

# MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 418 FEBRUARY 2019

£3

## Graeme Williams has Sebring in his DNA



**OUTSTANDING CLUB  
MAGAZINE OF  
THE YEAR 2018**  
HIGHLY COMMENDED



[www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)

**A 41 YEAR RESTORATION – PART 1** BY ALLAN CLARK

**MEMORIES** BY DAVID GRAY

ALSO IN THIS ISSUE: **BRAKING BAD • ELECTRIC FAN OR NOT? • OIL SEALS • CENTRALISING TOOL**

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



[rhspecialistinsurance.co.uk](https://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 FEBRUARY EDITION OF MASCOT

NEIL THOMAS

editor@midgetandspriteclub.co.uk



Hello everyone, what a great response I have had for material for MASCOT for the winter months. If your article hasn't appeared this month, please be patient as I have only been able to fit so much in. I have kept the remaining items in readiness for publication in future MASCOTs. Please keep sending me material though and by including high res photos with the write up, it helps bring

the article alive. It's a good job I have a few Spridgets at home. Here's me this month about to whip a front wheel off to take some photos for an article with no pics. Also keeping to a word count of 450-500 words a page helps me no end.



I was contacted by MASC member Brent Fowler recently, who sent me this photo of his old Frogeye back in 1970 and taken at Nolton Haven in Pembrokeshire, my stamping ground. The registration number still comes up on DVLA and



was taxed until 2003. Anyone know where it is now?

Well I couldn't resist doing it again. I've submitted MASCOT for the National Car Club Awards again this year as part of the Practical Classics Classic Car and Restoration Show in March for best printed car club magazine. Other categories in the Awards have been entered too by MASC. Fingers crossed.

In the meantime, BREXIT seems to be dominating our lives at the moment. We all have our views on this I'm sure, but I have been prompted by MASC member, Geoff Hunter, to mention the potential impact on those of us travelling abroad this year with our Spridgets. You may find yourself needing an international driving permit for the particular country you intend driving in. The one you require will vary from country to country. I believe they cost in the region of £5.50, are valid for 12 months and available from approx. 2000 post offices around the country. You are also likely to need a green card from your insurer which could take a month to obtain I am told. Might be worth you doing some research on this in preparation, just in case.

Lastly I would like to pass my own and MASC's sincere condolences to Surrey member, Mike Gorman, whose wife Pam sadly passed away recently. We are thinking of you and your family Mike, at this time.

## GRAEME WILLIAMS'S LINK TO SEBRING



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 **MARCH**  
EDITION OF MASCOT IS...

**FRIDAY 13TH  
OF FEBRUARY**

# EVENTS CALENDAR 2019

- 10 Feb MG & Triumph Spares Day, Stoneleigh
- 22-24 March Practical Classics and Restoration Show, NEC 2019
- 28 April Drive it Day - Notts + Derby area are looking to link up with neighbouring MASC areas at an appropriate destination, possibly for the weekend.
- 3-5 May Donington Historic Festival
- 9 June Wollaton Park "Autokarna" - Nottingham's largest classic car event of the year at which MASC will have their own paddock area.
- 26-28 July Silverstone Classic

Send your events details to [editor@midgetandspriteclub.co.uk](mailto: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](mailto:webmaster@midgetandspriteclub.co.uk)

## EVENTS DETAILS NEEDED FOR 2019

Area reps please make Neil Thomas aware of any events already in your diaries and any that are planned for 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](mailto:editor@midgetandspriteclub.co.uk)  
For the website Mike Bennett can be contacted at [webmaster@midgetandspriteclub.co.uk](mailto:webmaster@midgetandspriteclub.co.uk)

## REGALIA

All available on line, along with other items at:  
[www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)



**Binders**  
£6.50



**Key fobs**  
£3.25



**Golf umbrellas**  
from £19.19 plus p&p



**Grille badges** £21

**Badge Bar badges now in stock, £21**



**Window sticker**  
£2 inc p&p

**Cloth badge** £3.25  
inc p&p



BOOK BEFORE END OF FEBRUARY TO BENEFIT YOUR CLUB\*\*



practical  
CLASSICS  
**CLASSIC CAR  
& RESTORATION SHOW**  
With Discovery



## SPRING'S BEST CLASSIC CAR SHOW

22-24 MARCH 2019 • NEC BIRMINGHAM

1,000 classic cars on display | Over 160 classic vehicle clubs | Live restoration demonstrations

350 specialist exhibitors & traders | Spring's largest indoor autojumble

Lancaster Insurance Pride of Ownership | Classic cars for sale with leading dealers

Classic Car Auctions two-day sale | Practical Classics live stage with Discovery | Carole Nash Barn Find display

The Workshop, sponsored by Skill Shack | Sporting Bears Dream Rides Garage

**BOOK TICKETS NOW TO SAVE!**

**EXCLUSIVE CLUB DISCOUNT ON SATURDAY OR SUNDAY TICKETS\***  
**NECRESTORATIONSHOW.COM | QUOTE YOUR CLUB CODE C3911RS19**

In association with

ClassicCarsForSale

ClassicCars



Official Show Partners

Discovery



\*Savings are based on on-the-door ticket prices. Savings are pre-applied to all prices on the website. The code stated above is used for marketing purposes only. To book by phone, call 0844 858 6758. Calls cost 7ppm plus network extras. All bookings are subject to a single transaction fee of £1.95. Tickets include a show guide worth £4.00. Advance tickets are available until midnight Thursday 21st March. After that date, tickets will only be available at the show. All information correct at time of publishing. Full T&Cs online at [necrestorationshow.com](http://necrestorationshow.com).

# THE RACE IS ON...



DONINGTON  
HISTORIC  
FESTIVAL

FRI 3<sup>RD</sup> SAT 4<sup>TH</sup> SUN 5<sup>TH</sup>  
MAY 2019

## TO ORDER ONLINE

- 1) Go to: <https://shop.msv.com/DisplayCar/ClubRegister/DP-19-Historic>
- 2) Select our club from the list shown and click on its name. If you already have an MSV account, login. Otherwise, create an account.
- 3) You'll then be presented with a page showing the conditions for displaying a vehicle - click the box at the bottom to say that you agree, then you'll be taken to a page that asks 'who are you displaying with?' Select 'With a club' then select our club name from the list that appears and press 'Continue'
- 4) Select the day or days that you wish to attend and press 'Continue'
- 5) **CAR DETAILS:** Add the details of the vehicle/s you will be bringing\* to display on the club stand.
- 6) **TICKET SELECTION:** Follow the process through to ticket selection. **IMPORTANT** - the online club ordering system automatically puts one adult entry ticket for your chosen day/days into your shopping basket before you get to the ticket selection area. So please only select any additional entry tickets that you may need when you get to ticket selection.

- 7) In the shopping basket you will see any additional tickets you have chosen showing as entry tickets and your driver entry ticket will show as a vehicle display pass (shown at the price for your entry ticket).
- 8) At this stage everything will still be shown at full price - press to go through to checkout, then enter our unique club code

### DHF\_PD26PRY

in the Promotion/Voucher Codes box, which will apply the 50% club discount.

All entry tickets, including the driver ticket, will be sent out immediately but the vehicle pass (which is only a parking pass this year) will be sent out separately, two weeks before the event.

## TO ORDER BY PHONE

Call the MSV ticket hotline 0843 453 9000, give the club name and booking code **DHF\_PD26PRY** and you should receive the 50% club discount. Please also request a display parking pass if you are planning on bringing a vehicle to display on the club stand (note, the parking pass will be sent out two weeks before the event. Entry tickets will be sent out immediately.) \*Calls cost 7 pence per minute plus your phone company's access charge."



**SilverstoneClassic**  
26/27/28 JULY 2019 \*Provisional dates

THE CARS ARE THE STARS  
...AT THE CLASSIC

[www.silverstoneclassic.com](http://www.silverstoneclassic.com)

Our club's exclusive Car Club Display Package code is:

**CCD00962019**

# NEW MEMBERS

DECEMBER > NOVEMBER 2019

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

5815	David Blackaby	Herefordshire	Innocenti	None
5816	Gary Morris	Staffordshire	Sprite	Mk 1
5818	Robert & Jane Ann Russell	Lancashire	None	None
5819	Tom & Krystyna Shell	Devon	Sprite	Mk 2
5824	Steve Anderson	West Midlands	Sprite	Mk 1
5825	Paul Kielty-White	Wiltshire	Midget	Mk 3
5826	Hannes Fliesser	Austria	Midget	1500
5827	Verity Lacey	Somerset	Sprite	Mk 4
5828	Paul Bernal-Ryan	Kent	Midget	Mk 4
5829	Antony & Julie Burgess	Norfolk	Midget	Mk 4
5830	David Hardy	Cheshire	Midget	Mk 3
5831	Jed Butterfield	Essex	Midget	Mk 4
5832	Peter Croot	Norfolk	Midget	1500
5833	George Fletcher	Nottinghamshire	MGB	Mk 3
5834	Trevor Sands	East Sussex	Midget	Mk 3
5835	Rob Butterworth	Cambridgeshire	Midget	None

## Dear Neil

Attached pictures of my pair of '68s.

The white one is '68 but only registered in the UK in '72 when it came over from Jersey.



The red one is a '68 Sprite but with most of the gear from my deceased '76 1500 (bit of a half breed mix, but the shell was totally unknown and merely rolling), it looks a little "non traditional" but makes me smile.

Just rebuilt the head on the white one last week, its currently in running order and being used often.

Red one I think has blown piston rings (on the way to my friend's wedding where I was due to use it as

the Bridesmaid's car!) so taking the engine and box out next weekend.



I have a OD box for it, so hoping to make it more of the "long distance" classic. Its been off the road since May, but hoping to get it going again before Easter.

I have taken far too long to join MASC, but there is so much help on the Facebook group it was more than owed. Have a great New Year!

**Kind Regards, Verity**



**Dear Neil,**

First of all thank you again for the recommendation to join MASC and as I already informed you on Facebook, I did this immediately after having received your kind proposal.



Stuart asked me to send you some pictures of the car. Unfortunately I have no exciting ones, but I send you what I have and promise to you, to make some nicer in Spring. I am located in South-East of Austria and we have here nice wine areas and good locations for fotos...

By the way - I like it, how a lot of members tune and work at their cars - but for me, I have decided to keep her original !

I wish you all the best for 2019

**Best regards from Hannes Fliesser, Fernitz/Graz**



**Dear Neil**

As a new member I been asked to send you some photos of Taz my Midget, hope this is ok.

I have sent you a message via Facebook as well.

**All the best, Tony Burgess.**



**Hi Neil**

Here is a photo of my recently acquired 1959 MK1 Sprite.

The overall physical and mechanical condition of this car is a real testament to the previous owner of over 20 years.

In 1998 the car underwent a major rebuild and overhaul. The work carried out during that period included an updated camshaft, free flow exhaust manifold and higher rated differential including adding a close ratio gearbox to improve overall performance.

The suspension has been upgraded appropriately, disc brakes replace the drums on the front wheels, with remote brakes servo assist and electric fuel pump added. To finish off a very nice leather upholstered interior!

All in all making this car a fabulous experience to drive, particularly on our B roads, of which there are plenty to enjoy!

I am really looking forward to getting out and about in 2019!

**Gary Morris**



Paul Kielty-White's Midget



# PRACTICAL CLASSICS, CLASSIC CAR AND RESTORATION SHOW



FRIDAY 22ND MARCH TO SUNDAY 24TH MARCH 2019


Happy New year to you all. I know it is a bit late but it wasn't when I wrote this article. The New Year is not quite as new by now and a new season of events is already beginning to take shape. In my case this means the Practical Classics Classic Car and Restoration show at the NEC in Birmingham, but I am sure the keen eyed amongst you will already have seen the adverts in MASCOT for the last 2 months, including a code for you to get discounted tickets.

I have just received a cheque for £57.00 from organisers of the November Classic Motor Show. This is the commission the club received for all ticket stubs that you brought to the stand. Normally we receive £20 - £30 so to get £57.00 is a real achievement. A big thank you to everyone who brought them along. After this great result from the previous show, the organisers have now decided to change the way they reimburse the car clubs for ticket sales. For every 8 Saturday or Sunday tickets (adult or family) bought before the end of February

the club will receive 1 extra wristband with a maximum of 4 per club. Each wristband is worth £19.00. Also, if 76 tickets or more are purchased we will receive 40p commission from the 76th ticket onwards up until the advance ticket sales close (at midnight the day before the show opens). If you are planning to visit the show make sure you book before the end of Feb and use the code C3911RS19. I hope that this clear; I will be asking questions at the show!

Could I now ask you to reread an article in January's edition of MASCOT by Steve Goodchild about how easy it is to come along to the show and help on the stand. It is always good to get new faces to come along. It has been referred to as a social event with a motor show attached, which I think sums it up rather well. If you have been put off in the past due to not knowing enough about Spridgets and related things, have another look at Steve's article and then get in touch. All that is needed is enthusiasm!






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](http://2getherinsurance.co.uk)

01945 586220



# SNAP! OF THE MONTH



To submit your photo by email to [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk) (jpeg, max file size 5MB)



Above - MASC K series Midgets at the Nurburgring



Spridgets on 2015 MASC weekend



Richard Wharmby



Pete Adamson's Turbo monster



K/Z's on tour

# SNAP!

# SOME NICE MEMORIES

## FROM DAVID GRAY



In response to your request for images for the winter editions of Mascot, please see attached a small selection to consider. The first tree are from a fabulous weekend we had in the Lake District . They show my Midget (my first car, purchased in 1983) and a Sprite we rented for the occasion of our friend's 50th birthday. Much fun was had haring up and down passes; the cars were truly in their element and it felt that no other vehicle would be better suited to the conditions. (The trek home to the Midlands down Shap on the M6 in the pouring rain was a different story however). The next is of the Midget along with my brother's TA in the field in which we camped very near to Prescott, the night before a hill climb experience course in which I took

part. The fourth is of an evocative drive through an avenue of poplars near Albert in the Somme Valley just after we had found the spot in which my great uncle had fought and died on the first day of the battle there in 1916. Then there is a shot next to more glamorous company in the form of S221 at the wonderful Archers Garage, on one of our very numerous visits there over a 20 year period. Lastly there is Henry, looking not entirely impressed at his accommodation after a walk/pub lunch (he'd rather be scrounging food in the pub).

I hope you can find something to use from these. In 35 years/100,000 miles or so of Midget motoring, we have had a few adventures and scrapes.



# IN MY DNA



I lost my father in 1969 when I was only 22 and he was 59. Neither my grandkids or my own children had the opportunity to know him. My interest in cars is something I've inherited from him and my daughter (and not my son) follows suit. She always looks forward to a ride out in the Frog when she comes to visit.

When I went to University in 1966 I had a Frog, which would have been 7 years old at the time and looked like those Frogs often offered for rebuilds nowadays. It got me back and forwards to Leeds until it was replaced by a warm and dry Mini a couple of years later. My wife (then girlfriend) tells me it often broke down on the journey although that seems to be erased from my memory. I belonged to the local branch of the Austin Healey Club in Leeds which had about 5 members and met over Pudsey way. Quite a distant memory now!

Because I was away at University I never really had those sort of conversations with my dad about his work and what he had been doing and in the month I graduated he died so the opportunity was lost. I do know where the strong interests in sports cars

comes from and I know he would be pleased to see that I have another Frog albeit in better condition than the original.

But what I really wanted was a Sebring! And finally in December 2018 I found what I hope is the "perfect" replica based on a 1967 donor car. NSU368 was built by Mike Sutton in the early 2000's. I believe Mike was a Quantity Surveyor and the attributes needed for recording and monitoring building projects shows up in the notes which came with the car. Every invoice is carefully filed complete with notes and minutes of meetings held with the main suppliers (particularly Brian Archer). In a second even thicker folder, each visit into the workshop is meticulously recorded (and typed up) and photographed when appropriate. This gives great confidence in the quality of the work he carried out.

The car has been built on a Heritage Mk4 Sprite tub and Archer's body parts. The original engine has been retained and rebuilt by Peter May. Currently a 5 speed T9 is fitted but Mike originally built it with a straight cut box. The subsequent owner to Mike did

this work, presumably because he wanted to avoid severe hearing loss over the next few years.

NSU has been built as a fast road car rather than a carbon copy of one of the original cars, and with some concessions to practicality and the appearance of comfort. On the road you realise that appearances can be deceptive! Much to my wife's joy it has a heater, although I suspect there will be times when aircon will be dearly missed- will I need to fit an Alan Anstead style roof vent perhaps?

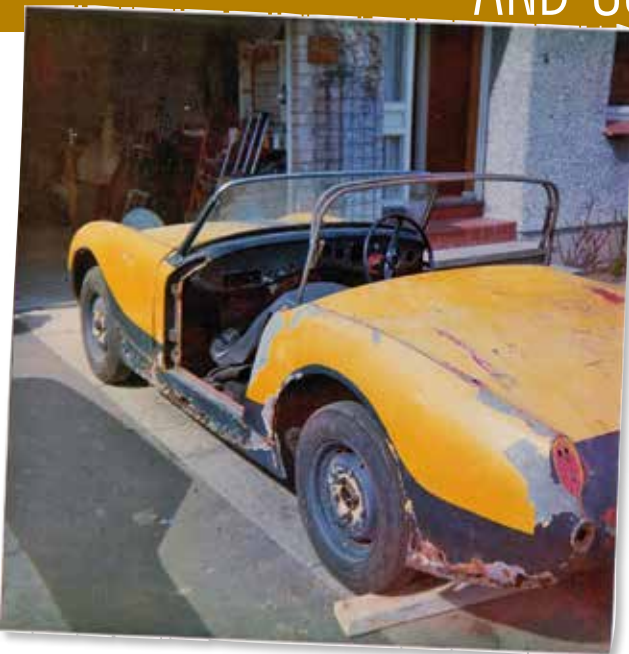
The car came up for auction in 2013 as a property of the RSPB since Mike had generously bequeathed it to them and I almost went to bid but decided it would be out of my price range. I watched the auction on line and saw every car sell way over reserve until about 5 cars before when the auction went flat. It had one bid below reserve price and two days later appeared on a forecourt with a 100% markup!

The last owner who bought it from the auction trade dealer decided to sell very recently and after two visits to Birmingham in the most appalling weather we decided we should buy it. It is, in my eyes, a very pretty car but then I am biased. The original few cars were built for John Sprinzel by Williams and Pritchard and Charlie Williams was my dad. Now I've got something to show the grandkids and can tell them that their Great Grandad had the skill to style and hand shape the original almost 60 years ago!

**Editor's Note:** Wow, that is impressive Graeme. What a nice piece of family history.



# 41 YEAR RESTORATION "AND COUNTING"



The car was in primer with the under bonnet area painted Cherry Red, I am not really a fan of Cherry Red so decided I would strip the car back and paint it either Old English White or Iris Blue. As the car had covered zero miles since being built up it all came apart very easily and was pleased to note that all bearing, bushes, seals and hoses had been renewed. After the shell was stripped, I bead blasted the body back to bare metal to allow the whole car to be painted uniformly. While going through the paperwork that came with the car there was a quotation and a receipt from a local restoration workshop to repair all the bodywork and get the car to a usable standard, this included replacing floors, inner and outer cills, hinge panels, rear wings, inner and outer, correct accident damage to lower front of bonnet and replace wing beading, sand blast the shell and paint in primer. This work was completed and paid for on 11th Nov 1990, 13 years after my friends father had initially purchased the car for the princely sum of £70 no guarantee given or implied. After the shell was blasted it was

I bought this Frogeye around 2004 from a friend's mother, his father had sadly passed away while he was restoring this and two Healey 3000 BJ8's. I bought the job lot which included two lockups full of parts, one of the 3000 was an American import which had been taxed and MOT'd, the other 3000 was and still is a basket case. The Frogeye only needed painting, wiring and the interior renewed. A busy couple of days to transport it all home then come up with a plan on how to proceed. Plan A was start on the imported 3000 get it back running and MOT'd. This plan quickly changed to plan B - build a bigger workshop. Three years and 144Sq meters later adopt plan C, do the frogeye. Paint, wiring and interior should be relatively simple. On lifting the bonnet for the first time everything had a brown tie on label attached stating what had been replaced and when, eg dynamo new bearings and bushes Aug 1977, brake and clutch master cylinder new seals Apr 1978, steering rack recon 1978 NO OIL, the engine was painted a weird colour of green and the gearbox was a ribbed case type.



evident that the repairs were to a usable standard but not very pleasing to the eye, floors were made from flat plate with no pressings they were welded to the spring reinforcement plates, the cills were in the wrong place, the jacking holes didn't line up with the cross member and their front edges were extended to line up with the bonnet line. Hinge pillar covers were 3 skins deep where they met the bulkhead, the top hat section that runs the length of the floor was plated over and the accident repair at the lower bonnet had no new metal let in and was wafer thin. All this and more led to the adoption of plan D, park it at the back of the workshop and hope it sorts itself.

Four years later, the frogeye had shown no sign of self-healing, I had a visit from a local guy who hill climbs and sprints midgets. He had been told of my car and was keen to see how it was coming along. I pointed to the back of the workshop saying see for yourself after a few minutes he came back asking what age the car was as he thought it was an early example, then showed me where it differs from others he has known. I admitted I didn't know there were any differences until the Mk2 was released, I checked the green logbook that came with the car and sure enough date of original registration was 21st June 1958. I was now interested again and set about trying to establish what all the differences were from early cars compared to the later ones, this was easier than I had imagined thanks to two books, one written by Terry Horler *Original Sprite and Midget*, the other by John Baggot *Frogeye Sprite The Complete Story*. After studying these books I applied for a heritage certificate to see what information there was on the car as it left the factory.



The certificate confirmed that I had Austin Healey Sprite MK1, chassis number AN5/823, engine number 9C-U-H/471, body number 947, Spec RHD home market, colour Cherry red, date of build 21st April 1958, despatched 8th May, destination dealer Dreadnought Garage Limited, Brighton, Sussex, registration mark (quoted by you) VCD 562 was issued in Brighton East Sussex. Having gathered all the information I could on the early cars and looking through the pile of parts that came with the car, 9 stud screen, smooth case gearbox, radiator without cowlings sides or top, original floppy bonnet with no air ducting to the radiator etc it was becoming evident that the car should be restored to the way it left the production line on 21st April 1958, this would inevitably involve replacing the floors, inner and outer cills, hinge covers, bulkheads and the bonnet lower panel not forgetting all the other metal that is required when you get in this deep. I have included some photos of the car when originally purchased in 1977 and a couple after I stripped it but before ignition of the gas hacksaw.

**Editor's Note** – Now we have your juices flowing, you will just have to wait a little while for Part 2



# AN ELECTRIC FAN – A GOOD IDEA OR NOT?



“I am thinking of fitting a 9 inch fan from Revotec with an electronic fan control unit that fits in the top hose. They say that they strongly recommend fitting a Sucking Fan to a frog eye as that is far more efficient than a Blowing Fan, commenting that the Sucking Fan draws air through the whole of the radiator core whereas the Blowing Fan only blows air through in the diameter of the fan itself. Also the area of the fan assembly in front of the radiator reduces the area of core exposed to the incoming air. I must admit most of the cars I have seen have Blowing Fans fitted I think. They say there is no point in leaving the twin fan blades on as when motoring, there is enough air passing through the core and when idling, they don't draw much air anyway.

The electronic fan control unit seems a nice tidy idea, but they say to fit it in the top hose. That I think will be a very tight fit, lengthwise. Could that

be fitted in the bottom hose or have you seen them fitted in the top?

The Blowing Fan can be attached by pre cut brackets to the sides, but the Sucking Fan has special cable ties that pull through the radiator core? Have you seen those?

An obvious question perhaps but I presume it's a good idea to fit an electric fan anyway? Do you have one?

There are 2 technical guys at Revotec and have been very helpful. I must admit, there does seem to be some logic in what they have said, or am I over thinking the whole thing?”

## Mark's reply:

“Firstly, there is NO need at all to fit an electric fan!” The O/E fan works perfectly well with a healthy cooling system.

There are various elements to a cooling system and for it to work correctly each must be in good condition.

You say you have just completed a four year restoration on the Sprite, so I would assume that you have attended to every component of the car...

Engine... Stripped, cleaned 'Hot Tanked' with the oil plugs and core plugs removed...(most important)...! If the cylinder block has not been cleaned out correctly, the water galleries will most likely still have a build up of rust and hard water limescale, this settles into the bottom of the cooling galleries, reduces the contact area of the coolant and compromises the efficiency of the cooling system.

Water pump... This has to be in good condition to circulate the coolant around the entire system. If coolant does not circulate as it should, the cooling system will not work efficiently.

Thermostat... This very important little piece controls the running temperature of the engine. Never assume that even a new one will work correctly, test it before fitting it.

Radiator... When the car was new, the radiator (and cooling system) worked perfectly well.. Over a number of years, radiators (like the cylinder blocks) become clogged with a build up of rust, dust and limescale and therefore compromised... Radiator



design and construction today is far more efficient than those of 20, 30, 40, 50 and 60 years ago. The radiator was designed for each vehicle application to be more than on top of it's job and hence the engine temperature was controlled by the Thermostat. Did you have the radiator stripped and checked, or even a new core fitted?

Coolant.... This is where most of the cooling problems of cars have been effected over the years. Most people, for whatever reason, have used just water in the cooling systems, Anti Freeze and Corrosion inhibitors were ignored for many years. A good Coolant **MUST** be used and diluted at between 30 - 50%. The Evans 'Waterless Coolant' allows an engine to run safely at a higher operating temperature and is a great consideration (an engine should run as close to 100 degrees C to be at it's most efficient).



Temperature gauge... These can be misleading little blighters... make sure with a Laser thermometer, that your gauge is accurate.

So, if I can assume that all the above points have been attended to and you still believe that you 'need' an electric fan, then there is something wrong with your car.

For the last nine years I have lived and worked in Queensland, Australia, where typical Winter temperatures are between 7 and 20 degrees and Summer temperatures reach a regular high 30 degrees. I've run my partner's lightly tuned 1275 Midget with the standard cooling system with NO overheating problems whatsoever. In fact, I don't think I know of many Sprites or Midgets here that run an electric cooling fan (although, there will be some for sure).

However, I'm assuming that you are considering fitting an electric fan because of over heating problems, but I may be wrong and you want to fit one, because you can. (or your mates have them).



So, to answer your questions:

Always fit an electric fan (if you can) behind the radiator, never in front. If fitted in front, it will always block air flow to the radiator.

Remove the O/E fan

The temperature sender for the fan switch should be either fitted into the radiator header tank or the top hose, (they do work best there), don't fit one to the bottom hose.

Never use the cable tie attachments, they always put undue stress on the fragile radiator core and ultimately damage it. Remove the radiator and have mounting brackets made and welded to the side frames, this will ensure that the fan will not damage the core, but also by careful design and good workmanship, the fan can be mounted in it most effective position (high and close to the core but NOT touching it).

No, I don't believe it is a good idea to have an electric fan and no I don't use or advocate the use of them.

Of course the 'Technical guys' at Revotech have been helpful, it's there job to be, they get paid for it. If they didn't help 'sell' the products, they wouldn't have a job. Or am I just being cynical?

# BRAKING BAD!



*Countisbury Hill, Plymouth*

Most years my wife and I camp at the Silverstone Classic, yes camping is just possible with a Spridget. About 4 or 5 years ago while on the camp site we met a charming couple who were admiring our Old English White Midget. (Now at this point I must apologise if I have some of the details wrong but it's the gist of the tale that's important.) The couple were sporting obvious injuries, one had a neck brace on and one had an arm in plaster and after general chit chat about our MG they explained that they were looking for another Midget as theirs' had been written off in an accident hence their injuries. This is their story as best I can recollect.

They were enjoying top-down touring of North Devon in their 1275 Midget and were travelling west along the A39 coast road towards Lynmouth. For those who are not familiar with this part of the world the coast road along the edge of Exmoor National Park offers some of the country's finest views over Exmoor and the Bristol Channel and is a glorious driving experience if at times steep, it includes Porlock Hill the UK's steepest gradient on any A road.

They were approaching the final descent down Countisbury Hill into Lynmouth, a descent of perhaps a couple miles and who's final half mile is very steep with some slight bends. With the hill rising high above on the left, a low stone wall along

the clifftop on the right, and the road narrowing, the unthinkable happened – the brakes failed. Due to the length and gradient of this hill it is notorious for brake fade due to overheated brakes.

The guy, who was driving, snatched the hand brake on which made little difference and as they gathered speed they could see queuing traffic ahead. The driver crossed onto the then clear opposite side of the road to avoid the near stationary traffic, blasting his horn and with his poor passenger screaming at the top of her voice the traffic seemed to realise what was happening and tried to move out of the way as there are a couple of emergency escape lanes on the left.

Then an oncoming car came around the bend. Now travelling at some speed with no brakes his options were, hit the oncoming car head on, risk going through the stone wall over the cliff into the sea, or crash into the line of traffic heading down the hill which he did. The impact with the stationary traffic resulted in the MG being a total write off and the couple receiving some nasty injuries and lucky to be alive.

After the incident the accident inspectors found the brakes on the MG to be working again, a sign of overheated brakes which return to operation once they have cooled.



fluid change because one of the contributing causes of brake fade is moisture in the brake fluid.

Older cars that are used infrequently and possibly sit the winter months out in an unheated garage can have a build-up of excessive moisture in the brake fluid due to condensation. Brake fluid is hygroscopic which means it attracts moisture which can turn to steam when brakes get hot resulting in loss of hydraulic pressure therefore standard brake fluid should be changed at least every two years. Moisture in the fluid is of course not the only cause of brake fade but changing the fluid is very often overlooked when servicing the brakes and please never re-use old brake fluid and do keep fresh fluid in a sealed container.



So why am I telling this tale? Well, soon many of us will be bringing our cherished classics out of winter hibernation and it's at this point we should inspect/service the brakes of our trusty steeds as a matter of course, even when the brakes appear to be in good working order. Part of that service should be a

Again, I would like to apologise if I have some of the details of the accident incorrect, but I wanted to share this tale and hopefully help prevent this happening to others. I do hope the mentioned couple found a replacement Spridget and are members of MASC.



**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



# PASS ME MY LANCE SANCHO PANZA

On hands and knees again, cleaning up the patch of oil from the drive, I had a Don Quixote moment, in this case the windmill to which I leveled my lance was labeled "Leak free Frogeye engine". Ridiculous I know and after 50 years of owning A series engines, you would think I knew better. Anyway, as the engine had to come out of our loW following the catastrophic loss of oil through the rear seal on the way down to Wroxall Abbey it was worth a go.

For about eighteen months, the engine had done its best to protect the underside of the car with a coat of oil, although an admirable sentiment, the shell is GRP and isn't going to rust anyway. There was a slight leak from the rear of the engine but the biggest problem was a sustained drip from the crank pulley area when the engine was running, the last trip to the Le Mans Classic had consumed a litre and a half of oil.

With the Sprite 60 event a reasonable time ahead, the engine was pulled and the front of the engine tackled first. There was slight marking around the crankshaft pulley where the seal runs and although it didn't look like enough to cause the problem a new pulley was sought, however none of the suppliers had one in stock at the time, so a super-sleeve was used. This is a very thin, precision made cylinder that slides over the worn area to provide a smooth surface for the oil seal to run on. With the pulley in hand, a trip to Simply Bearings in Wigan provided an exact fit.

Both the timing chain cover and the sump pan suffer from deformed flanges, people over tighten the securing bolts, this pulls the steel into the gasket causing a raised dome around each bolt. These were all dressed flat and the flange carefully checked for any other deformation. With the timing cover, it is important that the pulley runs in the exact centre of the oil seal, in some cases the holes in the flange are slightly off centre which causes the cover to be pulled out of line when the bolts are tightened. With the pulley in the seal, all the holes were checked and relieved where necessary before the gasket glue was added and the cover fixed in place, being careful to ensure that the seal remained centered over the pulley.

Next came the big challenge, the rear of the crank. Many years ago, I fitted a Peter May rear oil seal (they are also available from Moss and a few other suppliers), the problem is that they only work for a

relatively short time before they start leaking again. I am now on my 5th seal and as it is an engine out job to change them, this is far from ideal. The seal is held in an aluminum frame that bolts to the block where the moustache normally sits, the seal then runs on the crank flange to which the flywheel bolts. The oil seal is orange in colour and our North West resident engineer Steve Keil has calculated that the surface speed where the seal meets the flange exceeds the specification of the seal, hence the wear that causes it to leak again.

Engine tuner Keith Calver has developed a new seal in conjunction with performance oil seal specialists Race Tech, their seal is blue and this kit is now stocked by Peter May, MED and a number of other specialists. The problem however is that in order to fit this kit, the rear main cap has to be machined such that the rear face is flush with the rear of the block, three holes then need to be drilled and tapped in the cap to hold the seal carrier. In hindsight, I should have taken this option but the engine was fully built and Wroxall was fast approaching.

In 2017, Neil McLeod needed his engine rebuilding and Steve Keil came up with a surface seal that fits between the crankshaft flange and the block, the seal runs on the rear main cap and the moustache attached to the block, this has proved successful on Neil's car and so it seemed reasonable to fit one to mine, in addition to a new orange seal. The problem was that Neil's engine is a 1098 and mine is a 1275 and the design of the main cap means there was no surface for the seal to run against. The solution was to have a 2mm thick plate laser cut from stainless steel. As the centre hole was smaller than the crank flange, the plate was made in two halves but the join was perfect with no detectable lip. To cut a long story short, this looked fine on the bench but the seal broke up after just 50 miles of use, so don't try this on a big bore engine.

The 50 miles was the distance to the lunch halt on our way to Wroxall, there must be some mystical force on that stretch of road as just as we approached the restaurant, the oil pressure disappeared and coincidentally Graham's brakes failed, so as the rest of the group carried on south, our Frogs were trucked back in disgrace.

On stripping the engine, the initial theory was that as the surface seal had broken up, the detached



lip had pushed through the orange seal letting the oil out in the process. However, a more careful examination showed that the crankshaft flange sides are not parallel, it starts parallel where the flywheel bolts on but then tapers out. The lip of oil seal runs on the end of the taper where it is at its largest diameter. Adding the 2mm plate effectively moved the seal down the taper and although it appeared to be touching, examination with a magnifying glass showed that it was barely in contact and therefore totally ineffective.

A new seal was bought (after three goes as there are 3 different ones available) and the carrier carefully re-attached. A litre of oil was then added and the engine rotated so that the rear was pointing at the floor, at which point the oil made a bid for freedom as the six flywheel bolt holes bypass the seal! With the holes plugged the exercise was repeated and appeared to be successful so the engine was left in this position overnight.

The following morning revealed a puddle of oil below the engine, I have a Toyota 5 speed 'box and in order to fit it have the pressed steel backplate, this has the oil pump cover welded in place. On top of the weld was a hard sealer that had broken up in places and as the weld was not complete in places, the oil was using this route to escape. With

all the old sealer removed and the area thoroughly cleaned, a new seal of Araldite was added both inside and out and the leak test repeated, this time not a drip.

The other factor that contributes to oil leaks is high pressure in the crank case, the A series acts like an air pump, I am told that the offset design of the con-rods mean that pistons come down the bores quicker than they go up with the effect that there is a positive pulse of pressure each time a piston descends. I have two pipes from the engine to an oil catch tank, one from the timing case breather, the other from a union added to the rocker cover, the catch tank vents to the atmosphere through a filter. To assist the breathing, I have now connected the catch tank to the inlet manifold using a PCV valve. Rather than use the large mushroom shaped valve fitted by the factory, I have used a modern item normally fitted to the Nissan V6 engines, this has a thread that matches the manifold and doesn't have the large rubber diaphragm that may be affected by the ethanol in the fuel.

Do all these measures work or is the objective just another windmill? well so far, the oil remains on the inside of the engine, but time will tell when we clock up some miles.



# TIMING COVER CENTRALISING TOOL

To best ensure leak free operation the front oil seal on the A Series engine requires the timing cover to which it is fitted to be carefully centralised on the crankshaft pulley that provides the corresponding rubbing surface.

The seal is fitted externally on early models and internally on later models and can be changed with the engine in situ and should always be replaced if there is ever a need to remove the unit. However should there be a need to just replace this seal it can be carried out in situ following the removal of the radiator. Additional working space can be achieved by slightly raising the engine by releasing the front mountings and carefully jacking under the sump using a suitable piece of wood as a load spreader.

After releasing the crankshaft bolt, the pulley can be withdrawn although this is more of a problem where a crankshaft damper is fitted. The seal rubbing surface should be carefully examined for signs of excessive or uneven wear.

Undo the fixing screws and remove the timing cover. After a thorough cleaning, the seal should be examined for any sign of wear but as it is of low cost is recommended for replacement anyway where an upgrade can be made to the original nitrile by fitting an improved material grade of neoprene that affords increased flexibility and operating temperature.

Ensure the timing cover bolting face is flat and correct by careful reforming as necessary.

Install new seal ensuring it is fully seated in its housing and well lubricated with oil.

With the timing cover refitted using a suitable sealant e.g. Hylomar, on both faces, refit the cover using the suggested centralising tool before installing and finger tightening all screws ensuring the appropriate shaped washers are used.

A suitable centralising tool can be readily made by removing the pressed steel pulley component from the early type unit. This can be achieved by drilling, cutting or grinding the heads off the rivets on one face and punching out any that remain in position.

I did not find the pulley body to be either a particularly tight fit onto the crankshaft or to bind on the location key so other than a good clean, and ensuring there are no burrs or marks on the lead taper with a polish to the seal mating surface

the tool is ready for use. Just ensure it is suitable protected against damage and corrosion of the seal contact face !

Using this tool will ensure that all timing cover bolts can be fully tightened as a set to a uniform torque value that cannot otherwise be achieved as the standard pulley/engine damper obstructs the lower lever screws requiring it otherwise to be removed to provide the necessary access for tightening the final screws before refitting the pulley.



*Pulley*



*Centre boss*



The world's leading  
Austin Healey  
parts supplier!



[www.ahead4healeys.co.uk](http://www.ahead4healeys.co.uk)

Tel. 0044 (0)1788 565 000

Fax. 0044 (0)1788 565 001

[info@ahead4healeys.co.uk](mailto:info@ahead4healeys.co.uk)



81 Somers Rd, Rugby, Warwickshire, CV22 7DG, UK

*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](mailto:mike@mgmidgets.com)

## Insurance tailored around you and your classic car

At Adrian Flux we have over 40 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly on **0800 916 1288** compared to online.



Ask our experienced  
staff about:

- Club member discounts
- Agreed valuations
- Limited mileage discounts
- European breakdown cover
- Driving other vehicles

**Car Club Quoteline: 0800 916 1288**

Mon-Thu 9am-9pm, Fri 9am-7pm Sat 9am-4pm. Authorised & regulated by the Financial Conduct Authority

[adrianflux.co.uk](http://adrianflux.co.uk)

**ADRIAN FLUX**



On Sunday December 16th, thirteen spridgety disciples gathered at The White Swan, Connington, the new venue for our monthly meetings (venue decided due to log fire, good ambience but mostly cheep decent real ale).

Our mental ability was tested by Mick's pub type quiz whilst we awaited excellent Christmas fare, (no turkey staring photo's included Terry).

Several members have been 'at it' in their garages, no not brewing beer, but attending to urgent matters of motor restoration, in particular Mick who having changed the clutch on his 1975 midget is pondering over changing/rebuilding the engine. Meanwhile Chris has extended his garage to form an 'intensive car unit' primarily to totally restore his charming '33



Austin Seven that lives with his midget and eclectic mini collection.

Talking of restorations, HTJ (John Davies) completed his midget Mk 1 1/4 in time for the 60 years celebrations at Wroxall Abbey only to be thwarted by the slightly damp weather over that bank holiday w/e. This fine transformation in it's



original Dove Grey, meticulously undertaken by John, took over 2 years to complete based on a car destined for spares only, and he says he will at some time produce an article dedicated to it in near future.

New Years Day is always an interesting meet of motoring types on one of England's largest greens at Barrington Cambs with cars ranging from a local Rolls Royce Phantom Mk1 hand painted panels by the owner's mother, to a very racey looking Austin-Healey 100/4 M spec amongst over 100 cars attending in the pleasant weather conditions.



My own recent fitting of LED lights challenged my electrical ability such that Chris had to rewire the new flasher unit, then after only 50mins one bulb failed, which apparently should last 50K hrs.

The supplier has agreed to swap the bulb at the Stonleigh MG and Triumph spares day, Feb 10.

HTJ has explained the legal implications of LED lights: the MOT requires that head lights have to provide 50-60w of light power whereas LED lights are rated nothing like that in wattage, but produce more than adequate lighting now measured in lumens a unit of luminous flux. MOT stations do not challenge these lights and it is anticipated that the requirements will be modified to catch up.

Get your motors sorted and Happy Motoring for The New Year.

**Graham Kirkup '59 Frogeye**



The first Central monthly meeting of the year came only a day after New Year's Day this year so I was expecting to arrive at the Tame Otter and find myself sat at a table on my own due to everyone over indulging. However on arrival two Midgets in the car park brought a smile to my face. When I opened the main door I was met by loud laughter from a gaggle of five Central members, Geoff, John W, Denis, John H, and Keith who had already exchanged New Year handshakes and were busy talking about happenings over Christmas. We moved to our usual meeting space and were soon joined by Justin, Bill McK, Gary H and Bill M. Then the surprise of the evening, in walked new member Gary who was quick to reveal he was now the new owner of a Mk 1 Sprite. It transpires that Gary was visiting the Classic Car Show at the N.E.C. last November looking to purchase a classic car. Of course he happened upon the Midget and Sprite Club stand and was soon chatting away to club members helping on the stand. It was at this point he mentioned he was interested in buying a car. Only when he started to walk away from the stand did another member mention he overheard the conversation and he had a car for sale which he no longer needed. Quickly they exchanged telephone numbers and a week later Gary was sitting in a car he thought was just the right one for him. When Gary began showing photographs of his car to (now) fellow Central members there were nods of

appreciation and comments that the car he had bought was indeed in excellent condition. Welcome Gary.

Whilst some of us were busy enjoying the Christmas celebrations one young member in particular was using his festive free time to good effect. You may recall last year I had written about Jim Tester who had acquired a Sprite for his son James (JT) who is eleven years old. The car has been stripped down revealing that the shell needed some serious renovation and welding. JT has (under supervision from his father) been starting the work. Looking at the pictures he seems to be undertaking the hard work with relish. He has been learning how to use the tools of the trade including a plasma cutter to start work on restoring the car to it's former glory. I really hope JT can continue this story and we can all follow his progress as the car takes shape and comes back to life.

Central members have been submitting upcoming events to me for the year. Next month in MASCOT I'd like to talk about what we'll be doing in the Central area for 2019. Why not join us at a monthly meeting and make your suggestions.

**Dave Warren**  
**Central MASC**  
**Email to [central.masc@live.com](mailto:central.masc@live.com)**





We had our annual Christmas MASCOT dinner on 12th December at our usual venue at Court Farm Abbotskerswell, near Newton Abbot, 16 Sprite & Midget owners enjoyed a good Christmas dinner & secret Santa presents all washed down with some excellent local Devon ale & cider. Oh happy days!

Work on the Sprite is slow but progressive with Christmas shut down etc. The re conditioned 1275 engine is at last in 1 piece. On the strip down, I was lucky to find that the crank-shaft was the

highly prized and rare EN40B nitride only fitted to the very early 1275cc engines. The engine had not been used for some time and it was found that the flywheel was badly corroded on the clutch plate, which has been skimmed, lightened & balanced and ready to go. So hopefully in next month's report we'll be on the road, fingers crossed. Engine looking like new in its livery of BMC olive green, can't wait to turn that key.

**Chris Wood 5130**

## Devon events 2019:

- 28th April Drive it day go to classics at the Mill near Crewkerne
- 5th May Abbey Hill Steam Fair
- 6th May Uffeculme show
- 12TH May Killerton House National Trust
- 19th May Autojumble at South Devon Railway Buckfastleigh
- 26th May Pecorama Devon
- 27th May Collaton St Mary TBC
- 16th June Morewellham Quay – fathers day
- 22 & 23rd June Shepton Mallet show/autojumble
- 7th July Donkey Sanctuary Classic car show near Sidmouth
- 13 & 14th July Powderham Castle Steam Fair
- 21 July Coastal run Devon
- 28th July Torbay Old Wheels Club on the green Paignton
- 2nd 3rd 4th August Torbay Steam Fair Brixham
- 10th 11th August South Hams Vintage Machine Show near Kingsbridge
- 18th August Morris Minor Show Exmouth
- 26th August Torbay MG Owners Club Pasty Run Teignmouth



*Engine ready to install*



*Flywheel skimmed, lightened & balanced*

## Christmas dinner gathering



Well, I think the Dorset Area January club night will be a competition - 'Who can still get in their car' - after the festive season. It's amazing how just one tub of Heroes (other chocolates are available) can expand the waistline sufficiently to make squeezing in just that bit harder!

In December some 40 members, family and friends, gathered at our now permanent venue, The Charlton Inn, for a Festive meal organised by Ian Beaver.

Our new venue has such a good reputation for their food that numbers were up and we did literally fill the room available. For some, a visit to the 'comfort stop' entailed a walk out through the bar, exiting by the pub front door, walking round the pub, through the car park and back in through a side door to get to the loo!

But the food was outstanding as was the raffle. We are blessed with some generous members and there were over twenty prizes in our raffle plus a wonderful special hamper which was raffled separately. One of the raffle prizes had been

specially iced to read 'Sprite and Midget'.

After several hours (well it seemed like it) of drawing tickets and putting them back, the hamper was drawn. Put together and donated by Wendy Brooks and full of seasonal goodies the hamper was won by Brendan Carroll.

We are now planning our activities for the coming year and will also firm up our meeting dates and other events. And finally, a plea ...

We would love to see some more of the local MASC members and their cars at our club nights so please do not be shy. We are a friendly bunch and I promise you will not be forced to organise any event - at least for a year!

**Happy motoring ...**  
**John Gully,**  
**Area Delegate,**  
**Dorset Area MASC**



*A happy Brendan receives his hamper of goodies*





## Jim and Rosemary Willis Award

Forget the Oscars; forget the Baftas; the most eagerly awaited award ceremony which took place recently was the presentation of the Jim and Rosemary Willis award for Heart of Englander of the Year! Voting had been taking place for weeks and many hard working stalwarts' virtues had been put forward. First of all, at our December gathering there was a special mention and a Champagne presentation to last year's winners Stuart and Sybil Watson. Clearly Stuart, the man who put his head above the parapet and took responsibility for organising Spridget 60, with the steadfast support of Syb could not go without mention. With Stuart being a previous winner, the voting singled out the man who does a fantastic job of organising two NEC Shows for MASC with unerring efficiency – namely Alan Pritchett. He of course played down his role with usual modesty but speaking as someone who is involved in organising NEC Shows in connection with my work, I know how time consuming and exhausting organising an exhibition can be.

This award took place at the recent H of E annual Dinner at the Green Dragon and thanks go out to Lara Warburton who single handedly prepared and delivered an excellent quiz.

2018 was a great year for H of E as we not only retained all of our long standing members but added many new faces who have come along to our slightly unorthodox and irreverent meetings on a regular basis. The oxygen for every MASC area is new members and they are all most

valued and welcome and of course essential to this Club continuing to move forward as it is doing so successfully at the moment.

## Three Wheels on my Wagon

Some of you may know that late December is the traditional time of the year for my near side rear wheel to threaten to fall off. Luckily, this is always prevented by my trusty MOT man who spots the imminent disaster before it happens. I have wire wheels on DVJ which of course in turn means that I have a splined hub pressed onto the half shaft. In Dec 17 it was found to be loose, so was pressed on once more with a liberal dose of JB

weld in order to avoid a repeat occurrence. Dec 18's MOT came around and once more the splined hub proved to be removable from the half shaft with a gentle tap from a small toffee hammer, so I set about fixing it properly. The inescapable truth is that the rear bearing carrier is a gnat's crotchet too big thus allowing the outer race of the bearing to turn instead of being held steady. I determined to effect a proper fix this time, sourced a good used bearing carrier from Wrexham MG (who are very helpful) and firmly slotted in a new bearing. A new splined hub was pressed onto the half shaft and we were in business again. I look forward to Dec 19 and a non wobbly near side rear wheel!

Steve





This month's report incorporates a review of 2018, which turned out to be another good year for Kent MASC

Attendances at the Angel Addington Green, on the fourth Sunday of the month, have been well supported, with the January meeting starting off the year with a good assembly of 11 Midgets, Sprites, and derivatives - the number to be exceeded only once in June when fifteen cars were assembled. Once again Graeme Williams (Frogeye) and Ron & Marilyn (Frogeye) were stalwarts.

Attendances at the the Crown Inn, Sarre, on the second Sunday of the month, were constantly well supported with numbers equaling or exceeding those of last year on a regular basis. Various activities entered into on the day have seen up to 11 Spridgets in the car park with a good turnout for the group photograph at the pub and the Spitfire Museum visit. A pre-lunch drive also helps out. Overall, average attendance was 6 Spridgets. The lowest number though on a mighty cold day was just one. It was driven by the hardy Bryan Williams and he still had the hood down. Bryan Williams, John Clark, and Mike Pearson tied with eight attendances each in a Midget, Sprite, or derivative: a very good effort by all from eleven possible meetings.

There have been a few visitors from around the country and non Spridgets joining the meeting have included a Morgan; an Austin 1100; a Minor Convertible and a Swift Motor Caravan!

A prize for the furthest travelled (a Frogeye) would surely go to John Gibbons, a Surrey member, with a round trip of 180 miles although Mark and Caroline Jackson from Richmond Surrey must be close on his heels.

National Club events were supported by Kent MASC and it was always likely to find Kent members 'front of house' on the Club stands at the NEC for the Practical Classics Show in March and Classic Car show in November. There was also a Kent presence at the celebration at Wroxall Abbey on a very wet August 26th.

There were two organised tours: one at home and one abroad. Phil Manship organised the 'Horses & Dragons' tour in May, that was much acclaimed and indeed his 2019 offering of a Norfolk Tour was fully subscribed within three hours of announcement.

Ron Edwards organised the St Goueno (France) hillclimb tour in late May / early June which, even though the weather was inclement.

John Clark organised a couple of popular Kent Coastal runs.

Again our, well supported, mid-week 'Old Boys' runs, for Midgets, Sprites, and derivatives only, attracted members from surrounding area groups to bolster our Kent number

Ron Edwards arranged the season opener at the beginning of April with a run to Rye Harbour for fish & chips. (6 cars)

This was followed later that month by my run to Classic Cars of Kent. (11 cars)

For July I organised a run to the Bexhill Museum to explore the history of the beginning of motorsport in England. (10 cars)

Richard Bowles organised a run to Manston Spitfire Museum in September. (12 cars)

Mike Pearson organised a run to Swiftune in November. (17 cars)

**Alan Anstead, John Clark, Rylan Williams**



Confronted by an empty Word document and with only hours to go before Mascot Editor Neil's deadline, is always a daunting task. Our January meet was only the night before, so in order to get a quick catch up from our group I thrust a blank sheet of paper and a pen in front of those local members who had ventured out to The Hunters Arms, with the instructions to write down what they had been up to over the festive period and their aspirations for 2019. So here goes!

I can report a successful Notts and Derby area Christmas meal in December. This year at "Ego at Ashfield" where 23 of us enjoyed the delicious cocktails and three-course fine dining.



*Christmas diners at the Ego Restaurant*

Tim Kirby reported on his frogeye rebuild. The painted shell is due back any time now. In the meantime he has been busy rebuilding the rear axle, hubs and propshaft, and is ready to tackle the engine and gearbox next. No doubt we all look forward to a more in depth article on Tim's rebuild later in the year.

Tommi had brought along the wishbone which had been reported in November's Mascot as having a large amount of play between the kingpin and fulcrum pin. Now stripped down without the usual seized issues and cleaned up for inspection, the cotter pin revealed compression and wear markings from which we deduced that it had not been securely holding the kingpin in place. It seems this time only a new cotter pin will be required to fix the problem, although Tommi plans to get the



*Cotter pin*

wishbones powder coated while they are off before rebuilding for the first time in around 20 years.

Tim Lynam has obtained a new aluminium radiator from Nottingham based Coolex [www.coolexexperts.co.uk](http://www.coolexexperts.co.uk) and moved the position of his oil cooler in order to improve cooling issues experienced in 2018 on his 1500 Midget.

Jim and Richard have purchased led lighting (Richard bought his from "Classic Car Leds" advertised in Decembers Mascot) and we await enlightened reports of their brighter night time adventures.

Tommi recommends his "bargain of the century" from Screwfix – an Led 1400 lumen work light for £14.99. John is planning to re-shim his MGB differential unit ready for this years outings.

Richard visited the renowned Peter Burgess for a rolling road tune-up at the end of the year, and reports 109bhp from his 1500 Midget after experiencing the talented fettlings of Peter. As a result of all this power, Richard is planning on catching more flies on his windscreen as he has now fitted an electric washer pump.

Paul Kitson reported that "while the steel wheels are away being fettled for the Spring and the car is up on axle stands, it's an opportunity to sort out the niggling fuel line that seeps. There's always something to work on as a MASC member!



*Richards 1500 on the Peter Burgess rolling road*

## **Gordon Elwell reports on his race outings from 2018...**

"My daughter Helen and I share the green / white 'Frogeye' in the two driver races run by the CSCC although time / work commitments mean we only manage a few each year, they are terrific fun and with grids up to 40 cars, also very exciting.

We qualified 7th out of 24 starters and were up to 3rd at one time in the race. Unfortunately a very slow pit stop / driver changeover dropped us back to 10th by the finish, but more importantly we both had huge grins on our faces at the end! This was only Helen's 3rd ever race, with only 3 more next year before she loses her 'novice' status. All results are on the CSCC website. We hope to have time to do 3 or 4 more races with them in 2019. Gordon is also well known for his outings in his other race sprite - MEG 199

The photo was taken in October at the last of the CSCC race meetings (Mallory Park)."

Gordon does race preparation and Spridget repair and maintenance at "Classic Revival" near Nottingham.



*Gordon and Helen at Mallory Park*

[www.frogeyesprite.co.uk](http://www.frogeyesprite.co.uk)

We discussed potential destinations for Drive it Day which will be on Sunday 28th April this year. The National Memorial Arboretum near Alrewas in Staffordshire was suggested and is being looked into as a MASC multi-area gathering.

**Ian Cooke**  
Notts + Derby area rep.



On the 10th December we held our area Christmas Lunch. 26 of us meet at The Mere Golf Hotel near Knutsford. We were very well looked after and served with a tasty 4 course meal. After the meal, Bernie had two trophy's to present to Graham & Val Danson & Alan Oakes, inscribed with the wording FOR STICKABILATY IN FRANCE. Both cars had given their owners a few problems Alan had a leaking oil filter, which after removing the seal and turning it upside down and refitting solved the problem. Graham & Val were not so lucky having had trouble with their gearbox and borrowing one from Alan which he had rebuilt for his present project, a Sebring Sprite car, fitting it only days before starting their trip to France. On arriving and soon after departing the ferry they where stuck in first gear and after much effort could not free it up, so a breakdown wagon was called and a hire car found, which they had to continue in for the rest

of their holiday. As Sprigeteers we have all been there. They must have been very disappointed. Anyway, Bernie has recognised all their efforts in continuing and trying to fix their cars with the presentation of the trophies. A lovely thought, thanks Bernie & Lynne. That is the spirit of us Sprigeteers, when we take on a long trip and although we take many spare parts, there is always a chance someone might breakdown. This still does not stop us in the North West area and we are already preparing for another trip in April for our club weekend away to Dumfries for three days. After this we have a few cars going to Angouleme and a fourteen days tour of France this September.

Happy motoring to all Sprigeteers in 2019.

**Neil & Shelley**  
**North West Area Rep**



After the excesses of Christmas, January is normally a quiet month, although for those of us who enjoy pottering around in our garages nothing really changes.

Along with the usual projects that are ongoing, I eventually removed the crankshaft out of one of the 1275cc engines, I was hoping it would be a E40B crank but alas I do not think that it is, although it does appear to be cross drilled and has radiused oil holes but I will be requesting help identifying this at a later date.

There were a couple of events happening locally, on Thursday the 10th January the paddle steamer The Maid of the Loch was being pulled of the water of Loch Lomond by a steam slipway at Balloch for inspection of the hull and general structure.

The Maid of the Loch was assembled in the Glasgow shipyard A & J Inglis before being dismantled and transferred to Balloch by rail wagons, she was then rebuilt on the same steam slipway before being launched into Loch Lomond on March 5th 1953, so effectively she was built twice.

After a 28 year career travelling up and down the Loch, the increase in growth of foreign holidays saw passenger numbers decline and she became commercially uneconomic and she was tied up

in 1982. She was rusting away and her fittings were stripped by vandals before being bought by Dumbarton District Council and subsequently by the Loch Lomond Steamship Company, who have undertaken the task of restoring and renovating the vessel with the ultimate aim of re-establishing sailing on the Loch

Unfortunately things did not go to plan, it is thought some cables tore loose and the apparatus under the ship collapsed resulting the 555 ton, 200 ft long ship sliding back into the water. It is a temporary setback and a further attempt will be made soon.

I hope everything goes well and she can join the last sea going paddle steamer The Waverley, who cruises "Doon the Watter" in the summer season to the Clyde coastal resorts and beyond although the "Maid" will be restricted to Loch Lomond.

The other event is the only U.K. start of the Monte Carlo Historique which has moved from Paisley to the north side of the River Clyde to the town of Clydebank. I have been informed by member Eric Flack that a French entered Frogeye will be competing

So more about this will feature in next months report.

**Graham**





The winter months are often quiet for Spridget owners, our little cars often preferring to be tucked up snugly in the garage until the arrival of Spring.

However Somerset members and friends are a hardy bunch, and did manage to get out a couple of times.

At the end of November Malcolm and Elaine arranged a short run starting at Allington, near Bridport, then south, to Westbay, and on to Abbotsbury, along the Jurassic coast.

The sun shone, albeit weakly, and there was a picturesque sea mist along the shore.

The group continued east to Weymouth for a much needed break, and the town was busy with walkers and wind surfers.

We then turned north, heading to Beaminster, with its famous giant. I was banned from taking any shots of the famous landmark, in the interests of decency, so you will have to imagine what was there. The run then ended at Sherbourne Castle Garden Centre, for a pre booked light lunch. Good job we did, since the place was heaving with Christmas shoppers who were impressed with those who chose to drive with hoods down!

December 9th saw the groups Christmas Lunch, with some twenty four arriving at the Sidmouth Arms , Upton, for a splendid choice of traditional, or varied fare, complete with fancy dress, crackers, and party hats. Once again the weather was kind to us, and a great gathering was had by all. Many thanks to Jerry and Lesley, for arranging the day.

We also managed to squeeze in a short run on Sunday 23rd December, starting at the Potting Shed Garden Centre, Chard, then through the lanes south, toward Axminster.

Once again Christmas fancy dress was the dress code, which created some amusement with the passers-by. The finish was at Fuzzeleigh Down Dairy, north east of Axminster, with the being small in area, but generous in hospitality and food, as provided by two mature ladies, who must have thought our lot quite mad! A great day, arranged by Jeremy and Debs.

So finally Christmas day came, and much friends and family time was had by all.

New years Day saw two annual car shows, one at Junction 24, on the M5, and the other at Haselbury Mill, near Crewkerne. Somerset was represented at both, and once again the weather was kind, a first, compared to previous years.

January 6th saw the running of the Exeter Trial, for bikes and cars, an event that has been going each year since 1901, with starts in Gloucestershire, Wiltshire and Devon and eventually ending in Torquay.

Windwhistle MC hosted the Somerset section, with several MASC members and friends manning the checkpoints in the middle of nowhere. From 2.00am onward we saw -3c. temperatures.

Funnily it was great fun, for though being cold, it was dry unlike other years !

Maybe I may be mad enough to do it again next year!

A big thank you goes out to all who kindly put in the time arranging what turned out to be a busy couple of months, and also a big thank you is extended to Val and Peter Young for all their hard work steering the club over the past five years.

**Maurice Pyman**



Unexpectedly bright and breezy weather welcomed the Wiltshire contingent to the Barge Inn, Seend for their Christmas meal on 9th December. Whilst most took the safe option, Colin & Sue braved open-top motoring in their 9 stud Frogeye whilst Donna & Dave's 1500 Midget offered a little more top-up protection.

Accompanied by good food, friendly chat and great company, we were entertained by the now traditional "fumble bags" ingeniously filled by Area Rep Andy Cross and wife Jane. Amongst the varied concealed contents were four sparkplugs, chocolate coins, a hole reamer, several home grown walnuts and five gold (curtain) rings! Andy & Jane get more

inventive each year although the holly and ivy bag caused more than a few pricked fingers!

Following on from last year's excellent "Age of Jones" quiz, Colin and Sue's tested our palindromic skills, whilst Graham and Zoe asked us to name people whose initials were A H or M G. 'Morris' Gibb was allowed as an acceptable answer, 'A Horse' was not!

Why not join us in 2019 on the last Monday of the month alongside the picturesque Kennet & Avon Canal? It's a pleasant drive through lovely Wiltshire countryside with friendly chat to fill your evening.

**Zoe Hawkins**  
**December 2018**



# DEAR MASCOT...

## DEAR NEIL

I was interested in Ray's letter to Neil about Pride and Clarke or Pride and Shark as they were known locally!

I drove past their premises daily in my Morris traveller to get to work in London in the 1960's.

The link to our cars is that my Frogeye has an enamel plate bearing their name glued to the vinyl on the dashboard. When the vinyl was replaced the glue under the plate was the same as under the vinyl. I assumed the car was supplied by them, which was confirmed on the Heritage certificate.

It would be interesting to know how many cars they did supply?

Peter Vallins



## HI NEIL

Hope you are well.

Just catching up with Mascot and Malcolm Hault's article in the December issue brought memories flooding back. I was in the same class as him at the Goodwood sprint in 1986! It was my first ever sprint having only done autotests previously. Not that I'd rub it in, but I won the class! lol

I dug back through my junk and found I still had the entry and results list, so I've attached the latter for your interest.

Anyway, thanks for the memories and keep up the good work.

Best regards,  
Steve Nash

CLASS 20					
6	Steve Nash	Watford	Midget	123.82	121.65 <sup>1st</sup>
8	Clive Hoare	Haslemere	Midget	130.11	122.52 <sup>2nd</sup>
34	Peter Harris	Southampton	Midget	122.54	123.19
5	Malcolm Holt	Ashford	Midget	130.99	126.18
CLASS 21.					
2	Brian Hollins	Weybridge	Tickford	112.92	112.41
			Capri		
91	D. Reade	Keston	Ford	116.87	--
			Escort		
4	Bernard Bull	Brentwood	Alfa	124.11	125.42
			Romeo		

Calling all Sprite owners and enthusiasts (Mk1-IV, as well as Austin)! Have you owned your car since new? Have you restored a concours-winning example from a pile of rust? Do you own an historically significant example (a factory development car, former works racer...)? Have you used a Sprite as daily transport for goodness-knows how long and covered hundreds of thousands of miles in the process? Did you work on the production line or fettle Sprites back in the day? If you answered yes to any of the above, former deputy editor of Classic & Sports Car, Malcolm Thorne, would like to hear your story for a book he is currently working on. Contact Malcolm via e-mail: 1970sprite@gmail.com

# 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](mailto:chairman@midgetandspriteclub.co.uk)  
Glyn Polly, T: 07544 302 575 E: [glyn.polly@gmail.com](mailto:glyn.polly@gmail.com)  
David King, T: 01453 544202 E: [djs.king46@gmail.com](mailto:djs.king46@gmail.com)  
Neil Thomas, T: 07891 684435  
E: [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)  
John Collins, E: [green\\_mx5@hotmail.com](mailto:green_mx5@hotmail.com)  
Stuart Watson, "Staddlestones", Thicknall Lane, Clent, Stourbridge, West Midlands. DY9 0HX.  
T: 01562 883076 E: [membership@midgetandspriteclub.co.uk](mailto:membership@midgetandspriteclub.co.uk)  
Alan Pritchett, T: 07720 238810 E: [a.pritchett@btinternet.com](mailto:a.pritchett@btinternet.com)  
Gary Lazarus, E: [garyfrogeye@gmail.com](mailto:garyfrogeye@gmail.com) T: 020 7700 5696  
Anthony Cutler, E: [anthony.cutler@btinternet.com](mailto:anthony.cutler@btinternet.com)  
Richard Weaver, E: [fsam1983@hotmail.com](mailto:fsam1983@hotmail.com)  
Liam Murphy, E: [biddysingh@gmail.com](mailto:biddysingh@gmail.com)  
Richard Wharmby, T: 07814 764546 E: [r.wharmby10@virginmedia.com](mailto:r.wharmby10@virginmedia.com)  
Clare Nedin, [marketing@midgetandspriteclub.co.uk](mailto: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](mailto:rebelwithasprite@hotmail.com)  
Alan Lo, E: [alan@mobuzzing.net](mailto:alan@mobuzzing.net) T: 0117 9572617 Mob: 07474 343643

Stuart Watson, E: [stuart@thewatsonz.com](mailto:stuart@thewatsonz.com) T: 01562 883 076

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

## AREA REPRESENTATIVES

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

Terry Horler, T: 01454 881770 E: [rebelwithasprite@hotmail.com](mailto:rebelwithasprite@hotmail.com)  
Graham Kirkup, T: 01223 511835 E: [gramag.kirkup@ntlworld.com](mailto:gramag.kirkup@ntlworld.com)  
Dave Warren, T: 07831 101850 E: [central.masc@live.com](mailto:central.masc@live.com)  
Michael Ellis, T: 07414 279074 E: [michael\\_ellis@live.co.uk](mailto:michael_ellis@live.co.uk)  
John Gully, T: 07876 334949 email [john.gully@btinternet.com](mailto:john.gully@btinternet.com)  
Gary Knights, T: 01376 562172 Mob: 07932 077305 E: [gknights@live.co.uk](mailto:gknights@live.co.uk)  
Terry Langridge, T: 01252 626063 E: [friendlyfolk@midgetandsprite-hampshire.info](mailto:friendlyfolk@midgetandsprite-hampshire.info)  
Steve Newton, E: [newton-gemini@sky.com](mailto:newton-gemini@sky.com)  
Mark Hall, T: 01296 660103 E: [markdhall@aol.com](mailto:markdhall@aol.com)

Alan Anstead, T: 01322 384050 E: [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)  
Currently vacant  
Gary Lazarus, T: 020 7700 5696 E: [garyfrogeye@gmail.com](mailto:garyfrogeye@gmail.com)  
Neil McLeod, T: 01772 466648 Mob: 07921 089 680 E: [neil\\_mcleod2@outlook.com](mailto:neil_mcleod2@outlook.com)  
Ian Cooke, T: 0115 938 3838 E: [ilcooke@btinternet.com](mailto:ilcooke@btinternet.com)  
Grahame Gibbins, T: 01235 530456 E: [grahame\\_gibbins@hotmail.com](mailto:grahame_gibbins@hotmail.com)  
Graham Smith, T: 0141 954 8276 E: [smith.grahamf@yahoo.co.uk](mailto:smith.grahamf@yahoo.co.uk)  
CURRENTLY VACANT  
David Hill, T: 01239 811307 E: [david@hill.be](mailto:david@hill.be)  
Mike Gorman, T: 01737-552256 E: [gorman698@btinternet.com](mailto:gorman698@btinternet.com)  
Chris Harding, T: 01342 718860 E: [harding.cm@btinternet.com](mailto:harding.cm@btinternet.com)  
Andy Cross, T: 01225 743554 E: [andyspeedbox@gmail.com](mailto:andyspeedbox@gmail.com)  
Rob Armstrong, T: 07889 090411 E: [mascyorkshire@gmail.com](mailto: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://yorkshiremasc.blogspot.com>
- 1st Tuesday **ESSEX AREA.** Now meet at The Green Man, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3LB. For further details contact Gary Knight, Tel: 01376 562172 Mob: 07932 077305 email: [gknights@live.co.uk](mailto: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](mailto:central.masc@live.com)
- 1st Wednesday **OXFORD AREA.** Meet at the Blackhorse Pub, Gozards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at [grahame\\_gibbins@hotmail.com](mailto: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 [garyfrogey@gmail](mailto:garyfrogey@gmail)
- 2nd Wednesday **DEVON AREA.** Meet at Court Farm, Abbotskerswell, TQ125 NY Devon. 7.30pm Michael Ellis [Michael\\_Ellis@live.co.uk](mailto: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](mailto: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](mailto: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](mailto: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 [icooke@btinternet.com](mailto:icooke@btinternet.com)
- 2nd Thursday **CAMBRIDGESHIRE AREA.** Meet at Ferry Boat Inn, Holywell. PE24 4TG from 8pm
- 2nd Sunday **EAST KENT GROUP.** Meet at the Crown Inn, Sarre, CT7 0LF from 12.30hrs Contact Area Rep [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com) or John Clark group co-ordinator [jrclark@sky.com](mailto: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](mailto: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](mailto:gorman698@btinternet.com) Tel: 01737 552256
- 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](mailto: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](mailto: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](mailto:mike@mgahan.demon.co.uk) or on 07850 488636.
- Last Thursday. **SOMERSET AREA.** Non-regular and occasional meetings and runs arranged throughout the year. 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](mailto: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](mailto:david@hill.be)

# MARKET PLACE

**FOR SALE:** 1959 Austin Healey Frogeye Sprite - 924 VMD. Full restoration completed in 2001 (photos and receipts) – used very lightly since restoration but showing some signs of usage. Heritage certificate & previous logbooks, MOTs etc

Original engine & gearbox, and restored to original specification (948cc engine, drum brakes, original steering wheel etc) – body completely sound, gaps all excellent, some minor mechanical jobs – details on request

As featured in the latest book from Terry Horler, *Sprite & Midget: Past and Present*. Estimated value £18,000 but will accept £16,000 o.n.o. Any photos and/or inspection is welcome – based near Bristol 07971 040141  
Quentin.somerset@btinternet.com



**FOR SALE:** 1098cc Bare Block, Crank, Rods, 2" Mains std. sizes. Bare 1/4 elliptic "Narrow" axle case for Wire Wheels. Stripped 1/4 elliptic std. axle case + new bearings and seals for rebuild. N.B. No Diff. Circa 1972 Gearbox complete, runner. Later Crossbox Exhaust silencers in Stainless. Spax 1/4 elliptic shocker kit, good condition. 13 Row oil cooler plus pipes. 2 x Front Suspension hub assemblies, Drums, good condition ex. frogeye. 1275cc tapered Exhaust Manifold. A cornucopia of new and used parts await the discerning! Bring a transit and some Brass! Peter Hobson 07789 158543 (J21 - M62)

**FOR SALE:** 1 Dynamo C40, (some wear in front bearing), 1 Lucas RB106/2 voltage control unit, 1 Unipart fan belt new, all for Spridgets 1100cc/1275cc, £25.00 the lot. Info contact Les on lesjeans@hotmail.com

**FOR SALE:** Frogeye parts. Steel wheel, gearbox (ribbed), 2 x side screens, 2 x radiators, seat carcass metal, 2 x seat runners, some other parts. M2 2 Midget/ Sprite front rear bumpers. John (Worc) 07711136700



Est  
1969

# HARDY ENGINEERING

## THE TRANSMISSION SPECIALIST

- > ALL BMC GEARBOXES, DIFFS AND OVERDRIVES SUPPLIED OR FITTED
- > CUSTOMERS OWN UNITS REPAIRED
- > STRAIGHT CUT GEARS AND LSD'S IN STOCK
- > CLUTCH REPLACEMENTS

We supply, repair and fit gearboxes for all types of Classic cars, whether they are manual or automatic. We will diagnose and repair your own unit, offering great value on replacing damaged gearboxes with fully reconditioned ones. We have an ample stock of spare parts at our workshop in Leatherhead, so we can usually overhaul your transmission unit or differential within a few days.

Established in 1969 our gearbox specialist repair technicians have over 120 combined years of experience in gearbox repair, differential repair and reconditioned gearboxes.



T: 01372 378927 • 268 Kingston Road • Leatherhead • Surrey • KT22 7QA

[www.hardyengineering.co.uk](http://www.hardyengineering.co.uk)

# Frogeye Spares

*“Knowledge, Expertise & Passion”*



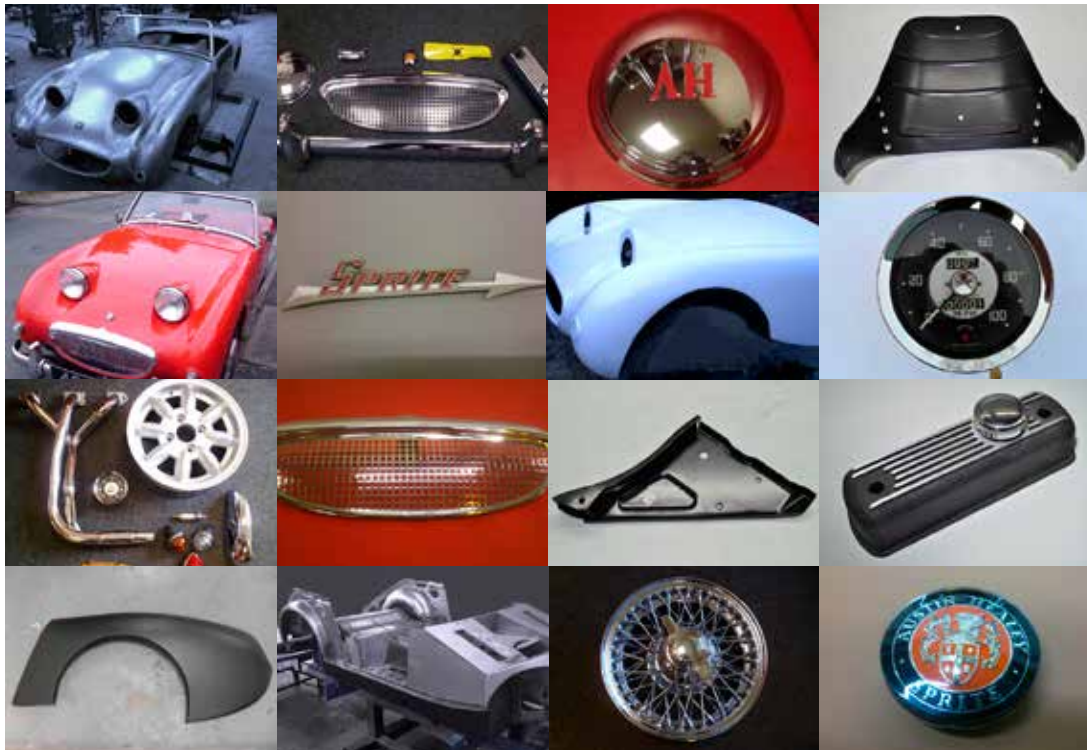
## The Manufacturer of Wheeler & Davies Frogeye Bodyshells

**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](http://www.frogeyespares.co.uk) or email [enquiries@frogeyespares.co.uk](mailto:enquiries@frogeyespares.co.uk)