece of our new MASC "Anderson shelter", for some unexplained reason the delivery people had failed to deliver the MASC logoed side panel, and having seen photos of other areas already in possession, I queried it with head office and it all got sorted out.

The correct name for the shelter is actually a Coleman shelter, but somehow when the idea first came up the committee started referring to them as Anderson shelters and the name sort of stuck. I think the Anderson shelter was some kind of World War 2 DIY air raid shelter made from curved sheets of corrugated iron, so it probably did have something in common with the Coleman shelter, namely its ability to protect the inhabitants from bombs!

At the FBI meeting the new rules regarding MOT exemption were discussed with Chris telling me that there was now a tick box on the tax form to indicate that a vehicle is exempt. I had planed to drive out to France in my 1966 Sprite and swap it for the 1962 that is currently out there, since the MOT for the 1962 will shortly be due. This would necessitate an 800 mile round trip by Sprite at the wrong time of year for good weather and as I will shortly be moving 300 miles nearer to the ferry port, if I could delay this trip for a few weeks I could save 600 miles. Unfortunately my car tax is not due until next year, hence no opportunity to tick the box on the form before the MOT is due, so I phoned the DVLA to see if there was a way around this, and explained my situation, I was told (by a very helpful lady) that the car is already recorded as MOT exempt. My assumption is that the tick box is only there to tell the DVLA not to bother to check for an MOT before issuing the tax, and is not the mechanism by which the car is made MOT exempt. I presume one still needs to tick the box before the tax is reissued but that there is no need to MOT the car if the MOT runs out before the tax is due. (Disclaimer, I take no responsibility for this information so please check for yourself with the DVLA to confirm before allowing your MOT to lapse).

Dave Dixon



His Virgin Run

September saw Keith organising his virgin run for the club. Although very nervous Keith's planning was meticulous. Weather on the day in question was variable and some those coming from the North of the county, where it was raining early evening were reluctant to come in the Spridgets, however the hardy threw caution to the wind.

The run started at The Rose & Crown Great Waltham a genuine local village pub and was a circular route taking in the picturesque villages of: Pleshey, High Easter, Barnston, Leaden Roding, Good Easter and The Walthams. There was a loose musical theme to Keith's route as we were told that Keith Flint lead singer with the Prodigy lived in one of the villages we passed through and Pixie Lott had only two days previously popped into the Rose & Crown for lunch and had recommended the Bead & Butter pudding. A great time was enjoyed by all and the weather remained dry – except for those brave souls from the North of the county who on the way home faced a rainstorm so hard that the water was bouncing back off the road. How lucky Diane and I were that we had chickened out and used our modern car.

Sadly the weekend run planned by Paul & Helen at the end of the month was abandon due to poor



weather, thankfully our only cancellation of the year. The good news Paul is you already have your run planned for 2019.

October in Quiz month in Essex and this year Owen and his glamorous assistant Lucy had agreed (been pressganged) into hosting the event. The questions based on 'things that happened in a particular year' started at the birth of the Sprite 1958 and worked their way up in 10 year intervals to modern day. Although challenging the event was really enjoyable, with the Egg Head title going to Paul & Helen who won with ease.

We may risk one more run later in October before putting our cars away until the 'Santa run' at the beginning of December. Another great year on runs/events enjoyed with a lovely group of people.

Finally I would like to apologise to Doug for his picture inadvertently being used to represent me in the October edition of Mascot, let's hope all of those people I owe money to do not approach you by mistake!!!

Gary Knights, Essex Rep

Ed's note: I look forward to receiving your image, as promised Gary, to include in the Header for future issues and thank you Doug for your previous submissions. They have been much appreciated. Sorry for any confusion. You're a good looking chap by the way.





MGs on Track and MASC Track Day

Well having now completed my first Track Day I can now say that these events are probably the most fun you can have with your clothes on! I was slightly apprehensive prior to the event but excited at the same time but I needn't have worried – once you get into the swing of it, which happens quite quickly, its fantastic fun.

Quite a few of us met up at the Travel Lodge at East Midlands services on the night before the event as registration at Donington was at 7.30 am. Amongst others, usual suspects Neil Thomas, Anthony Cutler and Rob Armstrong gathered as well as Emma Jacobs with her new K series and banter was had over a meal and a beer or two. Malc Le Chevalier was there as well with younger brother Chris who was his nominated passenger and who looked the most nervous of all the first timers! Registration and briefing took place seamlessly the following morning and we all then set out on 3 laps of familiarisation to get to know the track and then we were away. The seventy plus cars, of which I think 23 were MASC, were divided into 3 groups according to power and ability and each group had 3 sessions of twenty minutes on the track in the morning and then a further 3 twenty minute sessions in the afternoon. I had booked some tuition from an experienced Donington driver to point out track positioning and how to approach the apexes so felt reasonably confident and steadily built up speed.

Overtaking was on the outside of the track and on straights only so you never feel intimidated and everyone can enjoy the



experience. I was surprised at the marked difference between driving quickly on the road and driving around a track. One bears no relationship to the other at all. Despite driving at maximum speed down the straights and cornering at fairly high speed, the track experience never felt dangerous. It was just satisfying to be able to push your car to the limits of its capability without any potential hazards that might appear on public roads.

There were also some very well prepared quick cars to view when you weren't driving in your session; the K series guys were very nimble (check



out Neil and Rob's in car videos on Facebook) as well as a couple of very nifty Frogeyes in my session. Heart of England participants were Geoff Hunter in his newly restored MGB V8, John Copley in his standard Midget, Jonathon Heap his Zetec Midget and Malc Le Chevalier in the Weber carbbed 1500 Midget. Geoff had a few teething problems with his V8 (I think he shared a radiator cap with Malc) but generally we all had a great time. Strictly speaking racing wasn't allowed but Malc kindly wanted to demonstrate to me how a Weber carbbed 1500 was faster than my 276 cam in a 1275. I took some persuading but he did indeed overtake me in the end!



All in all I think MASC's foray into the Track Day world was a success and I shall definitely be thinking about sorting out another soon!

Specialist Welding

I'm glad to say that Fuel injected Frogeye Dude Jim Myers has offered a facility of specialist welding to all MASC members. His Son in Law runs a company specialising in welding Stainless Steel, Aluminium and other alloys I can attest that he makes a superb job of shortening remotes on Type 9 gearboxes as he did mine. All enquiries to Jim Myers on e mail mamymersuk85@yahoo.co.uk

Steve

Specialist Car Insurance

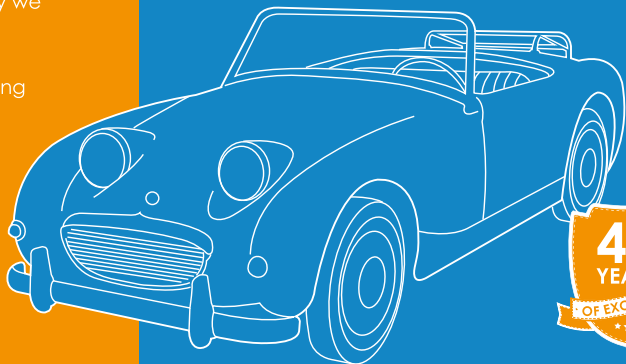
Adrian Flux know how much you love your Midget or Sprite, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 916 1288
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY



Benefits available can include:

- FREE Legal Cover
- Limited Mileage Discounts
- Agreed Value
- Breakdown Cover
- Laid-up Cover
- Club Member Discounts



Kent Area Meeting at the Angel, Addington Green on Sunday 23rd September 2018.

Having barely recovered from a 1100 mile trip in my Frogeye, in convoy with John Clark in his Mk1 too, taking in the "Circuit des Remparts" motor race at Angouleme, a visit to Cognac, meeting patrial and ex patrial friends on route, the Kent Area monthly meet was upon us before we knew it. What a difference a few days can make, for in France we had driven in tee-shirt order with hoods furlled, yet today the Frogeye would remain in it's garage as rain poured down, flooding many of the Kentish roads.

Not one Sprite, Midget nor derivative was to be found in the Anchor car park as everyone left their

classic cars at home choosing, wisely, to attend in their 'moderns.

The nearest we got to a Sprite was a collection of photographs Richard Beer brought along of his recently restored Frogeye 'then and now'. Birthday boy also brought an icing covered cake to share, it's cover decorated with a picture of himself with the car.

Geoff Allgood brought news of his restoration slowly making headway toward completion. Geoff missed his target for completion by, and for, Wroxall Abbey now putting the date back a few months to Christmas. A few months? He hesitates when asked what year!

Mike Authers, who advertises in Mascot, had kindly sent me some 60th Celebration wooden clothes pegs to secure the choke cables on Mk1 Sprites



Dave Chalk and Vic Barker congratulate them selves for being part of the team having overcome the complexities of assembling the Kent Area Coleman Shelter at Wroxall Abbey.

and Mk2 Sprites / Mk1 Midgets. I handed these out to people with the appropriate cars. After a while people began to drift away. Without any Spridgets, there could be no 'tyre kicking' in the car park, no bonnets raised with members hovering around like bees around honey but the weather now mocked us. The rain that had fallen incessantly created flooded roads, had gone with the floods disappearing as the roads dried in the sunlight. Fine driving time, where were our cars?



Just before the Kent monthly meet I spoke with a member from another area on the telephone. About four years ago there were many complaints about TRW brand dual brake master cylinders, the type sold by the main suppliers. Apparently this brand were leaking 'straight out of the box' or if not leaking then causing residual pressure. I did take issue with a TRW staff member at a Trade show that I visited showing the many complaints on a technical website. Since then I had heard from only one person, who had tried three cylinders, but all defective. I had no feedback as to how that incident had been resolved. Today's complainant was on a fifth master cylinder the previous four had alternatively leaked from the brake or clutch side of the units. I could only offer the suggestion of trying an A.P.Caparo brand (a recommendation from that technical website) or the alternatives of either sleeving of the bores with stainless steel sleeves (which I have had successfully done on several hydraulic parts over the years) or fitting a Sebring type pedal box with separate master cylinders.

Representing the Area Representatives.

This will be my last 'Representing the Representatives' as I have not stood for office on National Committee for this coming term. Over the years I have been on and off the Committee and at present I don't think that I have anything to 'bring to the table'. I understand that for the eleven places on Committee there are thirteen nominations. Now that should be a first with so many volunteers. Let us hope that the number thirteen does not bring with it any misfortune and some way can be found to trim the number to a workable group.

The Coleman Shelters have been 'rolled out' to the Area groups that ordered them. We raised the Kent

one at Wroxall Abbey and it provided refuge to many a sodden soul on that rather wet celebration day. It was nice to see so many people attend, despite the weather, as Stuart Watson and his team had put so much effort into the weekend event. If any area group has had second thoughts and would now like a shelter it is not too late: contact Chairman Mark Hall.

I still hear people saying that they got their parts from this supplier, or that, but why not from the Masc discount providers. You will need your Membership Number at the beginning of any transaction.

Ahead-4-Healey give a Club discount. Recently a European member was having problems with other suppliers wavering over sending large parts abroad. I made a phone call to Ahead-4-Healey and the problem was no longer.

David Manners at Birmingham also known, to me, as Morris Minor (Birmingham) Ltd, give a discount, they have supplied me with Sierra Type 9 gearbox conversion parts for the many conversions that I have done, for Masc members, over the years. They supply parts for many a Classic car and Spridgets too.

Minispares (London) give a discount, supply Classic Mini Spares? Spridgets and the classic BMC / BLMC Mini share many parts mechanical and electrical. Well known mini engine 'Gurus' Bill Richards, A.C.(Adrian) Dodd, and Keith Calver use their parts so they are good enough for me: sometimes cheaper than a Spridget supplier, and a discount too!

Alan

Kent Rep but no longer representing the Area Reps on National Committee.
01322-384050 (answer-phone for 'accuracy, brevity, speed' the recording space is not infinite)



After all the excitement of Spridget 60, this month has been a little quieter.

The last few local pub meets are drawing to a close after the fantastic summer, and our monthly meetings have returned to The Hunters Arms at Kilburn now the nights are drawing in.

In early September I was fortunate to join the Kent Old Boys Run. Ten Spridgets met at the Spitfire and Hurricane Museum at Manston, where visitors can see many interesting relics of WW2 and learn of the part played by this Battle of Britain airfield. For the curious who may have pondered on how a Spridget differential works, an explanation of how epicyclical gearing works on a propeller reduction gear proved even more mind-boggling!



Propellor reduction gear

I hopped in Dave Chalks IoW car for the run to The Crown at Sarre for a hearty lunch, followed by John Clarke's frogeye for the drive to Sandwich to see the newly arrived P66 gunboat. Many thanks for a great day out.

Whilst at Wroxall I met Martin Parkes, a member of the Owen Motoring Club based in the West Midlands, and learnt of their forthcoming tour from Burton upon Trent to Papplewick



Owen Motoring Club at Carsington

Pumping Station in late September. I thought this would be an interesting run with the advantage of finishing close to home, so I subsequently entered my Sprite. Although the day started out showery, the 80 mile route following detailed tulip diagrams proved to be rain-free, with a half way halt at the picturesque Carsington reservoir. Not only that but my navigator wife is still speaking to me!

On the technical front... now his Midget is running smoothly after being set up on the rolling road, Tommi Cluley has sadly discovered a badly worn wishbone fulcrum pin requiring work.

Geoff Mears has been keeping the AA patrols busy with some unfortunate experiences. Not only breaking his gearbox clutch pivot but losing drive with a broken halfshaft. All now safely repaired.



Geoff Mears's broken halfshaft.

I recently visited a local spring specialist to investigate what they can offer and discovered they can make coil and leaf springs for our Spridgets from scratch to any specification. Discounts are available for multiple orders if anyone is interested please get in touch with me.

Although at time of press the venue was still to be decided, our Christmas meal will be on December 13th.

Please let me know if you would like to come.

Ian Cooke



SCOTLAND

AREA REPORT

Well, that is all the cars tucked up in the garage for the winter and all the jobs that are required on them noted down. The problem is finding the time to execute them. I thought that this would be easier now I was retired, but spare-time seems to be in short supply or is it a problem of my own making?

The annual pilgrimage to the National Classic Car show is looming and I am looking forward to meeting fellow members on the M.A.S.C. stand. Of course, I will probably empty my pockets buying stuff that I thought would be useful when I was at the show but that will languish in some murky corner of the garage when I get home.

The brains of the outfit, ie the wife, has been suggesting for some time now, that I catalogue all my car books to avoid buying any duplicates. She has around 1200 books on Glasgow and catalogued her collection some years ago to avoid this problem when she goes to Book Fairs or Antique Shows. I was hoping she might do this for me, but I should have known she is not that stupid and when I approached her with this idea, I was given short shrift and informed that she was not my private secretary. I have now got round to it, and surprised myself that I had around 70 books on Austin Healey's alone and yes, she was right, I do have some doubles.

From the deep recesses on my brain, I seemed to recollect an article in Mascot some time ago on the subject of books on the Austin Healey. Sure enough, a trawl through some old magazines revealed issue 394 of January 2017 and a review on Austin Healey and associated books by member Steve Brook. Perhaps something could be permanently put on the web-site. I'll maybe see if I cobble something together and along with Steve's efforts submit them to Mike Bennett, the webmaster.

Since last month I have had a little time to play with my new toy, the bead roller. Along with my friend Jim, we rolled out the strengthening beads along the new floor of the Bubble car, but alas we should have pre-stretched the metal beforehand, but we didn't and as a result it warped and twisted a little, but never mind I will get sorted. I mentioned this on my monthly

e-mail to members up here and received some help from David Curl.

Anyway I am off to make some space in the garage to enable me to get the Bubble car chassis indoors to get some work done the chassis and ancillary components.

Graham





SOMERSET AREA REPORT



The chance meet up with another area's members is always worthwhile and Maurice arranged a hook up with Bristol area members in September. We congregated at the garden centre on the outskirts of Cheddar before setting off up the famous Gorge to the delight of the crowds of visitors lining the road admiring the 15 or so Spridgets as we passed by. Once at the top we descended 'The Combe' to the Burrington Inn for lunch, before departing our separate ways north and south heading for home. A good day out.



Early in September the call went out from Terry Horler that Triumph DVD were after additional video footage to augment that taken at Wroxall, which had been reduced by the bad weather on the Sunday. Since the company are based in Cornwall, they were asking for cars from the south west, from Cornwall to Bristol.

A meeting place was named, Jcn 27 services on the M5, and a photo location was found at Coldharbour Mill, Uffculme only three miles away from the motorway.

Some seventeen cars duly arrived, that included eight from Somerset, the rest arriving from Bristol, Wiltshire, and Dorset.

The line-up consisted of an M-Type (1930), a TA (1938), six Frogs, four Spridgets, four Rubber Bumpers and an MGA.

Jon Clancy from Triumph DVD, arranged the cars in various positions, and filmed Terry talking about the cars. Several owners were then filmed explaining the various individual features of their own cars.

It was a fun day, in a friendly atmosphere, and thanks must go to Terry for setting it up, to Triumph DVD for providing the means to promote our cars and to Elaine for acting as Somerset's coordinator.

Maurice Pyman

The previous day some ventured to Sidmouth for the annual classic show, held on the town's cricket ground. With strictly no parking on the 'hallowed wicket' and 'drip trays/carpets' in place under sumps and gearboxes no grass was harmed during the event. This is one of the most picturesque shows of the year situated on the front at Sidmouth overlooking the sea at the west end of the esplanade.



Val and I however were otherwise occupied as we ventured to the Isle of Wight for the International Classic Car Extravaganza. This was a last minute booking as we were offered the reservation due to a cancellation with a local car club. With good accommodation/food etc. a group of 12 cars and fabulous weather the whole experience was much more enjoyable than our previous visits to the IOW.

The previous week Val and I were at Wiscombe Park for the MGCC hillclimb. We spent some time in



the paddock talking to several competitors among them being Neil Thomas with his very tidy midget complete with K-Series motor.

Over the Hills and Far away.....

The September run was organised by Kate and Reg meeting at a local garden centre in Taunton for a leisurely breakfast before setting off.

The first part of the run took us out of Taunton through villages and up onto the Quantock hills to take in some autumn colours and hillside scenery. Once we had reached the top of Cothelstone Hill we descended steeply into Bishop's Lydeard and out through more villages and lanes to the second part of run. This took us up onto the Blackdown Hills via a steep climb through West Buckland to the summit and across the hills to descend via yet more villages and onto the infamous A303!! towards Ilminster for lunch at a very nice, recently opened restaurant on the outskirts of the town. A great little run, shame the weather wasn't a bit warmer!!

Reg Lewis

A Head Healeys

The world's leading Austin Healey parts supplier!

www.ahead4healeys.co.uk
 Tel. 0044 (0)1788 565 000
 Fax. 0044 (0)1788 565 001
 info@ahead4healeys.co.uk
 81 Somers Rd, Rugby, Warwickshire, CV22 7DG, UK

A Head Healeys

Mike Authers Classics
 Specialist in Chrome bumper MG Midgets and Sprites.

**WANTED URGENTLY
 MIDGETS AND SPRITES**
 Excellent prices paid for Frogeyes, Original or IOW
 In any condition

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

DEAR MASCOT...

DEAR MASCOT

Neil, I thought these pics may be of interest to members not on Facebook. My '71 1275 lost drive at 40 mph on a nice sunny drive in the country!

Colin. 4758



I actually have a lockable bonnet handle which as long as properly engaged prior to journeys & locked, should obviate the danger of the struts being activated when in motion & the bonnet lifting etc?

The pivot points are well back on the bonnet therefore the strength of lift would be crucial as would the fixing points .

You can see where I am on this; has anyone ever raised(!) such a problem? There must be a fair contingent of members requiring assistance when checking under bonnet matters?

If you can point me towards some suitable guidance, I'd be most grateful & maybe it might prove a fruitful project with benefits for others?

Should you be able to offer any advice based on past experience I would be most grateful to hear.

Many thanks & kindest regards

**Malcolm
5074**



DEAR NEIL,

I'm a fairly new member and, even more recently, the owner of my first Spridget – a 1961 MG Midget. I'm curious to know the origin of the hardtop. Have you any ideas? The previous owner was equally mystified and, as far as I can tell, it's been with the car for some time.

Kind regards,

**John Carter
Member 5557**

DEAR GENTLEMEN,

I do hope you will not mind me relaying what may seem something of a bizarre enquiry, however I can assure you it is a serious ask.

The steel bonnet is as you well know a hefty thing & for individuals of a certain vintage, maybe a growing challenge to lift?

It's been suggested to me replacement of the bonnet struts with "gas" struts is the means by which this can be dealt with?

Safety, stress's on the mount points & the adequate power specification loom as factors.



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

COMMITTEE

CHAIRMAN
GENERAL SECRETARY
TREASURER
EDITOR

AREA REP'S DELEGATE
MEMBERSHIP

GENERAL MEMBER

YOUNG PERSONS REP
FACEBOOK COORDINATOR
MARKETING OFFICER

Mark Hall, T: 01296 660103 E: chairman@midgetandspriteclub.co.uk
Glyn Polly, T: 07544 302 575 E: glyn.polly@gmail.com
David King, T: 01453 544202 E: djs.king46@gmail.com
Neil Thomas, T: 07891 684435
E: editor@midgetandspriteclub.co.uk
John Collins, E: green_mx5@hotmail.com
Stuart Watson, "Staddlestones", Thicknall Lane, Clent, Stourbridge, West Midlands. DY9 0HX.
T: 01562 883076 E: membership@midgetandspriteclub.co.uk
Alan Pritchett, T: 07720 238810 E: a.pritchett@btinternet.com
Gary Lazarus, E: garyfrogeye@gmail.com T: 020 7700 5696
Anthony Cutler, E: anthony.cutler@btinternet.com
Richard Weaver, E: fsam1983@hotmail.com
Liam Murphy, E: biddysingh@gmail.com
Richard Wharmby, T: 07814 764546 E: r.wharmby10@virginmedia.com
Clare Nedin, marketing@midgetandspriteclub.co.uk

OFFICERS

CLUB ARCHIVIST &
TECHNICAL DOCUMENTATION
MEMBERS ADVERTISING
CAR REGISTERS
SPRITES & MIDGETS
(EXCEPT MK1 SPRITES)
SPRITES MK1
REGALIA OFFICER

TECHNICAL ADVISOR
WEBMASTER
TRADE ADVERTISING
ENQUIRIES

Terry Horler, 63 Littledean, Yate, Bristol, BS37 8UQ. T: 01454 881770
E: rebelwithasprite@hotmail.com
Alan Lo, E: alan@mobuzzing.net T: 0117 9572617 Mob: 07474 343643

Stuart Watson, E: stuart@thewatsonz.com T: 01562 883 076

Gary Lazarus, garyfrogeye@gmail.com T: 020 7700 5696
Mike Grout, 55 Park Road, Spixworth, Norwich, NR10 3PJ. T: 01603 890211
E: miketg54@hotmail.com
Mark Boldry, E: mark26r@hotmail.com
Mike Bennett, webmaster@midgetandspriteclub.co.uk T: 01925 727479
Gary Lazarus, garyfrogeye@gmail.com T: 020 7700 5696
E: enquiries@midgetandspriteclub.co.uk / alan.anstead@btopenworld.com

AREA REPRESENTATIVES

BRISTOL
CENTRAL
DEVON
DORSET
EAST ANGLIA
ESSEX
HAMPSHIRE
HEART OF ENGLAND
HOME COUNTIES
NORTH WEST
KENT
LINCOLNSHIRE
LONDON
NORTH WEST
NOTTS/DERBY
NORTH NOTTS
& SOUTH YORKS
OXFORD
SCOTLAND
SOMERSET
SOUTH WEST WALES
SURREY
SUSSEX
WILTSHIRE
YORKSHIRE

Terry Horler, T: 01454 881770 E: rebelwithasprite@hotmail.com
Dave Warren, T: 07831 101850 E: central.masc@live.com
Michael Ellis, T: 07414 279074 E: michael_ellis@live.co.uk
John Gully, T: 07876 334949 email john.gully@btinternet.com
David Dixon, T: 01733 222810 E: e-dave@hotmail.co.uk
Gary Knights, T: 01376 562172 Mob: 07932 077305 E: gknights@live.co.uk
Terry Langridge, T: 01252 626063 E: friendlyfolk@midgetandsprite-hampshire.info
Steve Newton, E: newton-gemini@sky.com
Mark Hall, T: 01296 660103 E: markdhal@aol.com

Alan Anstead, T: 01322 384050 E: alan.anstead@btopenworld.com
Currently vacant
Gary Lazarus, T: 020 7700 5696 E: garyfrogeye@gmail.com
Neil McLeod, T: 01772 466648 Mob: 07921 089 680 E: neil_mcleod2@outlook.com
Ian Cooke, T: 0115 938 3838 E: ilcooke@btinternet.com
John Austerfield, T: 07778 636070 E: austerfield.07@btinternet.com

Grahame Gibbins, T: 01235 530456 E: grahame_gibbins@hotmail.com
Graham Smith, T: 0141 954 8276 E: smith.grahamf@yahoo.co.uk
Valerie Young, T: 01460 391431 E: peteryoung81@aol.com
David Hill, T: 01239 811307 E: david@hill.be
Mike Gorman, T: 01737-552256 E: gorman698@btinternet.com
Chris Harding, T: 01342 718860 E: harding.cm@btinternet.com
Andy Cross, T: 01225 743554 E: andyspeedbox@gmail.com
Rob Armstrong, T: 07889 090411 E: mascyorkshire@gmail.com



ALSO SEE THE CLUB NIGHTS SECTION FOR NEW AREAS AND CONTACTS

Compiled by Neil Thomas. 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.

CLUB NIGHTS



- 1st Saturday **YORKSHIRE AREA.** Now meet at Chequers Pub in Bilton in Ainsty (which is just to the West of York) on the third Thursday evening of every month from around 7PM – more information at <http://yorkshireremasc.blogspot.com>
- 1st Tuesday **ESSEX AREA.** Now meet at The Green Man, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3LB. For further details contact Gary Knight, Tel: 01376 562172 Mob: 07932 077305 email: gknights@live.co.uk
- 1st Wednesday **CENTRAL AREA.** Now meet 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.com
- 2nd Wednesday **DEVON AREA.** Meet at Court Farm, Abbotskerswell, TQ125 NY Devon. 7.30pm Michael Ellis Michael_Ellis@live.co.uk and telephone: 07414 279074
- 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 466648 Mobile 07921 089680
- 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.** The Hunters Arms at Kilburn, DE56 0LU (just off the A38) from 7.30. Venues may change through the summer months for country runs. 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 **EAST KENT GROUP.** Meet at the Crown Inn, Sarre, CT7 0LF from 12.30hrs Contact Area Rep alan.anstead@btopenworld.com or John Clark group co-ordinator jrclark@sky.com
- 3rd Tuesday **SCOTLAND.** Meet at Houstoun House Hotel, Broxburn, EH52 6JS. Meetings start at 7.30pm. Graham Smith 0141 954 8276 email: smith.grahamf@yahoo.com
- 3rd Tuesday **SURREY.** Meet at The Blue Ball, Deans Lane, Walton-on-the-Hill, Tadworth Surrey KT20 7UE. 7.30pm onwards. Contact Mike Gorman, gorman698@btinternet.com Tel: 01737 552256
- 3rd Sunday **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: Charlton Inn, Bournemouth Road, Charlton Marshall, Blandford Forum, Dorset DT11 9NH about 7.30pm
- 4th Thursday **SUSSEX.** Meet at Bolney Stage, Bolney, RH17 5RL from 19:00.
- 4th Thursday **HAMPSHIRE.** Meets at Lasham Gliding Club, The Avenue, Alton, GU34 5SS. 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

MARKET PLACE

FOR SALE - 1962 Austin Healey Sprite Mk II - PSK 152 - £11,000. Very reluctant sale of this rare award-winning car. (2nd in class Pride of Ownership at Spridget 60 see it on page 17 October issue of MASCOT). Recent Insurance valuation by Carole Nash = £12,000. Further details and photographs. Contact: Ray Bower 07941335703.



FOR SALE - high performance exhaust system. This exhaust works well, however it leaks a little where the down pipe slots into the collector on the bottom two collector pipes. It has been repaired before but still puffs a little. Needs new collector ideally. Rest of it is fine and sounds awesome if a little loud. The car generated good power despite these issues, reaching 195bhp at Aldon last year. It's a Frontline stainless steel 3 inch exhaust that originally cost £1100. The proceeds from this sale will go to Scotty's Workshop. £200. Contact: Steve Goodchild on 07305 346817



FOR SALE - Frogeye Sprite side screens, radiator, seat frame, alloy rear cockpit trim, ribbed gearbox etc. Also Mk 2 bumpers. Contact John on 07711 136700

The Original Austin-Healey Sprite Parts Specialist



New LED Light Upgrade Kit Available



We are excited to introduce our new range of LED lighting upgrade kits for Austin-Healey Sprite MK1 Frogeye.



Available in both positive and negative earth, each kit contains the indicator relay and correct number of LEDs to replace both the exterior and interior bulbs in your Frogeye.

- LED HEADLIGHT:**
XLTG133 Headlight Bulb Kit
- LED BULB UPGRADE KIT:**
XLTG240 Positive Earth
XLTG241 Negative Earth

www.ahspares.co.uk

Frogeye Spares

"Knowledge, Expertise & Passion"



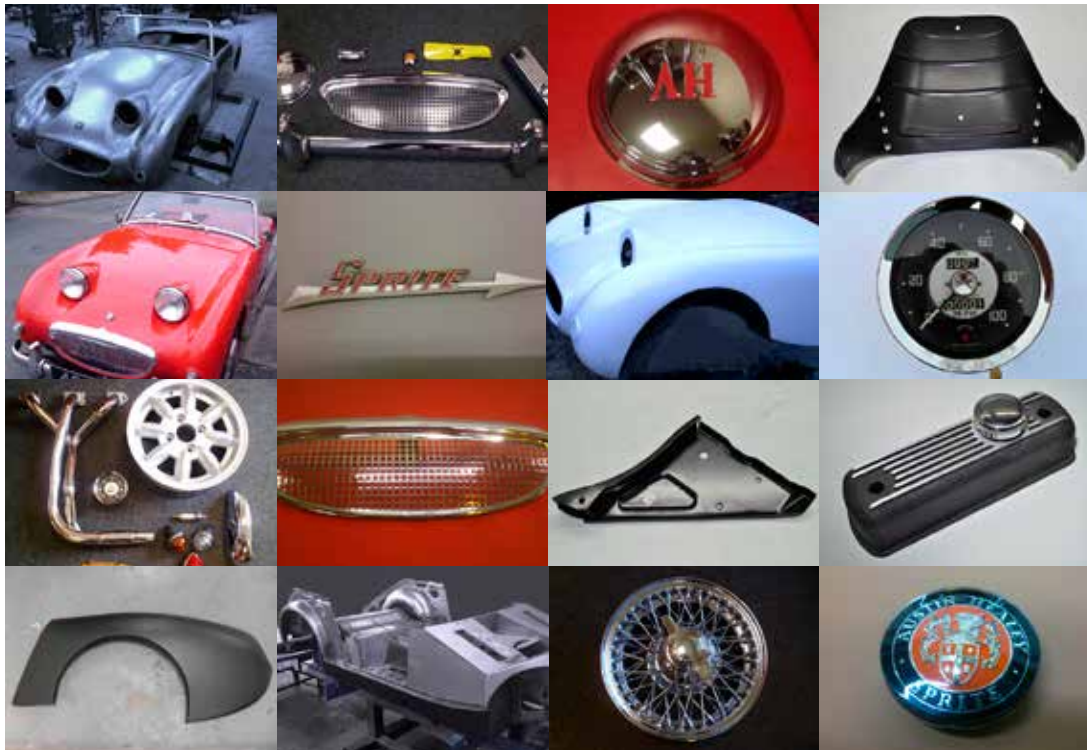
The Manufacturer of Wheeler & Davies Frogeye Bodyshells

Virtually EVERYTHING in stock
to build a complete Frogeye!

Specialising in new & used parts, complete
new body shells, servicing & restoration
of Austin-Healey 'Frogeye' Sprites.

For all your Austin-Healey Sprite needs, look no
further for friendly service and competitive prices!

Call the experts today on
+44 (0)1204 604 017



Visit www.frogeyespares.co.uk or email enquiries@frogeyespares.co.uk