

MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 429 MARCH 2019

£3

MONTE'S GRAND ADVENTURE



OUTSTANDING CLUB
MAGAZINE OF
THE YEAR 2018
HIGHLY COMMENDED



www.midgetandspriteclub.co.uk

PRACTICAL CLASSICS SHOW PREVIEW

PIGS DO FLY BY JOHNNY WARNER

ALSO IN THIS ISSUE: **HEADLIGHTS** • **WISHBONES** • **BOOTRACK SORTED** • **LARA AT STONELEIGH**

Beware the end of renewal 'grace days'

by Emma Airey, Head of RH Specialist vehicle insurance

For most of us, driving without valid insurance is a risk that's simply not worth taking.

Apart from the possibility of acquiring six points on your license and a minimum fine of £300, the potential consequences of an uninsured accident are shocking. That's why sensible motorists never leave themselves open to the possibility of a 'pull' by the police for driving without valid insurance cover.

Unfortunately, your chances of becoming uninsured without your knowledge have increased in recent years as a result of a change in the way the Motor Insurance Database (MID) is run.

The MID is the central record of all insured vehicles in the UK. Managed by the MIB (Motor Insurance Bureau), it's used by the police and the Driver and Vehicle Licensing Agency (DVLA) to enforce motor insurance laws and reduce the social impact of uninsured driving.

In 2016, MID changed its policy on 'days of grace', the unofficial truce between the end of a policy and its renewal date that many motorists have traditionally received from insurers like RH.

From now on, all insurers (not just RH) are legally forbidden from allowing any days of grace. If instructions to renew a policy aren't received by the renewal date, or ideally ahead of it, the insurer has no option in law other than to let the policy expire.

To make absolutely sure that you have continuous insurance, and to ensure your existing renewal premium remains valid, you should put some sort of reminder into your diary, or set an alarm on your mobile phone or computer. RH will naturally send you a renewal reminder (and attempt to contact you) but you may be on holiday when it arrives or the postal service may even fail to deliver.

One way to avoid the problem altogether is to pay your premium by Direct Debit* – thereby ensuring the policy renews automatically. Whether you're time poor or time rich, this is by far the easiest and most worry-free way to guarantee peace of mind at renewal time.

*Direct Debit charges will apply. To request further details, please email rh@ers.com.

Call any of the friendly team members on
0333 043 3911
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WELCOME TO THE MARCH EDITION OF MASCOT

NEIL THOMAS

editor@midgetandspriteclub.co.uk



You may have noticed, the evenings are drawing out, the mornings are lighter and the snowdrops, daffodils and primroses are coming out. Spring is on its way at last thankfully. Lots of you have been working on your cars I know and some went to Stoneleigh and braved the cold hall and others will be attending the Practical Classics show at the NEC in March. See Alan Pritchett's article and you might be tempted to go along and give him a hand. It is very rewarding as Lara Warburton explains in this issue. The March show is particularly important to MASC as the club have been shortlisted for the Outstanding Car Club Single Event with Spridget 60 and Outstanding Club Magazine of the Year with MASCOT.



The club are delighted. Lets hope we do well.

This month I have to apologise to Essex and Dorset for omitting their write-ups last month. I totally missed them. They are in this month however so a double whammy. Well done to Ian Beaver for his commitment to the Dorset Newsletter. 150 editions! Now that is commitment Ian, well done.

Following the overwhelming success of last year's Track Day at Donington, another such event will be taking place again this year. This time it will be at Castle Combe on the 9th September and again organised by MGOT. Lets see if we can beat last year's entry of 25 Sprites and Midgets on track.



Midgets at Donington Track Day.

I also read in this issue that Steve Newton, the area rep of Heart of England is stepping down from his role. Thank you for all your work Steve, you have made a significant contribution to MASC. We will continue to see you at events I know. Dave Colclough will be taking up the reins so good luck Dave.

Also Gary Knight is stepping down from the Essex role. Sorry to see you go Gary and thank you for your support. Essex member Tim Wyman is taking on the job so good luck to you too Tim. By the way, can you send me a photo of yourself for the Header please?

I also note that Hampshire have changed their meeting location, so have a look at page 39 for details and Alan Lo has a new email address for the Market Place entries (page 38).

Lastly I would like to extend mine and the club's condolences to the family of Graham Finchfield. Sadly Graham passed away recently having been a very active popular member of the Essex area. Life can be very cruel.

Well that's all from me this month. Keep on sending me your articles. I love to read them and publish them in MASCOT.

Neil

COLIN CANE ENTERS THE MONTE



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

**TUESDAY 12TH
OF MARCH**

EVENTS CALENDAR 2019

- 22-24 March Practical Classics and Restoration Show, NEC 2019
- 28 April Drive it Day - Notts and Derby area will be starting at 9.30 from the Sainsburys car park in Ripley. (Contact: Ian Cooke - ilcooke@btinternet.com)
- 3-5 May Donington Historic Festival
- 5/6 May Vintage and Classic "steaming event" at Papplewick Pumping Station.
Contact: Ian Cooke - ilcooke@btinternet.com
- 9 June Wollaton Park "Autokarna" - Nottingham's largest classic car event of the year at which MASC will have their own paddock area. Call Stewart on 01159 226782
- 26-28 July Silverstone Classic

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

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

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THE RACE IS ON...



DONINGTON
HISTORIC
FESTIVAL

FRI 3RD SAT 4TH SUN 5TH
MAY 2019

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- 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.

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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."



NEW MEMBERS

JANUARY > FEBRUARY 2019

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

| | | | | |
|------|---------------------------|----------------|-----------|------|
| 5836 | Jonathan Peck | Essex | Midget | 1500 |
| 5837 | Louise Burridge & Steve S | Dorset | Sprite | Mk 1 |
| 5838 | Peter Noakes | Essex | Innocenti | None |
| 5839 | Dave & Fiona Murray | Lancashire | Sprite | Mk 1 |
| 5840 | Richard Farnworth | France | Midget | Mk 3 |
| 5842 | David & Veronica Sellers | Lincolnshire | Sprite | Mk 4 |
| 5843 | Carole Rolls | Dorset | Sprite | Mk 4 |
| 5845 | Steve & Shirley Humphreys | Devon | Sprite | Mk 1 |
| 5846 | Stanley Clark | Leicestershire | Sprite | Mk 4 |
| 5847 | Colin Scotchford | Hertfordshire | Midget | 1500 |
| 5849 | Ian Oakman | Hertfordshire | Midget | 1500 |

Hi Neil

Having just come to the end of a 3 year restoration of my 1963 Austin Innocenti Spyder S, I have joined the Midget and Sprite Club. I believe my car is one of only 2 right hand drive cars but would be interested if anyone can tell me different.

As you may know, Innocent Spyder's were built in Italy on, initially the froggy chassis and mechanicals and later based on the 1098cc Mk 2 Sprite / Mk 1 Midget as per my car. Styled by Ghia and produced in the OSI factory in Milan. I think a very pretty Anglo Italian version of a Spridget. As requested I have attached a few photos for your info.

I'm looking forward to meeting other likeminded enthusiasts during the year.

Best regards
Peter Noakes



Hi Neil,

As requested, please find attached photo of my MG Midget.

Membership No: 5847.

Regards,
Colin.



Hi Neil,

I commented on your facebook post about new members, my other half Sophie Pugh (5813) joined 2 months ago.


We've inherited my godfathers car (George Firth) which he had from new, he'd got the car back on the road in the mid 2000's and attended a few of the Yorkshire MASC meetings. Some people may remember him and his wife Mary, the car ended up being stood for the last 7 years due to health and little jobs he couldn't do.

I've just recently removed the axle, springs, prop, engine and gearbox in order to clean up the underside as it wasn't rust proofed. I'm going to put a 5 speed box in too just to make it more user friendly.

Cheers

Dave






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SNAP! OF THE MONTH



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



Ashley front on Ian's rebuild.



Stuart Morris Lane (from Tredegar) in his immaculate Frogeye Sprite.



Italy bound for this Midget.



Stuart Watson and helper arriving at Silverstone.



Guess the rear.

SNAP!

MASC GOES TO MG AND TRIUMPH SPARES DAY

“Who wants to volunteer for the MG and Triumph Spares Day at the National Agricultural and Exhibition Centre, Stoneleigh?” Steve Newton asked at January’s Heart of England meeting. I use the word “volunteer” loosely as my participation came about from a comment along the lines of... Lara – you live close to Stoneleigh don’t you...? I’d normally be happy to put my name forward to support club activities but at that time my car didn’t have an engine or gearbox – both were nearly ready to refit after work over the winter period but we hadn’t quite got there yet. Anyway fast forward a few weeks (and some slick juggling with the engine hoist) and a wash and polish, and I was dropping my Frogeye off at Stoneleigh on Saturday 9th February. I’d seen the overcast weather forecast for the Sunday morning! MASC’s 3-vehicle line up for the event was completed with Malcolm le Chevalier’s 1500, and Stan Green’s Midget, both braving the wet conditions on the Sunday morning. No vehicle club stand is complete without the desk, banners and flags, which came courtesy of Steve Newton, and copies of Mascot and membership packs which arrived with Stuart Watson. An unexpected, but welcome, bonus was a cake from Janet Hunter, which Geoff brought along and which disappeared fast.

Having never been to Stoneleigh’s event before I didn’t know what to expect – one person described it as a hall of car clubs and two halls of stalls laden with cardboard boxes full of useful rusty bits. That’s



a little harsh as there as many new items for sale and specialist suppliers attending. It is however the kind of place that works particularly well when you have a list of spares you need (or would like), and have the patience to hunt around. I came home with an Austin Healey cast iron sign and an imperial thread gauge.

I forgot to say Hall 3 was cold and drafty. Think of an aircraft hanger with partly opened doors. I’d been pre-warned and wore 5 layers on top, the last one being my MASC Spridget 60th T-shirt – any opportunity to advertise the brand!

I particularly enjoyed meeting and speaking with MASC members from across the UK and in addition to networking across the club, for me what proved the value of events such as these and our attendance at them, was the level of interest from the public. We also spoke to many people who are passionate about Midgets and Sprites, listening to their stories, sharing advice and answering questions.

Perhaps more importantly for the future we also spoke with a group of junior classic car enthusiasts who were seeking to build links across various car clubs and we put them in contact with Liam Murphy.

By the end of the day the weather had improved so everyone had a dry (if still cold) trip home. Our thoughts are now turning to the Classic Car and Restoration show at the NEC on 22-24 March, and Drive It Day on Sunday 28th April.



MONTE'S GRAND ADVENTURE

I guess this adventure started 40 years ago but really came together back in 2017.

It was the summer of 1976 and that year the weather was hot and as a 10-year-old child we used to play in our neighbours MG pretending to drive it or see how many kids we could get into it when the soft top was up, pretending that we were driving it all over the world or racing to get away from the dastardly villains.

Fast forward to 2012 and with a small inheritance I took delivery of my MKII MG Midget that was one month older than myself. After a few years, as work got busier, the times to drive it got fewer and further apart and the car was off the road for a while waiting for me to have time to drive again.

A few years later during a conversation with my wife and some friends, we got around to talking about the MG and my wife said I should sell it as it probably would breakdown before it reached the end of the street because, like me, it was so old. I tutted and declared that I would enter the car into a driving event to show them what could be done and everyone chuckled away. Undeterred I jumped onto my laptop and found the Monte Carlo event, starting from my home town to commemorate the Monte Carlo Rally starting there before the war. The ensuing stunned silence lasted about 3 seconds before everyone burst out laughing and the challenge was set.

So with little mechanical experience and with a wish list in hand I came across the Midget and



Sprite Club on Facebook and applied to join and after reading numerous posts and questions posed by members, I decided I would become a fully paid member. I came across Scotty's Retro Workshop and after a brief discussion with Scotty ordered the parts that I actually needed to get her back up and running.

I had wanted to enter the 2018 event, but work prevented that and so 2019 it was then. The event would start in John O'Groats and once again there would be a start from Aberdeen

With everything now in place and the car all packed and ready to go I got up early and started the car up to get her warmed up so we could leave in plenty of time. That morning we christened the car with the apt name of Monte the Midget and headed off to join the others at the start event at the Ferryhill

House Hotel in Aberdeen. It was a cold and frosty morning and all the cars that came down from John O'Groats were thick with frost. Once we had registered we were given our route map and Monte stickers to add to the car and after a short while car number 459 Monte the Midget was at last looking the part and ready. We were the third to be sent off and we sat there waiting to be counted down with the only thing going through my





mind was “let’s just get out of sight before anything breaks” and then all of a sudden the countdown began and we were off with cheers from the small crowd, but by far the best of all was the big smile and wave from my daughter and grandson who came to brave the freezing weather cheer me on.

So off we went with navigator Darren shouting directions as we headed deeper into the countryside and towards the snow. Eventually we caught up with the lead car which was an open top 1922 Bullnose Morris and we sat behind it for a while wondering how they were coping with the cold as we were not exactly warm despite wearing thermals, gloves and furry hats and having a little heat blowing from the engine. Soon after we passed the Morris we headed up the steep snow covered old military road at Fettercairn and Monte the Midget sailed up the hills without a splutter and much to our surprise stuck to the road like glue and it was not long before we were heading down to the first checkpoint.

After getting our logbook signed off we headed off once more and followed the route map like professionals and headed onto the A90 for a brief blast on the dual carriageway before once more heading up into the snow covered roads for a short drive round some narrow and steep twisting roads before crossing over the A90 again and heading to the Perth hills. It was at this point we made our first wrong turn and after a few miles realised our mistake and headed back to see a collection of cars coming our way who had made the same mistake and we all ended up heading back and taking the correct route.

Over the next set of snow covered hills we passed several abandoned modern cars stuck in the snow, but we continued on without issue to the end of stage three and parked up at the parc ferme at the official Rally Monte-Carlo Historique start in Clydebank. Once parked in our allocated space we could check over the car, clean down the windows and lights from all the muck thrown up over the





last 6 hrs of driving and fix anything that may have broken.

As the crowds gathered we were asked lots of questions and even had a few camera crews come over and we were asked if we could give interviews on our adventure and about the car would were driving. We were also asked for a lots of action shots where photos were taken of us cleaning the car and checking fluid levels and we began to feel a bit like Hollywood stars.

After the drivers briefing and prize giving for the heritage rally participants, it was back to the cars to warm them up and one last safety check of the car before the official start began, and as we waited in line to go up the official Monte Carlo Start ramp, I had to pinch myself to make sure I was not dreaming and that we had actually pulled off what everyone told us was impossible and we were about to win the challenge. As we went live on Facebook to our family and friends, I was given the nod by the marshal to drive up the ramp and we were announced to the crowds at Clydebank.

Then suddenly the moment I had been aiming for arrived and the countdown began,

Five – ok don't panic

Four – Just don't stall the car

Three – go slowly so you don't scrape the exhaust



Two – which way to we go at the end of the ramp

One – Smile and wave boys, smile and wave

And off we went down the ramp and, yes we did ground the back of the car which got us a big cheer from the crowd and as we drove away we will never forget the sound of the crowd cheering, the flash of cameras as we waved to everyone down the start straight and began our 168 mile journey on the motorway back home. Once we left the bright lights of Glasgow behind us we wondered how anyone could have driven in the dark with these Midget lights, but after a few mile we became accustomed to them and when we got back to the city lights of Aberdeen we knew the adventure was over and I put good old Monte the Midget in the garage for a well-deserved rest after nearly 350 miles without her missing a beat.



We had an amazing day and met so many wonderful people who all had a passion for their cars and those in the crowds who regaled stories of the times of when they had the same car and of their regret of selling it, but the smiles that came across their faces when you took the time to listen and show them the car was well worth it and made their day also.

Well what's next the plan is to enter next year and do two days or more over the legs in the UK and the following year take Monte the Midget all the way to Monte Carlo in the Classic event but there is a few items that will need to be done before then so I will be on the lookout for articles to help me along and I will also not be so shy and actually ask for advice on the club FB pages as I know there are many experts in the club that have been through it all before and can offer some great advice.

I would not hesitate recommending the club to fellow enthusiasts as it helped me so much and if you have a car and you have a desire to go do an event then I would encourage you to get out there and do it you won't regret it.

NOT A TURNER, BUT A MIDGET HEAD TURNER

I bought a non running Turner 'Acer' with seized 1800 Vauxhall Magnum engine that had started as a kit around 1975. It has a similar shape to a Midget, but was a kitcar with no real pedigree. I blame Dave Chalk for my next move, as he suggested I sold it and get a Spridget and join MASC! The Turner attracted a lot of attention as it sat on my drive and seemed likely to sell, so I gave in to persuasion and searched for a Spridget. I found a 1972 RWA Midget 20 miles away on the Isle of Sheppey that was an abandoned project. Dave and I went to look on a cold December day in 2017 and after the usual checks it passed as suitable and I placed my bid. We were apparently the only people to view the car and given its isolated location I was rather optimistic. Well I won MTG 823L for £1010 and trailed home the various parts.

The car had been sold by the father of the owner who is an RAF helicopter pilot, who had no time to complete it. (Apparently the pilot flew the helicopter scenes in the Tom Cruise 'Mission Impossible' film).

The 1275 engine had been rebuilt by a local garage but was still only a short engine. A lot of nice new parts came with the car and it looked to be a straightforward rebuild.

At this point, a young mechanic living nearby was expressing a lot of interest in the Turner and a deal was struck for help with the Midget. It was decided the engine be stripped again to confirm the previous rebuild quality.

It all went back together and the various ancillaries were sorted from the boxes of parts and replaced. We borrowed our friend Dave's engine crane and the motor went back together with the new oil cooler kit supplied.



Various small body rust spots were repaired and touched in with spray cans in the cars Damask red. Unfortunately the original paint and the new paint were several shades apart, so a full re-spray is planned for 2019.



My eldest son Alex likes to drive the car which, went back on the road again in May 2018. My youngest son Toby has driven it on private land and looks forward to driving it too.

At the moment the car is running on twin SU's, but my brother in Malaysia has given me a twin choke downdraught carb from a 1973 Nissan 120Y which was a popular conversation in Malaysia. I have a Midget manifold for a Webber carb and my brother has made me an adapter plate to take the Nissan carb. I plan to give it a try. I'm looking forward to the better weather and a few club runs.



THE TALE OF A 1964 MK1 MIDGET

I bought this car back in January 1981, from a guy who worked in a shoe factory in Northampton. It needed a lot of work doing and took about a year to get it fully functioning. It was my second ever car, my first one being a 1971 Morris Traveller. They shared the same BMC A series 1098cc engine, save for the fact one had twin carbs and was light and the other, heavy, sluggish and sounded like a Lancaster Bomber.

The Midget and I went many miles all over England and I always said I needed to take it to France before it died, that one is still to be done. In the building boom of the 1980's I found myself working as a painter on building sites, loading the boot up with paint, tools, dustsheets and overalls. It's surprising what you can fit in. Also with the hood down, I could slide a large set of step ladders into the passenger foot well and then get the hood back up. Occasionally, I'd even get a moderately sized ladder to fit by the same means, but would hope for fine weather as no chance of a hood.

Anyway, lack of funds, family and life left the Midget laid up for more than twenty years, that is until July 2015. Work began in earnest in 2013, after a few half hearted previous attempts. I really have my friend John B, and my father-in-law Jim MacKenzie to thank for this, along with help from a few others friends.





the back of the gearbox had gone. So it was going to be an engine and gearbox out job.

My friend Eric offered his help which was gratefully accepted as his skills and knowledge are infinite. Then somehow the relatively minor job just grew, it all started with tidying up the engine bay while the engine was out. From there it went on to a total rebuild, re routing the fuel line, mechanical things, bodywork, re-spray, door cards, carpets etc. Now it's not concours and never will be as the drive is my thing, but it is all mine and Eric's work and I have to say I am proud of our achievements.

No longer Lipstick Pig, but now Flying Midge.

I did make the odd video of the rebuild which can be found on YouTube, Johnny Warner the perfect road

Of course, as with every rebuild, I did get teething problems such as carburettor issues, head gasket blowing in December 2017 and the radiator in March 2018.

Hopefully all good now as I plan driving it up to the NEC late March.

Thanks for reading, Johnny Warner.





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WISHBONES

Front suspension lower fulcrum pin modification to ensure proper lubrication

In its standard configuration there is only a single grease nipple provided to serve both threaded bushes of the fulcrum pin. This has the potential for grease to take the path of least resistance which may result in only one bush being lubricated due to the centre hole in the fulcrum pin becoming blocked due to the grease hardening over a period of time.

Clear evidence of what can happen in the extreme is where increased frictional resistance of the unlubricated bush has resulted in seizure of the fulcrum pin such as to cause the bush to be torn out of the wishbone (Photograph 1), although how long it may have been still driven is indicated by the extreme wear shown in Photographs 2 & 3.

Whilst previous mention has been made in Mascot for the provision of a second grease nipple to the opposing side of the wishbone, this in itself will not guarantee that lubrication is provided to both bushes which can only be ensured by fitting a plug in the bore of the fulcrum pin at around its mid-point such that each nipple can only provide grease to one end of the pin.

Subject to specific wishbone bushes fitted it may be noted that the blind bush may have either a press fit cap or machined as an integral part of the smaller threaded bush.

By taking extreme care it may be possible to carry out this modification in situ on the car by greasing the drills and taps to ensure optimum entrapment of any swarf generated by the prescribed drilling and tapping operations with fitting the expanded plug in the fulcrum pin by careful use of a pair of pin punches and hammers or one hammer and a reaction block. (Suitable punches can be readily made by grinding flat the ends of a couple of suitably sized ordinary round wire nails or preferably hardened masonry nails).

The following procedure describes the sequence of operations to best ensure the installation of this second grease nipple which should be accompanied by the fitment of both new fulcrum and cotter pins unless those presently fitted can be assured to be in good condition.



Photo 1



Photo 2



Photo 3

Photo 4



- Clean extraneous debris from around area of fulcrum pin
- Remove grease nipple and plug from end of wishbone
- Select a long series drill bit, typically 3 to 4mm, that is a close fit in the central bore of the fulcrum pin (Photograph 4 shows comparison between standard and long series drill bits with the latter type being required)
- Drill pilot hole through the end cap of the wishbone (Photograph 5)
- Release and remove cotter pin (if working in situ)
- Remove fulcrum pin taking care to ensure that vehicle is suitably supported to prevent sudden movement
- Increase size of hole in wishbone end cap to that of required tapping size of grease nipple thread (Photograph 6) noting that original fitment is dubiously stated in Moss parts list as 1/8" BSP (28 tpi) which requires a tapping drill of 11/32" (8.75mm). A better approach is to drill 5.4/5.5mm for 1/4" UNF thread (28 tpi) and which corresponds to the grease nipple sizes in the stub axle. Self-tapping grease nipples can also be obtained (e.g. M6), however it may be worth testing in piece of scrap steel sheet to ensure a suitable size of hole is provided
- Tap thread in end cap (this can best be carried out using a taper tap (however this requires the trunnion pin to be removed from the wishbone) Photograph 7
- Deburr both inside and outside faces of end cap by hand using suitably sized countersink bit or a drill having a diameter around twice that of the thread size (Photograph 8)
- Clean wishbone to ensure removal of all swarf and metal particles that could otherwise



Photo 5



Photo 7



Photo 8

damage the threaded rubbing surfaces of the fulcrum pin and wishbone bushes and install grease nipple in threaded hole (Photographs 9 & 10). The use of an air blow gun will be of great assistance in ensuring the removal of any remaining debris and solvent before assembly

- Fit plug to central region of bore of fulcrum pin using a short length, typically 3/8" (10mm), of suitable diameter ductile rod that can be more readily expanded by the use of a pair of pin punches to plug the central hole to that each bush is provided with an independent greasing point

Suitable materials include copper, aluminium, brass or soft iron (e.g. rivet material) with even lead or suitably sized solder rod being appropriate. I have noted that around 4mm is a suitable size of rod to use needing only limited expansion to plug the through hole in the fulcrum pin. (Photograph 11)

- Fit new or replace fulcrum pin and locate in correct position
- Install cotter pin to secure fulcrum pin
- Fit plug and both grease nipples where it was found to be advantageous to use a fibre washer on the additional item to reduce its internal projection where it could possibly foul with the end of the fulcrum pin
- Lubricate each bush in turn checking for the egress of grease around the central cork seals (note these can be particularly vulnerable to damage and have been found to be already damaged within their packing from new and where I have produced a more durable

version using an equivalent leather washer manufactured in a range of thicknesses that can be selected to provide a best fit approach) Photograph 12

Lubrication is best carried out at frequent intervals preferably using an improved type grease over that originally specified. Modern greases containing molybdenum disulphide will offer enhanced lubricity, corrosion protection and water resistance. The main purpose of the frequent grease application being the displacement of contaminated grease and debris.

© Steve Keil NW Area 4698



Photo 9

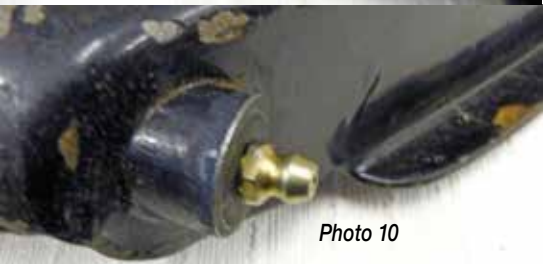


Photo 10



Photo 11



Photo 12

PRACTICAL CLASSICS, CLASSIC CAR AND RESTORATION SHOW

FRIDAY 22ND MARCH TO SUNDAY 24TH MARCH 2019



Not long to go now, and things are falling into place. The cars are arranged, so this is really to remind you that if you want to come and help, I still have space for Saturday and Sunday. I hope that at least 24 of you have pre- booked your tickets before the end of February using the club discount code. You may remember from last month's article, instead of bringing ticket vouchers to the club stand, the organisers are now counting the number of bookings using the club code and if booked before the end of February, the club will get a free wristband for every 8 bookings. Don't despair if you haven't done it yet, they will still count them and there will still be a benefit to the club.

Do you fancy a day out and help the club at the same time? if so please get in touch either by phone, email or even text. It is not difficult or hard, we only ask for enthusiasm and 2 hours of your time and the rest of the day you are free to come and go as you please. There is also free tea and coffee!

Something that I was not aware of at the last show is that parking can be booked in advance at discount to the normal pay on the day charge. Details are available on the website www.thenec.co.uk .

See you there in Hall 5 stand 545. Here are a few of the cars that will be on display.

Alan Pritchett
07720 238810
a.pritchett@btinternet.com

MG Midget 1500 in Pageant Blue – owner, Les Jeans

“Bluebell” is a 1500 Midget, in Pageant blue. It was fully rebuilt 15yrs ago. Most of its suspension rubbers are past their best and so club member Alan Anstead has volunteered to help change them at the NEC Restoration show with me. I have already changed the rear spring hangar bushes, as they were completely worn to the metal sleeve!

I have owned previous Midgets in the past, the first was a 1965 MG Mk2 bought in 1973. I did a fair bit of work on this one, including a re-spray. In 1974 off we went off on our honeymoon in it.



The second one was a 1966 Austin Healey Sprite Mk2. I bought this one after a chance chat to a guy at work who wanted rid after having it in bits all over his garage for 25 years! He had started welding in new sills but not a pro job, but he did have a lot of new panels with the deal, so after some discussions I bought the lot including a mig welder for £120.00! This was in 2011. I am a member of the Heart of England Area of MASC.

Austin Healey Sprite Mk 1 – Dave Puzey

I bought the remains of 191AUO, a 1958 Mk1 Sprite, in October 2010 as a new project, having just about finished my Sunbeam Tiger. Originally it was going to be a Sebring coupe replica but it has now become a resto-mod.



Still with a 948cc engine although quite modified with a 12G295 head & 1¼" SUs, it also has disc brakes, front anti roll bar and wire wheels

(insert Dave Puzey pic)

The body is a new Wheeler and Davies shell painted in Speedwell Blue, its original colour.

In addition to the Tiger it now shares space with an 88" Series 2a Land Rover.

Dave Puzey

MG Midget with 2.0lt Zetec engine - David Jerram

For some years I have been mildly obsessed with the idea of modifying a Sprite or Midget. I first met a few of the K-Series boys and girls at the MG Live event at Silverstone, where I bumped into Jonathon Heap - a well known engineer that specialises in resto-modding both Morris Minors and Spridgets. Jonathon had a small display stand, and showed me his superb brake and suspension kits, as well as some of the engine transplant possibilities he offers.

I started to think that a hot Spridget would be a lot of fun. These little cars handle so well, and can have uniquely balanced weight distribution. I currently own a much loved 1967 Mk4 Sprite and a 1960 Mk1 Frogeye, but both cars are really too good to modify. I chatted to Jonathon Heap about buying a new Heritage shell and starting from scratch. However, when you weigh up the cost of a professional or even semi home-built project you



start to think that it might be cheaper and more practical to go and buy a modern sports car.

Then, in October 2018 Jonathon contacted me about a car that he had helped to build which the owner was selling. LRD242F is a 1968 MG Midget that had been extensively modified to the same specification that I was looking for. It has a Ford Zetec 2.0 litre black-top engine that was purpose build from new by Omex, putting out 210bhp at the flywheel. This is mated to a type 9 5-speed transmission with a short shift, 3J limited slip diff and a custom rear axle. It has lowered FrontLine suspension and disk brakes all round.



I popped over to see the car at Jonathon's workshop, where I met the owner. We went for a 'drive', and I immediately knew I had to have the car. The acceleration was blisteringly quick, and beyond 3000rpm the twin-cam's howl was thrilling. The handling was amazingly predictable - making the car stick like glue to the road.

Since getting the Midget home to Reading I have been busy with maintenance and updates. The hood was so badly fitted that it cracked the windscreen, so that had to be fixed. I've changed the windscreen on my Mk4 Sprite, and know what a challenge it can be - and LRD242F fought me all the way. Whilst at it I took the opportunity to replace the rusty old dash with a powder coated one and upgraded all of the lights to LED's. A new hood has been ordered and will be fitted before the Spring.

Meantime, I am booking some track days with my K/Z-Series friends. I'm really looking forward to getting to know the car's capabilities.

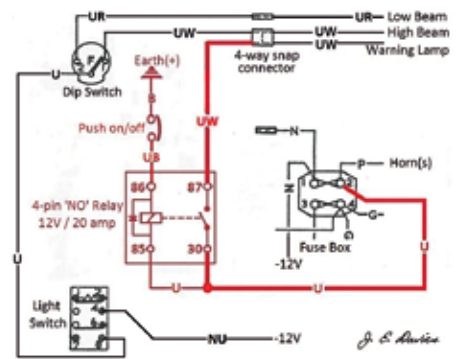
A HEADLIGHT FLASHER FOR EARLY SPRIDGETS

Most modern cars have an ability to momentarily switch on (or 'flash') the main headlights as a means of driver-to-driver communication. Some vehicle manuals call this safety feature an 'optical horn' because, just like the horn, the 'flash' can make other road users aware of one's presence. Used properly, a 'flash' can enable more courteous and safer driving - but because the signal can convey a variety of messages (some not so good), regulations do vary from country to country. In Britain for example, drivers have been fined for warning others of speed traps ahead while in other parts of the Empire this activity is regarded as quite acceptable sport. Certainly we should all be aware of the so-called 'Flash-for-Cash' scam, where criminals flash their lights to let a car out of a junction, then crash into it deliberately in order to make fraudulent insurance claims for damage and whiplash injury.

Venturing beyond page 73 in our Terry's book¹ I see that the first Spridgets to acquire a headlight flasher were the HAN8 Sprites and GAN3 Midgets in 1964. These cars retained the early floor-mounted dipswitch and the flasher was a curious optional extra, controlled by an indicator stalk. Later Spridgets were all given a modern-style combined dipswitch/flasher/indicator stalk on the steering column. If like me you own an earlier pre-1964 car (a Frogeye, a Mk2 Sprite or a Mk1 Midget) and if you would like to be able to flash your headlights occasionally, if only to acknowledge a cheerful flash from another MG, then please do read on ...

To 'flash' the headlights, battery power must somehow be connected directly to the lamps downstream of both the main light switch on the dashboard and the dip switch in the driver's footwell. One easy way to do this is via the 4-way snap connector in the right hand side of the engine compartment, the one which joins three blue/white-trace (UB) wires together. One of these wires supplies power to the lamps from the dipswitch, one carries this power to the main headlights and the other serves the blue 'high beam' warning lamp on the dashboard. The spare hole in this 4-way snap connector is thus perfectly placed for

adding a flasher: if a test wire from the live side of the battery is connected momentarily to this spare hole, the main headlamps and the blue 'high beam' warning light on the dashboard will both flash², as required.

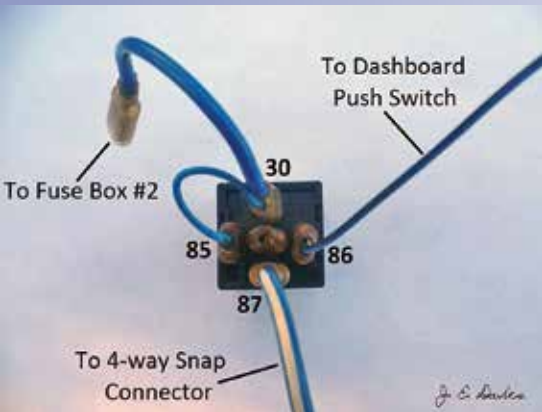


Circuit diagram: relay driven headlight flasher (red indicates new wires and components). The relay terminals 85 and 86 should be reversed if the car is wired with negative earth and the relay has diode.

So, one way of enabling headlight flashing is to run a wire with a fuse from the battery to this 4-way connector via a suitable switch in the cockpit, making sure that the whole circuit (wire switch and fuse) can carry at least 10 amps. But a much better solution is to power the flasher from the same fuse box terminal that serves the horn and place a relay between the fuse box and the 4-way connector. This kills five birds with one throw: it eliminates the need for an extra fuse, it keeps the new main current carrying wires as short as possible, it makes the normally 'live' part of the circuit very small (just a few inches of wire between fuse box and relay), it allows the wires to the dashboard switch to be tiny and easily managed and it allows the new switch itself to be lightweight and unobtrusive. In short, this is a text book example of how a relay can be used effectively to keep everything neat and simple. No wonder modern cars are stuffed full of them.

1 Terry Horler, 'Original Sprite & Midget', Bay View Books Ltd 1994, ISBN 1 870979 45 1

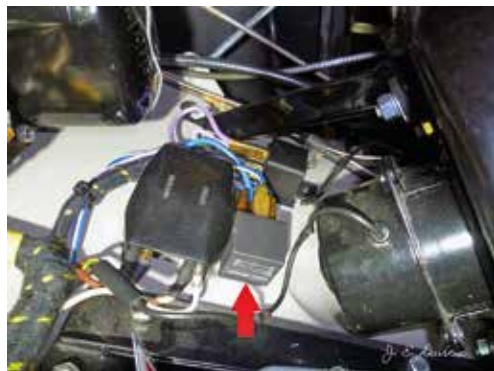
2 If you do try this at home, make sure the test wire does not touch any other part of the car.



Any 12V/20A relay with pins 30, 85, 86 and 87 is suitable for the flasher. Here a 5-pin relay has been wired with correctly sized colour coded wires: the central 5th pin (labelled 87a) is not required and has been blanked off. The 35A fuse at fuse box #2 is sufficient, even if horns and flasher are operated simultaneously (very unlikely!).

The relay's action is best described with reference to the circuit diagram. When the flasher's button is pushed, a small current (ca. 150mA) flows from the fuse box through relay terminals 85 and 86 to earth. The main current flows through terminals 30 and 87 to the headlights.

switch to be placed in a convenient yet discreet position which does not destroy the delightful symmetry and simplicity of the early kidney shaped dashboards. I punched a 12.7mm hole in the end of my dashboard³ and earthed my flasher switch to the back of the fuel gauge. Many other solutions are possible, it's your choice. A little bit of extra effort with Velcro, cable ties and the use of correctly colour-coded wires can produce a neat and tidy result rather than something that resembles a rat's nest of randomly coloured wires. Again, it's your choice.



Here a 'flasher' relay (arrowed red) has been secured with 'Velcro' next to the fuse box of a GAN1 Midget. The relay behind it, with the purple wires, is for the horn (see MASCOT Jan 2019 pages 24-25).



If the flasher's push-button switch is installed as shown here, in the end of the dashboard, it is easily accessed when needed yet barely noticeable (particularly when the door is closed).

Because the two wires to the flasher switch (one to the relay, one to a convenient earth) need carry only 150mA, the switch and the wires which serve it can both be light duty. In turn this allows the

In closing, I must confess that I did need to take a deep breath before chopping that 12.7mm diameter hole in the end of my otherwise original and pristine dashboard. Any departure from originality (particularly on the very early Sprites and Midgets) is questionable, if only because of its detrimental effect upon the value of the vehicle. Certainly any 'adjustment' is not going to win any extra points from flinty-eyed concours judges sporting pin-striped suits and shiny shoes. Personally, if it's a choice between originality and safety I shall choose safety every time. As our cars become ever more dangerous to drive in modern traffic we need all the safety and visibility we can get.

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

³ A 'Q-MAX' sheet metal punch makes a neat hole. Suitable "momentary action" push switches to fit this hole are available on-line or from any good electronics supplier.

FROM THE BOWELS OF BRISTOL



This will be our final report before Brexit, should we not survive, then on behalf of all our area members - Goodbye. It's been fun knowing you all and who knows, we may meet again on another planet. Hopefully, one with lead in its petrol, no speed bumps and without a backstop, whatever that is.

On a more positive note, our sleepy hollow of a meeting place at Codrington could be our salvation. Nothing has changed in Codrington since 1959, it has stuck in time. When Brexit does hit, it could be another 60 years before Codrington is hit with any fallout. All the locals have shelters in their gardens left over from the last fear of doom, this could be just the place to survive. This is the Bowels of Bristol's own bunker, cleverly disguised as the Kennedy Bunker.



We were very much looking forward to what the club had in mind to celebrate 61 years of the Sprite this year, or perhaps 50 years of the Facelift Spridgley things. Alas, our uncertainty of survival after March 29th precludes any such planning be worthwhile. Indeed, if we do survive, Brexit will certainly have an adverse affect upon the weather, Wroxall Abbey was just a warning.

In the absence of being able to look forward, I recap on some of our successes in recent times. Firstly, the popularity of our meetings with younger members, certainly, the well equipped play area at the Wishing Well has something to do with this. Otherwise, the level of dialogue at our meetings seems to appeal more to a younger audience.

Secondly, er, um, no, that was our only success in 2018.



Assuming our pending demise is somewhat overstated and we do see a form of life as we remember it after March, then why not join us at the Wishing Well, Wapley Road, Codrington on the second Wednesday of any month that we may have left to enjoy before Brexitosis claims us?

Terry Horler





It is encouraging to see members attending our new meeting venue at The White Swan, particularly if they turn up in a proper car as did Mike Starnes in his smart Mk 3 midget, also joining the regulars were Dave Maskell; Gordon Higgins and HTJ (John Davies).

The main subject of discussion centred around forthcoming events, noting that those members wishing to attend the Kimbolton event must let Chris or myself know in advance to obtain the necessary wrist passes, also early application should be made to attend Higham Ferrers. Both events offer something for everybody by including stalls and sustenance.

Chris and I offered to organise a car run for 'drive it day' but this will now have to be on Easter Sat April 10 – details to follow.

Earsham Hall Bungay on Sunday May 5 will be visited by our area as we have in the past.

The considerable list of venues presented needed further local discussion at area meetings.

Faulty body parts were discussed, but after a struggle we managed to steer the group back to motoring matters having listened to problems associated with knees, hips and other limbs.

Interestingly some oddities relating to the big Healeys were revealed by HTJ and Gordon that three had Rolls Royce engines that still exist and three other had Aston-Martin engines.

It would be interesting to hear where these incredible machines are now.

Maggie and I have just completed the fourteenth MG Owners Club Snowdrop Run on a rotten day sandwiched between super sunny days, on Saturday Jan 16. But after a bacon buttie start all seemed well to enjoy the 60 mile tulip rally attended by nearly 100 motors, predominantly MG's with spridgets and a 1926 Bullnose Morris enjoying the scenic run through Cambs Essex and Suffolk to finish in the magnificent grounds of privately owned Chippenham Park Suffolk.

Graham Kirkup 2019



Start in Melbourne VC car park,
Midget on the Snowdrop Run.



Denis Grimes parked his yellow Midget to something a little larger.

The bright yellow Midget of Central member Denis Grimes is easy to spot in the car park on dark winter club evenings. Denis is one of those members that uses his car all year round whatever the weather. Therefore it was no surprise to me that Denis had been to one of the first events of the year just off the A60 South at Ruddington, near Nottingham. The event takes place every first Sunday in the month and anyone with a classic car is welcome. The venue which is a Transport Heritage Centre also has a good collection of buses and period street furniture. The fuel pumps in particular take you back to days gone by and I wonder how many MASC members can remember seeing or even using these in the past. Along with buses the centre also has a collection of working trains making it a great place to visit on a weekend come rain or shine.



Fuel pumps at Ruddington.

The start of February also means a visit to the Stoneleigh MG Spares Show for many Central members. Once again our colleagues at Heart of England were giving up their free time and doing a great job giving our club a good presence at one of the first events of the year. Although taking place on a cold day this year it hadn't deterred several Central members who I spotted laden down with plastic bags full of spares.



A very busy MASC stand at Stoneleigh.

The monthly meeting was the usual mix of friendly chatter. A main topic of conversation on the evening was forthcoming events and what we had planned for the year. A big part of this is Drive it Day which happens on April 28th. It is a day when people with all types of classic cars are encouraged to get out and about all over the UK. Central members have decided we will be doing something on this day and Martin has kindly agreed to plan a route so we just need to firm up where to go. If you are a Central member put it in your diary now. Another new event we would like to visit for the first time is the monthly meeting at Moira Furnace near Burton on Trent. The event takes place on the second Tuesday of the month and we are hoping to plan a visit in June or July where we can invite other MASC area members along to join us. There will be a barbecue and drinks and the opportunity to stroll along the Ashby canal so it should make a pleasant way to spend a summer's evening. As always I will be sending out a full list of events to Central members. If you would like to add any events to my growing list please e-mail me at the address below.

Dave Warren
Central MASC
Email to central.masc@live.com



Wednesday 13th February, our monthly meeting tonight at Court Farm, we will be having a meal before the meeting when we will be planning our stand at Powderham Castle show with our Coleman Shelter. This is a two day show which is always very well attended with up to 1500 classic cars. If anyone would like to join us please let me know in plenty of time for booking spaces for cars at our MASC stand. The show is 13th & 14th July, contact on 07803922510



Not quite on the road with the sprite yet, picking her up today, new engine running well, 80lbs oil pressure, we had a bit of a set back with the clutch while one of us depressed the clutch very little happened, the slave plunger moving only a fraction of an inch! Once again fitted the bleed tube to the nipple on the slave cylinder with the access hole in the tunnel. We were sure that all the air in the clutch pipe had been removed on the last bleed but to my amazement a considerable number of bubbles appeared yet again and this time at least had a clutch pedal that worked. Let's hope for good weather may be now we will be able to have a breakfast run one Sunday.

We would like to extend a warm welcome to Tom & Krystyna Shell new joining members to the Devon Area, look forward to meeting you both and your Mk2 sprite.

Chris Wood 5130



20 years and still going strong

The first meeting of the Dorset Area MASC was held at the Bakers Arms, Lytchett Minster, in February 1999 after Dave Symes and Ian Swinden had both approached Terry Horler of the National Club about forming a Dorset Area. The first meeting saw 12 Spridgets and 25 Spridgeteers attending. I guess they were a lot hardier back then or just 20 years younger. After the first 6 months we moved to the St Peters Finger, Lytchett Minster and stayed there until May 2016.

Over the 20 years we have raised in excess of £20000 pounds for local charities. The first 2 years we joined in the Julia Perks Family Fun Day before organising our own annual event at Kingston Lacy from 2002 to 2012, Upton Country Park from 2013 to 2015, Poole Park 2016 and a Sprite 60 Birthday Party at The Holme Bush Inn, Corfe Mullen in May 2018.

We had some 'Lows' with the weather causing the 2007 Kingston Lacy Show to be washed out and our 2014 Upton Country Park event to be rescheduled from May to July. The Poole Park event in 2016

was another of the 'Lows' after dealing with Poole Borough Council for several months. They had our paperwork in plenty of time but only gave us permission to hold the Event with 2 days to go.



One of the 'Highs' was the wonderful display of Sprites and Midgets from the South and South West Areas who attended our Sprite 60th Birthday Party and another was the 18 cars that we had on our very enjoyable Guernsey long weekend in May.

Since moving from the St Peters Finger in May 2016 we have struggled to find a permanent home. The Worlds End at Almer was ok until they wanted to know in advance how many would be attending. Then followed The Holme Bush at Corfe Mullen and that was ok until they let the Biker's in. The last 3 months have been at the Charlton Inn, Charlton Marshall so fingers crossed.

Since July 2000 we have held our Annual BBQ at the Buglers on our July Club Night and only moving to June from 2014 to make the most of the lighter evenings. This is always well attended with a large



number of Spridgets and other Classic Cars on display.

There are still several of the original members coming to our well attended monthly meetings which have an average attendance for the last year of 33. A monthly raffle is included with the proceeds being added to our charity donations.

We would like to thank all Members, past and present, for their support and generous donation of raffle and tombola prizes each year.

Our Club are now looking forward to continuing success over the years to come with hopefully a few younger people joining us.

BRIEF HISTORY OF THE DORSET AREA NEWSLETTER

The first Newsletter in 1999 was a single page (insert a reduced in size First Newstter pdf) with the welcome and introductions from Dave Symes

Dorset Area

Midget & Sprite Club



December 2018 Newsletter No.239



Meeting 4th Monday Monthly @
"The Charlton Inn"
328 Bourne-mouth Road,
Bourne-mouth Road,
Charlton Marshall,
DT11 9N4 at 7.30pm
01258 453160

Area Rep & Chairman
John Gully
jgully@btinternet.com
07876 534948

Vice-Chairman
Dave Stebbing
indjavc@hotmail.co.uk

Treasurer
Rob Oakley
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Newsletter & Events
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Secretary
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Committee
Dave Brooks
davidbrooks252@btinternet.com

Terry Mobley
tmobley@talktalk.net

Peter Vallins
steph1810@aolmail.com

MASC Web Site: <http://www.midgetandspriteclub.co.uk>



Dear Fellow Spridgeteers,
Welcome to the very first newsletter of our new group. To those of you that we haven't met, the intention is to establish a Dorset group to arrange social activities, runs and exchange news and helpful tips.
Terry Hofer from the main club kindly provided us with a list of current members locally and Nigel Hodges, Secretary of the Bourne-mouth & Poole MGOC welcomed us very warmly at this month's meeting, introducing us to all his Spridget owners. So it must be stressed that we plan to augment the activities of the MGOC and other clubs, not compete! We merely feel that our own club will make things more relevant and in fact... more Sprightly!
So who are we? We are Ian Swinden, owner of a 1974 MG Midget Mk.III (Gan 5) who lives in Upton, Poole and Dave Symes, owner of two, yes two, Austin Healey Sprites who lives in Bourne-mouth, both MASC members who shared the idea of starting a local group and were brought together by the aforementioned Terry Hofer.
If you're interested in finding out more, why not pop along for a drink and a natter at our inaugural meeting at:
The Bakers Arms
Dorchester Rd.,
Lytchett Minster, Nr. Poole
on Monday, 15th. March, 1999
from 7.30pm onwards

For those of you that don't know it, the pub is on the roundabout junction between the A35 Poole to Bourne-mouth road and the A351 to Wareham. See you there!!

Ian & Dave

Ian Swinden,
71, Pursey Rd.,
Upton,
Poole,
BH11 5RW

Dave Symes,
37, Westbrook Hall,
Dorset Rd.,
Bourne-mouth,
BH11 3PS

& Ian Swinden. It stayed like this until August 2000 when it changed to the present format apart from being numbered. June 2001 saw the introduction of numbers starting at No 29. Ian Swinden remained as Editor until No 92 September 2006.

My first Newsletter was No 93 October 2006 continuing to the present time. At that time we were printing off and posting or delivering 110 black and white copies per month. February 2007 saw the A4 Newsletter being converted to pdf and then emailed out in colour to all members with internet access.

(insert a reduced in size December 18 Newsletter) Anyone attending a meeting would still receive a paper copy as well. December 2009 saw the introduction of an A5 booklet in colour for those without internet access. I now only print 6 copies per month.

103 people now receive the Newsletter by email each month.
March 2019 will see my 150th Newsletter.

Ian Beaver

A slow start to the New Year

The first meet of the New Year was rather problematic as an hour before the event Tim just happened to pass The Green Man, our venue, to find that it was closed for refurbishment. There had been no warning and the web site and Twitter page were still advertising delicious food and a warm welcome. We frantically tried to contact people, some of whom we thought might already be on route and also left a message on the door of The Green Man advising of the hastily organised alternative. Thankfully pre-Christmas blues, various colds and the in-climate weather meant that few ventured out and nobody failed to find us. We have decided that it might be time to look for a new meeting place and Tim is going to organise a discussion and vote shortly, so watch this space.

Our new Area Rep Tim Wyman has started the year in a very organised and professional fashion (much more efficient than the last bloke!) with our runs & events already diarised for 2019. A big thank you to everyone who has volunteered to help it is much appreciated and sharing the load makes life so much easier for everyone. Just in case you missed Tim's E-mail, or for any new Essex based members yet to make contact the dates are as follows:

- Sunday 28th April - Drive it Day – Tim & Linda
- Sunday 19th May – car run – Dave & Ann
- Tuesday 4th June – pub run – Gary & Diane
- Sunday 23rd June – car run – Tony & Pat
- Tuesday 2nd July – pub run – Colin & Elaine
- Sunday 21st July – car run – Owen & Lucy
- Tuesday 6th August – pub run – Jane & John
- Sunday 18th August – car run – Dave M
- Tuesday 3rd September – pub run – David K
- Sunday 22nd September – Driving competition - tba
- Sunday 27th October* – Halloween car run – Francis & Colleen
- Sunday 1st December – Santa Run -- Paul & Helen
- Friday 6th December – Christmas Dinner/Awards Ceremony – Gary & Diane

Looking outside, on a cold and wintery night the heady days of driving with our tops down and the sun shining seems a long way off, but at least this is a time when everyone can: tweak, tinker, mend, renew or replace to your hearts delight and focus on the jobs that no one wants to do in the summer. As I write these words I thought of Graham and the never-ending modifications and upgrades he made to his Frog.

I must now pay tribute to our club member, Graham Finchinfield. Graham was one of the founding members of the Essex branch and a very active member. He built his white Mark I Frog and was always working on new adaptations/modifications. He was also rebuilding an MG BGT. Graham was a very practical, hands on person and often organised innovative runs for the club, his last being a car/driver skill/speed test which was held last summer. A similar event is being organised for this summer with a trophy 'The Graham Prosser' to be presented in his name.

hopefully the picture brings back some good memories.



Graham driving his pride and joy - which he fully restored but never quite finished.

Christmas Meal

This year's Christmas dinner held at The Six Bells Boreham, and kindly organised by Tim and Linda was a great success, with 22 members joining in with the festivities.

The food was excellent as was the Quiz and prizes involving all things Spridget, with Paul acting as the Question Master.



Owen receiving the 'Breakdown Trophy' from Gary.

As usual the highlight of the event was the Annual club award ceremony. The fiercely contested 'Break Down' trophy had several contenders including Colin & Elaine who's white Midget only lasted 3-4 miles on 'Drive it Day' before the bonnet was up and Diane who saw 'Noddy' breaking down rather sensibly in a petrol station during one of his rare outings in 2018. However, there could be only one winner, Owen and his blue mark II Sprite who spent many hours broken down waiting for the AA to arrive, followed by several hours with the AA engineer trying to fix the problem and then yet even more hours being towed home ingloriously on the back of an AA wagon. Well done Owen it was a unanimous decision by the judges and well deserved. Owen's win also saved us a little money as there was a danger of Tony winning the trophy for a third consecutive year, thereby keeping the prize.

Other prizes went to David Knott who collected the 'Time keeping' trophy for lateness, only 24 late hours this year David! And yours truly who won the new 'Cock up Trophy' for messing up the dates/times/venues of several runs throughout the year in my communications to other members and causing total confusion and chaos – thanks!

The main prize, 'Spirit of the Club' trophy went to Dave, our elder statesman who come rain or shine always brings his orangish Midget with him,

top down, even when he knows he is going to breakdown on the way home. Stories were told about Dave's driving prowess and engineering skills including the infamous Essex to Germany tour of a few years ago, an 1800-mile epic round trip covering 4 countries. We knew things were going to be challenging when on meeting Dave at the rendezvous point his bonnet was propped up with his trusty wooden stick. After repairs were conducted, we were on our way to catch the ferry. Dave lasted one junction of the A12 before an irreparable breakdown. Sadly, we had to leave Dave by the roadside waiting for collection. Can you imagine our delight when 36 hours later Dave appeared at our hotel in Germany albeit in his new motor. We salute you Dave your love of life, determination, sense of humour and energy, you are a true inspiration to us all and greatly admired. Keep on motoring.



Dave being presented with the 'Spirit of the Club' trophy by Gary.

On a closing note after 5 years as Branch Rep I have handed the batten over to Tim, who has helped me immeasurably over that time, thanks Tim. I feel we are in safe hands and undoubtedly there will be new ideas and events for us all to enjoy under his stewardship.

Gary

MG and Triumph Spares Day, Stoneleigh

The weather was absolutely fine on Saturday 9th Feb when we claimed our spot at the MG and Triumph Show and set out the stand featuring Lara Warburton's Frogeye, Frodo, Malc le Chevalier's (unorthodox) 1500 and Stan Green's 1500.



On Sunday, the day of the Show itself, predictably it bucketed down and was freezing cold. Fairly standard stuff for the first Show of the year but we saw all of the usual suspects buying bits and bobs of spares; Jonathon Whitehouse Bird also dropped by and told me of his latest purchase which is a Mk II Sprite and is one of only two known cars in Deep Pink paintwork. I'd seen it on e bay and it is indeed a great little car in reasonable fettle. It'll be good to see it out and about in due course. Given the weather, we also did OK in terms of new members with two signed up and a third promised to follow. Lara's Frogeye was looking really fantastic and drew lots of admiration. Malc's Bitsa 1500 prompted a lot of head scratching and bemusement and visitors tried to work out how many cars he'd cut up to build it! Hero of the day, however, was Stan who found someone's phone in



his car which had slipped out of their pocket while he was trying the car for size. Undeterred, Stan unlocked the phone and found the guy's home number, called his wife who called the guy's friend, also at the Show, and instructed them to return to the MASC stand. This they did and phone was returned to grateful owner!



Caffeine and Machine

On the recommendation of Roger Chamberlain, I recently visited newish Classics and Biker Venue Caffeine and Machine. It's just South of Stratford on the Banbury Road and was formerly the Houndsill Pub. It attracts Classic and performance cars plus bikes all weekend with show parking at the front and further parking at the back for moderns. There's great coffee lounge, bar and Café but the thing that impressed me most was the Porsche 356 C parked in the Lounge along with a Vintage Chopper casually parked up against the fire place. Now that's stylish!



Goodbyeeee!

Pressure of work (surely I'm too old you cry) and an urgent necessity to entirely renovate my knackered old Victorian property has I'm afraid forced me to regrettably hand over the Heart of England reins to someone who actually has the time to dedicate to it. Dave Colclough was voted in at the Feb meeting and will take over with immediate effect and I wish him well. I've had some laughs writing this monthly journaling the last two and a half years! Remember the passing of the first ever JCB driver in Pucklechurch? Remember the Heart of England fitness campaign with Janet Hunter levitating in the gym? I think my favourite wheeze was the fun I had recently with Les Jean's car being registered at the DVLA as an invalid carriage! Thanks to all Heart of Englanders who helped me during my tenure and put up with my bizarre sense of humour and loud and opinionated monthly meeting chairmanship. I had a blast!

Steve

Planned Group Events for 2019

- Saturday, 16 March Visit to RAF Halton, Nr Aylesbury www.trenchardmuseum.org.uk
- Sunday, 28 April Drive it Day – details TBA
- Sunday, 12 May Classics at the Scalabrini Villa, Shenley, Herts
- Sunday, 16 June Classics & Steam, Marsworth, Nr Tring, Herts
- Sunday, 14 July Classics & Motorsport Display, Stoke Row, Near Henley-on-Thames
- Sunday, 18 August Classics & Kites, Hunstanton, Norfolk
We plan to make this a weekend away event – More details to follow
- Sunday, 8 September Classics & Village Fete, Chersley, Nr Aylesbury



Regular Monthly Events

Club Night – **Last Wednesday** each month at The Chequers, Redbourn

The Ace Cafe Classic Car Night – **second Tuesday** each month from 6.30pm

Classic Car Gathering at Pinewood Nurseries, Wexham Street, Stoke Poges, SL3 6NB, **last Sunday each month 10.00am-1.00pm.**



WE OFFER - OUTRIGHT PURCHASE
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QUALITY SPRITES
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ALWAYS WANTED
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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.





My Frogeye and I

My leaf green Frogeye, KPK341, and I are now in our fiftieth year together although our anniversary is actually later in the year. Trawling through the advertisements of 'Exchange and Mart' one Thursday back in 1969 I came upon one giving details of a Supercharged Frogeye for sale at Sutton in Surrey. Asking price was £180.

The first problem was that as a nineteen year old apprentice 'Tool and Gauge' maker earning six pounds, four shillings, and sixpence a week, with an obligation to pay my mother one pound housekeeping I was not exactly flush with money.

Enthusiasm knows no bounds so first a visit to Sutton to inspect the car. It shone under the stars and seemed so fast when I was taken for a ride. The car just had to be mine!

Now the problem of finding the money. With money from the 'Piggy Bank', and probably some memory loss when having to pay mother the housekeeping, I was still a large sum short. Cap in hand, just like Oliver, I approached my employer via the Works Manager. Fortunately for me Desmond Capp was a sports car owner (Aston Martin DBS) and the money was to be advanced. Repayment was over 100 weeks at one pound.

The car was mine!



It took me only minutes to walk to work being docked one quarter hour pay if over three minutes late 'clocking in'. The car made me late as the driving route was longer. Oh but the fun of driving it though!

Into the seventies and a complete change of

employment, a girlfriend became my first wife, and a house provided a secure garage. No more street parking and working on the car by the gutter-side as so many did in those far off days.

The Frogeye was used daily for commuting and pleasure. At some time I joined the Austin (Big) Healey Club but shift work often obstructed pleasure as it was to do for some thirty two years.

But it was not all work and no play and the Frogeye and I continued to have many adventures. It even appeared on the front page of Thoroughbred and Classic Cars magazine (now Classic Cars).

During the eighties the car was rested a bit. No more commuting to and fro to London as another car performed that role. Several MSA Norwich Union Run's were driven which led on to the MSA Euroclassic rallies that through the nineties took me and the car all over Europe as far as Czech Republic, Hungary and Slovakia driving super roads and also every major Grand Prix Circuit, car manufacturers and tyre manufacturers test tracks, places of interest and more. I even found time to join Masc early in the decade.

A new millennium and I started arranging european tours for MASC members myself.



Over the years the car has retained its 948 engine size. The C75 Shorrock Supercharger long gone to be replaced by twin S.U.s. It still has front drum brakes although increased in size by a previous owner. Various modifications have been made to ease the strain of its, and mine, ageing but such modifications have been concealed so that the car has not changed visually that much since the far off day that I bought it.

Now looking forward to more adventures in our anniversary year.

Alan Anstead. Kent Rep.



I had managed to book the meeting room at The Hunters Arms for our February meeting, as the car park is not particularly well lit for a good tyre kicking at this time of year, despite the clear weather.

We welcomed first timer John Britten to our meeting. Having acquired a frogeye for his wife about a year ago, John has taken on the role of Guardian Mechanic and was seeking knowledge of updating various elements of the car from fellow area members. The LED upgrades mentioned in February's edition of Mascot being first on his list.

More winter garage activities were reported by Paul Hitchins, who is doing a thorough rebuild and upgrade of his frogeyes rear axle ready for Drive it Day. Jim Clark hopes the refurbishment of his frogeyes brakes will give him more stopping power and greater confidence on the road this year.



Tommi's fuel saver (Drive it Day 2018).

John Pardo has completed his MGB differential rebuild and is now trying to straighten his back after working under the car for so long. As a fellow back sufferer I too find that the length of time spent working on my cars is often limited, and always seems to take longer than expected.

We have decided to stick with our original plans for Drive it Day on Sunday 28th April, and will be meeting at Sainsburys car park in Ripley for a 9.30 start to a run around Derbyshire and Staffordshire, ending at the National Memorial Arboretum near Alrewas. A suitable morning coffee stop will break up the driving.

Other forthcoming events for our calendar include the Nottingham based "Autokarna" at Wollaton Park on Sunday 9th June where we again have our own MASC paddock area for pre-booked cars.

Autokarna.



Those of you who have been before should have received an invitation to enter this year by now, or you can get entry forms at www.pwa7c.co.uk before Easter. It would be great to get more cars from other areas this year.

Also growing in popularity is the Vintage and Classic "steaming event" at Papplewick Pumping Station on Sunday/Monday 5th and 6th June, where the wonderful twin James Watt beam engines will be working inside the ornate Victorian buildings, with associated tours of the underground reservoir. Last year our members enjoyed the wonderful May Bank Holiday weather, picnicking on the lawns surrounded by the classic cars.

Call 0754 700 0020 to pre-book for your free entry.

Tim Kirby posted photos of our merry band on Facebook while we were at The Hunters Arms which were picked up by other members around the country/world. This gives rise to the suggestion for future meetings to be streamed live on social media. We will be able to take technical questions from viewers logging in and try to answer them live in the pub car park by stripping down Paul's car and filming the results. We haven't told Paul yet...

Ian Cooke
Notts and Derby area coordinator
ilcooke@btinternet.com



Our merry band.



Well I awoke on the 30th January to a cold but bright morning, but with a bone chilling easterly wind. It would be a pleasant day to view the start of the Monte Carlo Rally Historique at Clydebank. I set off about 3 p.m., well wrapped up to catch the bus to Clydebank, armed with a hip flask filled with a nice wee malt, (Isle of Arran Founders Reserve) for purely medicinal purposes. A couple of other club members had notified me they were going along. Lindsay was coming from the far east, well Armadale, and Eric Flack who lives even nearer to Clydebank than myself.

The "Monte" Historique start has always been a good event and this year was no exception. Cars ranged from a 1922 Bullnose Morris, a 1953 Swallow Doretti to a number of Midgets, Spitfires



and MGB's. The Frogeye that I especially wanted to see had been withdrawn, so the only representation of an Austin Healey was a 1959 Big Healey and very nice it was too.

You get really close to both cars and drivers and everyone is really helpful. Although somehow missing Eric and Lindsay I had a chat with a few other friends. The "Monte" Historique is divided into two categories, Historique and Classique, I am not sure of the difference but I think the Classique is slightly less demanding. Not all the 60+ cars go all the way to Monaco, some do the local runs, others start from John O' Groats, the rest go all 1300 miles.

As the sun went down, and a chill wind was coming in from the Clyde, I decided to retire to a local hostelry, for a bit of warmth and a pint of real ale, and dream of finishing the Rusty One and competing next year.

The strip-down of the Isetta Bubble Car engine is cracking along, although I have to say, dismantling and rebuilding of an A series is much easier.

I have never stripped down a motorcycle engine before, so it has been an education, and the number of special tools and pullers you need is incredible. I got a bit of a surprise when I took the cylinder head off, no push rods, no valve springs and the valves had been spot welded to the valve stems. It would appear that a valve has broken and rattled about the combustion chamber and someone in the deep and distant past has had the head off, had a look and hastily put it back together again. However, the local machine shop, Pistons and Components, reckon they can do something. However, I fear the wallet is going to be emptied.



Also this month I received a visit from David and Peter, called our "Techy Guys" by the beer & blether contingent, I was able to help Peter out with a Steering column and a distributor drive pinion for his ongoing Frogeye rebuild. Plus, as they both have 1275 cc engines in their Frogeyes they were looking to buy a spare one from the secret stash.

Graham

DEAR MASCOT...

DEAR MASCOT

Good Morning

I wonder if you can help me or point me in the right direction?

I am looking for an MG Midget Reg AU422M. 1974 It was yellow, maybe blue now.

I look forward to hearing from you.

REGARDS

CLIFF WARDINGLEY

email: polly-wardingley@hotmail.com

DEAR NEIL,

Not sure if you've done this yet but I thought I'd share my experience of taxing the Sprite.

The car is already classed as a VHI (Vehicle of Historic Interest) and therefore has nothing to pay. It also has an MoT due to expire 10Mar 2019.

Going on to the DVLA website one can do a no-hassle taxation but there was no way for me to make the V112 declaration (original, not modified etc) but I was directed to tax at the PO. Once at the PO the person behind the counter clicked a few buttons on their keyboard, and stamped the V12Z but didn't look at the lovingly completed V112 declaration. Concerned that I'd be in queer street if I drove the car on the 11 Mar without an MoT, I thought I'd check with the DVLC that all was well.


From the advice I received, it appears that the V112 declaration is only required at the moment the car is taxed if it is a VHI with no MoT. Once you have taxed it, nobody seems to care as you couldn't have taxed it without said declaration or an MoT. Furthermore I was assured that when I next came to tax the car online, I would be offered the opportunity to make the equivalent of the V112 declaration if the car hadn't got a current MoT.

Of course this is with all the usual caveats that the car must be in roadworthy condition if stopped and inspected by an officer of the law but it does remove the threat of an A-Series car being impounded because of a minor leak from the rear crankshaft oil "seal".

Happy days !!

JOHN GIBBONS 2147

Ed Note – I have just gone through this declaration process and it was painless. My Mk3 Midget, which I have owned for 40 years, is now MOT exempt. I just printed a V112 off the DVLC site, filled it in and signed it in the presence of the cashier in the Post Office, showing him my V11ZW. Job done. Neil.

 Driver & Vehicle Licensing Agency

Declaration of exemption from MoT

V112

Evidence of an MoT test is normally required for taxing purposes. If your vehicle is exempt from MoT testing you will need to fill in this form and produce it when you tax your vehicle at a Post Office*.

If your vehicle is a goods vehicle weighing more than 3,500kg (or other vehicle falling within type approval categories N2, N3, O3, O4 or T), that is exempt from testing, please fill in a V112G form.

The V112G form may also be used for a Northern Ireland goods vehicle weighing 3,500kg or less (or other Northern Ireland vehicle falling within type approval category N1), that is exempt.

Declaration

Vehicle registration number:



Your full name:

I declare that my vehicle is exempt as it falls into category from the list over the page

Your Signature:

By signing this form you are confirming that the information provided is correct and the vehicle is exempt from MoT testing.

It is an offence under Section 47 of the Road Traffic Act or article 63 of the Road Traffic (Northern Ireland) Order 1995 to use a car, motorcycle or light goods vehicle without an MoT certificate on a public road unless the vehicle is 'exempt' from MoT testing.

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8/18



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

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ALSO SEE THE CLUB NIGHTS SECTION FOR NEW AREAS AND CONTACTS

Compiled by 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
- 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, Gozards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Graham 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 garyfrogeya@gmail
- 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 **CAMBRIDGESHIRE AREA.** Meet at The White Swan, Elsworth Road, Connington, Cambs CB23 4LN 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 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
- 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 The Millhouse, North Warnborough, Odiham, RG29 1ET. 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.** 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. 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: AH Sprite. Lovely Austin Healey Sprite in signal Red and Black interior. 1970 tax and MOT exempted. Huge history file, 2 sets of keys. Minilite Alloy wheels including spare, hood cover and Tonneau included. All door, boot and bonnet gaps are good. I have enjoyed owning this car for the last 3 years and the list of work that has been carried out over the years is very long. New hood fitted. Unleaded head so now running on unleaded fuel. Recent service including New water pump, starter motor and Battery fitted. Has had a New Radiator and heater core fitted. New front suspension. New brakes including discs and callipers. New carpet fitted including boot carpet, new seat runners. seats in great condition reupholstered a few years ago. £5,750. Steve 07803 252450 car is in Kent.



FOR SALE: 1960 Austin Healey Frogeye Sprite - BRG - original RHD. Original 948cc, stage 1 cylinder head, balanced crankshaft, front disc brakes, Minilite wheels. The car was originally fully restored in the late 1990s and has been meticulously maintained since. Retaining it's original registration number it is finished in BRG with green interior trim. The hood and side screens are in excellent condition and there is a tonneau cover. There is a large quantity of paperwork on file, including a green VE60 logbook, bills dating back over many years, plus the correct Driver's Handbook. £19,995. For initial enquiries please call Robin on 01420-474919 or 07710-364945.



FOR SALE: 1959 Austin Healey Sprite Mk I - Cherry Red. In the present ownership for the past seventeen years, this 1959 'Frogeye' Sprite was restored to a very high standard some years ago and has only covered around 1000 miles since. Cherry Red, with red trim, the car is in extremely good order, fitted with a 1275cc engine/gearbox. The rear axle ratio is the 3.9 from the later series Sprite also. The hood, widescreens and tonneau cover are all in first class condition. £19,995. Ring Robin on 01420-474919 or 07710-364945.



WANTED: Are you thinking of selling your beloved Midget Mk3 GAN4 or Sprite Mk 4 HAN9? Please phone or text Rob on 07791 534607 (any colour except red).

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 MK 1 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
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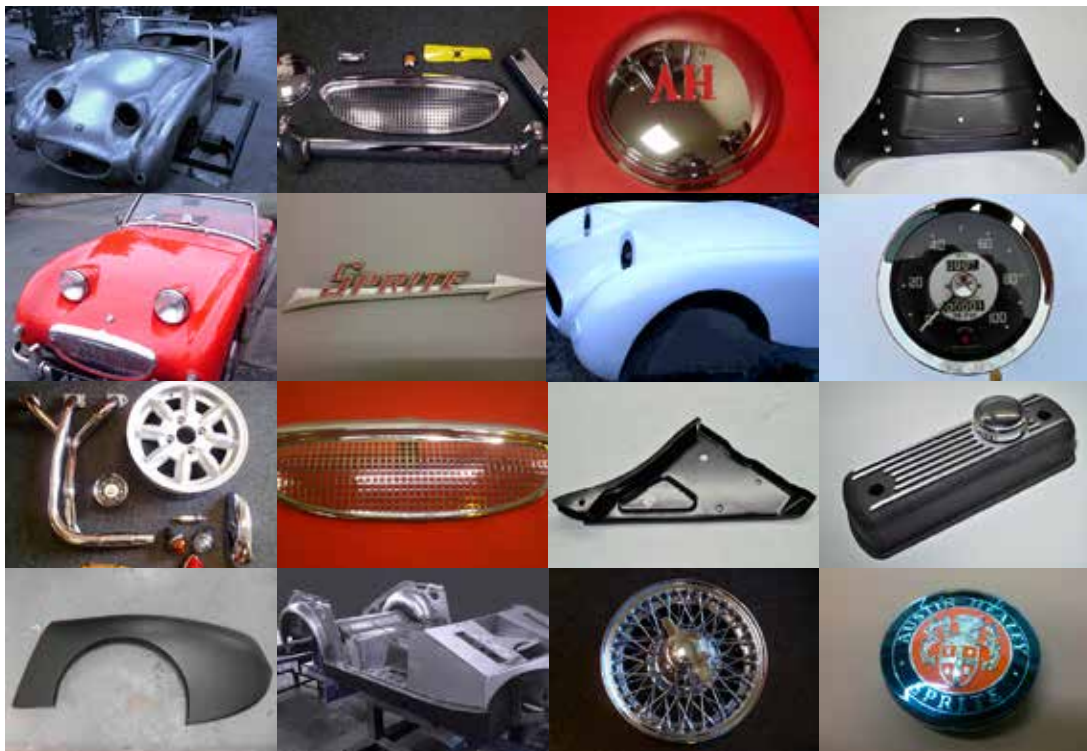
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