

MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE #22 MAY 2019

£3

K/Z'S ON TOUR IN MID WALES



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



www.midgetandspriteclub.co.uk

PCCRS REPORT BY ALAN PRITCHET

A FROG REVIVED BY PETER VALLINS

ALSO IN THIS ISSUE: **ROCKER UPGRADE** • **CRANKCASE PRESSURE PULSE** • **TYRES BY DOUGAL**

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



rhspecialistinsurance.co.uk

0333 043 3911



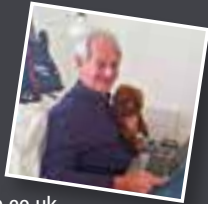
From iconic models to future classics –
we've been providing specialist vehicle
insurance for over 40 years.

WELCOME

TO THE MAY
EDITION OF
MASCOT

NEIL THOMAS

editor@midgetandspriteclub.co.uk



Hello everyone, I hope I find you all well? This month's editorial contains a mixture of happy and sad news I'm afraid.

The good news is that MASCOT won a Highly Commended award at the Practical Classic and Car Restoration Show at the NEC in March for its fantastic Spridget 60th weekend last year despite some extremely challenging conditions.

The Judges made the following statement:

"The judges wish to Highly Commend the MIDGET AND SPRITE CLUB. Despite having to battle the elements this club exceeded all expectations with their 'Spridget 60' event, thanks to their hard work and careful planning. The Austin-Healey employee reunion at the event also deserves praise."

The Judges clearly recognised the tremendous hard work that went into the event. MASCOT missed out this year but there's always next year.

And following on from Spridget 60, here's a note for your diary so that you can't say you didn't know! The MG Midget 60th Anniversary will take place



on the weekend of 25th-27th June 2021. It will be hosted by the MASC North West Area at the Mere Golf Hotel, Knutsford, Cheshire. More information will follow with details of how to book etc.

Now I have some sad news to report, I received this message from well known MASC member Chris Yates "

"It is with great regret that I have to inform members of the passing of Sheila Anne Yates on 4th April. She played a great part in the development of the "Warwickshire Area" through the "Warks Talk" reports which she had written from before the year 2000 through to me relinquishing the post of Area Rep in 2010. She regularly planned runs many with involving overnight stays, wonderful (highly accurate with plenty of stops for refreshments etc.) routes always based on a different theme. Precise navigation and a drive to meet everyone's needs made her a very popular and well thought of club member. She will be sorely missed.

Kind Regards, Chris Yates."

And from Graham Smith, our Scotland rep,

"Hi Neil,

Sadly my wife passed away on Friday, she had been ill for quite some time but it still came as quite a shock as she seemed to be responding well to her treatment in hospital. I will be unable to do a report this month."

To both Chris and Graham, please accept the deepest condolences of the Midget and Sprite Club for your losses.

It is always very difficult to follow on from such sad announcements but it reinforces the message to us all to not take any day for granted and to carry on doing the things you enjoy, as much as you can. We are at a lovely time of year now for getting out and about and I want to hear from you about what you are doing with your cars and your trips out. Until next month, this is Neil signing out.

K/Z'S ON TOUR IN MID WALES NANT-Y-MOCH RESERVOIR



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 THE **JUNE**
EDITION OF MASCOT IS...

**FRIDAY 12TH
OF MAY**

EVENTS CALENDAR 2019

- 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
- 9 September MASC Track Day, Castle Combe courtesy of MGOT

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

REGALIA

All available on line, along with other items at:
www.midgetandspriteclub.co.uk



Binders
£6.50



Key fobs
£3.25



DVD
£12



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





SilverstoneClassic
26|27|28 JULY 2019 *Provisional dates

THE CARS ARE THE STARS
...AT THE CLASSIC

www.silverstoneclassic.com

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

CCD00962019

NEW MEMBERS

MARCH > APRIL 2019

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

5864	John Pruden	West Midlands	Midget	1500
5865	Brian & Simon Price	Staffordshire	Sprite	Mk 4
5866	Gary Wilson	Mid Glamorgan	Sprite	Mk 1
5867	Gary & George Scott	Kent		
5868	Paul Magowan	Northern Ireland	Midget	Mk 3
5869	Steven & Jan Harvey	Essex	Midget	1500
5870	Gary Shaw & Bev Morris	South Yorkshire	Sprite	Mk 1
5871	Alan Sleigh	Staffordshire	Sprite	Mk 4
5872	Dennis Brown	Cumbria	Midget	1500
5873	Barry Jenkinson	Buckinghamshire	Sprite	Mk 1
5874	Ford Abercrombie	Essex	Sprite	Mk 3
5875	Mike Twort	Lincolnshire	Sprite	Mk 1
5876	Mick Colclough	Lancashire	Midget	Mk 3
5877	Simon Pill	Derbyshire	MG	Atlantis
5878	David & Claire Twigg	Gloucestershire	Sprite	Mk 1
5880	Andy Harris	Lincolnshire	Sprite	Mk 1
5881	Rick Nicholls	Lincolnshire	Midget	Mk 4
5882	David & Carolyn Tunstall	Nottinghamshire	Sprite	Mk 1
5884	Chris Clarke	Cambridgeshire	Sprite	Mk 1
5885	Anita Waller	Buckinghamshire	Midget	Mk 4



Hi Neil

I have owned my green Sprite for nearly 12 months now. I had a yellow rubber bumper Midget in the 80s, then decided to buy a house & get married so the Midget had to go as the family started to grow. Two girls have now left home & married, so hence the gorgeous green Sprite & the wife likes it too, so all happy.

Alan Sleigh



Hi Neil,

I joined the club at Birmingham NEC last weekend at the restoration show and here's a photo of myself and my Midget.

I'm looking forward to becoming involved in the club and getting back out in the car when the weather improves slightly! I've had the engine out doing some modifications (there was nothing wrong, I just like to play about with things!) so hopefully that will be going back in this weekend!

I'm a civil engineer currently working in the Lake District (home to NI most weekends) so if there's anything happening in the Cumbria area I'd be interested to hear about that as well as in NI.

Paul Magowan



I have joined the club and understand new members are invited to send a picture of their car. I've attached one taken today so the car is very much as is. I bought the car in March 2004 and have had many great journeys/experiences and completed quite a bit of work on it in that time. I'd love to travel to classic Le Mans one year, got close to it in 2012 but that's another story.

Rick Nicholls



Neil

I've just joined the Midget and Sprite Club (Mem No 5890) and Stuart has asked me to send you a picture of me with my MG. Sadly I've undertaken a reverse restoration having had the car since 1977 when it was just 6 years old. Unfortunately it has not left the same garage for the last 30 years. I'm hoping that joining the Midget and Sprite Club will see the start of its return to motoring.

Regards

Chris Ashworth"

SNAP! OF THE MONTH



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



Photos:
24 Seven photography



SNAP!



PRESS RELEASE BREXIT CHECKLIST

We are withdrawing the BREXIT checklist we published on 5 March.

This is obviously because the United Kingdom has not left the European Union without any deal, so the circumstances upon which we were advising did not come to pass.

Currently the UK remains a full member of the EU and all existing rules and permissions concerning travel within the EU remain in full force and effect.

We will of course issue new guidance as and when the circumstances become clearer.

For media enquiries, please contact:

Geoff Lancaster, 07860 562659
commsdirector@fbhvc.co.uk

Editor's notes

The Federation of British Historic Vehicle Clubs exists to maintain the freedom of its members to use historic vehicles on the UK's roads, hence its campaign message: 'Yesterday's Vehicles on Tomorrow's Roads'. The FBHVC has over 550 member clubs representing over 251,000 individual owners.



A Head Healeys

The world's leading Austin Healey parts supplier!

www.ahead4healeys.co.uk

Tel. 0044 (0)1788 565 000
Fax. 0044 (0)1788 565 001
info@ahead4healeys.co.uk

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

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

PRACTICAL CLASSICS

CLASSIS CAR AND RESTORATION SHOW 2019





Bluebell

The dust has finally settled on another show at the NEC and as it turned out it was a rather subdued event; in fact I think it was the quietest show that I have organised. The organisers say that 28,846 people visited the show, slightly up on last year's event. For us, the busiest time was Saturday morning but Sunday was really quiet.

We did, however, still manage to recruit 12 new members with another 3 members renewing their membership, so the show still proved to be a worthwhile event,

Prior to the show I was asked by the club to attend the National Car Club Awards along with Stuart Watson, Dave Colclough and Andy Barrass. The club had been nominated for two awards: the Best Event, Wroxall Abbey, organised by Stuart and Dave (along with a host of others) and the Best Magazine, Andy provided support and advice to Neil as he revamped the magazine. Sadly the magazine did not feature in the awards, but Stuart and Dave were Highly Commended for the best event, effectively second place. Well done to both of them.

By now my thoughts have moved on to the next event, the Classic Motor Show 8th - 10th November 2019. Inspired by Alan Anstead's article in last month's magazine about owning his Frogeye for 50 years, I thought it would be a good idea to have a theme of long time ownership. However, I do not think that many people will be able to beat 50 years!

If you have owned your car for 25 years or more and would like to celebrate it, and exhibit your car at the show, please get in touch and we will see what we can arrange. If you haven't owned your car for that length of time but would like to come and help out

you will be more than welcome; it is always good to have new faces.

Finally, I would like to extend a warm welcome to everyone who joined at the show. I hope we will meet again soon, maybe at the next show?

'Bluebell's' perspective by Les Jeans

I arranged to take my MG 1500 "Bluebell" to the club stand on the Thursday set up day ready for Friday. All went to plan so my main job was to replace all the front suspension bushes over the 3 day show. Friday was strip down time with help from several of the MASC guys (a big thank you for that). All went to plan although fitting the road springs was "fiddly". We used the 4 nut & bolt method to compress the springs back in place and, after a plaster or two, they went in ok and were all back together by Sunday morning.

I had several people enquiring, "how are you doing that?" Two guys asked me back to their place to help them! Mind you one lived in Yorkshire!

After some club coffees & cake, kindly supplied by Jan, we were all finished and ready for the journey home with no problems. All I needed to do was to try Bluebell out over the next few days. Thanks again guys.

NO IAN! THE CAR'S THE STAR...

Ian C's story

Monday morning. Catching up with correspondence and computery things when the phone rang.

Do you know where we can find a 1275 and 1500 Midget for filming next week? asked Richard. There's an unregistered 1500 going to auction and they are looking to make a program around it. They would like existing owner's views at the auction house. Oh by the way, it's in Yorkshire.

So followed some hasty calls with a story which unfolded as the week moved on.

The 1275 was acquired without hesitation by Ian W. our local expert tyre-kicker and aspiring "as seen on TV" star.



The 1500 proved more evasive. Cars were available, but owners were not. Owners keen, but cars off the road. "Mine runs but my clutch is non-existent" replied Mark. No problem, we have a trailer said Richard. We can get it to Yorkshire for a static shoot and have a look at it while we are there.

By now it was Saturday morning, so I phoned around our limited local suppliers of MG parts (most closed) and managed to persuade Alan of ANG in Nottingham to open up in order to pick up some clutch cylinder seal kits should we need them for Mark's Midget.

And so, only 2 hours later, the Advance party of myself, Ian Luddington and Richard Sands descended on Mark's house to load his 1500 onto the trailer for its journey north. Mark would then travel up with Ian W. in his 1275 on Sunday.

We had an excellent dry run up the A1 and beyond to Whitby, where the temperatures had descended by the time we unloaded Marks car into the barn for the night.

Next day dawned with Ian posting photos of snow covering Notts and Derbyshire. Still cold in Yorks, but fine, so we set about the tasks for the day of fixing the 1500 clutch and clearing up Ian's barn ready for the shoot on Monday.

Mark's story

I think it was the Wednesday before when N+D area rep. Ian Cooke called me about going to Yorkshire with my Midget 1500 to take part in some filming the following week. I explained it was a nice idea but I was having clutch problems and didn't relish risking the drive with a dodgy clutch so would decline at this stage. Ian said he would try other members. Are there no Spridgets in the whole of Yorkshire I asked myself!?

Thursday Ian called again. They desperately wanted my Midget and some gentlemen I had never met kindly offered to trailer my car up, and even offered to check the clutch out



for me! How could I refuse, as well as the fact that free luxury accommodation was on offer too!! Ian called again later, all arrangements in place. Richard Sands, Ian Luddington and Ian Cooke would come to my house Sat pm to transport my Midget to Yorkshire, then fellow club Notts + Derby member Ian Whitchurch would pick me up Sunday pm to drive up in his Mk3.

Saturday duly came and I watched as my car was loaded on to a trailer and towed off by 2 guys I had only just met. Was I mad??

Sunday morning came with an inch of snow, high winds and rain. What a journey we were going to have up to Yorkshire! Anyway, Ian Whitchurch bravely turned up and during the 3 hour drive his Mk3 wipers stopped working. Somehow we finally made it to Ian and Helen Luddington's beautiful farmhouse in Aislaby, where we were shown to a luxury barn conversion holiday let - our home for the night. Ian C. and Richard had also fixed the clutch on my Midget, it just needed much bleeding!

Ian L. and Helen provided a lovely Sunday roast and we had a very pleasant evening chatting about the filming we would be

part of the following day.

On Monday 11 March two cameramen from Air TV, John and Matt, arrived and took us through the planned filming for the day. After talking about our cars in the barn individually we were then asked to do a few runs up and down the local lane whilst in convoy. We had Go-Pros fitted to the cars and made the drive over to Thornton Le Dale and Mathewsons Garage/Motor museum. There followed a great experience viewing 3 unregistered MG's. After much filming and conversation about the cars we were then treated to a late lunch before Ian W. and myself made the long drive home, tops down of course!!

It was a great day. Still can't work out why Yorkshire Spridgets are so precious though!!

Ian W's story

I was in the City of York on a sunny spring day when Ian Cooke called and asked me if I would be interested in my car being filmed near Whitby, Yorkshire. With the sun beating down I thought to myself, there could be nothing better than a road trip in this weather, so immediately jumped at the chance to spend a couple of days out and about in my beloved Midget.

The reality was that I woke on the day of the trip to see two inches of snow on the ground!

Anyway the rain soon arrived and washed away most of the snow by mid day, so I set off in high winds and moderate rain to pick up Mark Law whose car had been tailored to the venue the day before.

On our way up the A1 to York the rain became so heavy that the tiny little wipers were employed full time to move the water around the screen in an attempt to clear a small





view in order to see the rear end of the lorries that we were following at my optimum cruising speed of 60mph, with the standard 4 speed box and 3:9 diff set that I run. Under an hour later the wipers slowed, parted company and proceeded to jig about on opposite ends of the windshield! Not wanting to stop on the busy road we continued our journey without wipers, discussing what could possibly have gone wrong? Me thinking the worst (dashboard out job) when we arrived at the venue. On arrival I popped the bonnet, Mark jumped out the car and went straight to the wiper motor to find that the worm drive sleeve had come lose at the connection point, so with an adjustable spanner our only problem en-route was fixed (well done Mark!).

Ian (the host) whose frogeye was also to be used in the filming, settled us in to our luxury accommodation and his wife Helen kindly cooked us a Sunday roast. So a couple of beers and a few bottles of red wine later it was time to get some beauty sleep ready for filming the next day.

Morning came and thankfully the weather, whilst cold and windy, was forecast to be a sunny day. So after a quick drink we set about polishing our cars before the film crew arrived. Matt and John (the film crew) introduced themselves and briefed us on the format for the day. There was to be an interview with each driver with their respective car followed by the filming of the cars in motion in and around the beautiful Yorkshire villages.

We then set off for the 20 mile drive in convoy from Whitby to Thornton Le-Dale near Pickering to Mathewson's garage/auction house to view three unregistered MG's in factory wax that were to be auctioned at the end of March.

The garage/museum was a dream for all petrol heads to digest and we few MASC spridgeters were privileged to get a pre-auction viewing of the three unregistered MG's. So after lifting the bonnet, opening the doors, getting on all fours to inspect the underside of each car to see how 40year old cars can survive when leading a sheltered life, we were asked questions by the film crew about our opinions of the cars.

After we had combed each room of the garage seeking out further MG's and many other classics, we retired to the local Cafe to be fed, watered and reflect on the day. All in all we had a great time with quality time spent in our classics before we made the 120mile journey home, for which I'm pleased to announce we had the roof down all the way home. Which reminds me to ask "can I have my spare hat back please Mark?"

So our cars will feature in a new series called "Bangers & Cash" to go out on the Yesterday channel sometime in the near future, so look out for it. The first series is all done and dusted and the 10 parts go out each Thursday from April 18th at 8pm on Yesterday.

So to summarise the experience:-

What else would you rather be doing on a weekday than the above? Special thanks to MASC members network for putting the film crew in touch with us, as we are now televised in our little cars on Freeview for many years to come. Thanks also to Helen & Ian Luddington for looking after us at their wonderful home and allowing use of their classic car friendly cottages near Whitby, Yorkshire. www.luddies.co.uk

Thanks to Richard Sands for technical assistance on Marks car.

Roll Credits.....

Location manager: Ian Luddington (Frogeye)
www.luddies.co.uk

Catering: Helen Luddington

Chief tyre kicker: Ian Whitchurch (Midget 1275)

Stunt driving: Mark Law (Midget 1500)

Technical officer: Richard Sands (MG race car)

Casting: Ian Cooke (Notts + Derby area rep)

Supplies: Alan at ANG Classic Parts
www.angclassiccarrparts.co.uk

Cameras: John Anderson + Matt Heywood (Airtv)

Assistant Producer: Ally Beever www.Airtv.co.uk

THE POWER OF THE FROG

In September 2018 I took my Tifosi Rana Midget on a solo trip to the Angouleme event 'Circuit des Remparts' and to the Dordogne, for a first visit to my cousin Alison.



I caught the overnight ferry from Portsmouth to Caen in company with some classic cars bound for the races in Angouleme, including this 1921 GN Curtiss, with a V8, World War 1 aircraft engine!

The next morning I set out on the 300 miles from Caen to Angouleme. On route I stopped for some lunch at the town of Sees with an impressive town hall and cathedral.

After lunch I continued on to the Campanile at Angouleme, mainly on the more minor roads but using the toll roads for the last 100 miles. I enjoyed a nice evening meal with a relaxing red wine.



The next day, Saturday I drove the Tifosi into Angouleme to sample the atmosphere and see the cars being prepared and tested for the main races next day.

I purchased an original watercolour of a 'Frogeye' at Angouleme by local artist Jean Marc Robin.



In the early evening there was an opportunity to drive the Tifosi in the centre of town and also on part of the actual course, with the 'armcoed' streets ready for the 'gladiators' on the Sunday. There was an enthusiastic welcome from the 'spectators' at the roadside cafes, great fun!

After the 'posing' was finished I returned to the Campanile via a local superstore and to refuel the car. As I left the petrol station, a mother and her daughter admired the car, deeming it 'tres joli' and asked if they could have a 'photo opportunity' which I duly obliged. The 'power of the Frog' to attract an audience being demonstrated once again.

Another fine meal washed down with red wine and a good night's sleep.

The Sunday arrived with bright sunshine and temperatures eventually reaching 32°C, this time I walked up to the town. There was open access to the pits, so I headed down there to soak up the feverish action and see all the cars from Bugattis to Frazer Nashes, E-types to minis, Alpines to Austin Sevens, like some 'Gumball Rally' on steroids.





There was an interesting contrast between the calm and grandeur of the beautiful old town and the mayhem in the pits and on the race streets.

Ari Vatanen the Finnish rally driver was a guest at the event and I managed to get a 'selfie' with him plus my program signed.

The next day I left Angoulême to drive the 100 miles to my cousin Alison in the Dordogne at Roque Gageac, passing through carnival decorated villages and stunning scenery.

I stayed for two days with my cousin enjoying meeting her family and exploring the beautiful area.

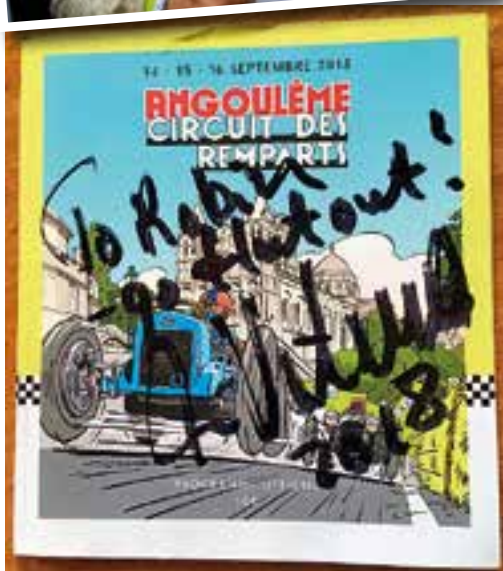
On the last evening I went to the local supermarket with my cousin and there was a family on holiday from Paris who also wanted a 'Frog photo' as shown. The little girl observed that their car was bigger than mine, to which there was no answer!

The next day I left Roque Gageac to drive the 120 miles to Roussines in the Charente, via Aubertterre-sur-Dronne, to stay overnight with John and Jayne Le Mar at their lovely cottage.

I met John at Aubertterre-sur-Dronne for lunch in the square and to visit the incredible 12th century underground church hewn out of the limestone, mind blowing!

We then drove on to Roussines to meet Jayne and Barney and Bertie their two cats. Luckily my stay coincided with an evening classic car meet at Hiesse a nearby village, with a great collection of cars. John and I took our 'frogs' in convoy with his friends in a beautiful Mk 2, Jaguar. One Frenchman called our cars 'les enfants grenouille' or 'frog children'! After a fun evening we drove back in the dark at high speed along the French lanes, following the 'Jag', like some surreal 'police chase' in reverse!

The next morning I left Roussines to drive the 130 miles to Montreuil-Bellay my next overnight stop on the return to Caen. While I was loading the car a 'stowaway' tried to catch a free lift to England!





After leaving Roussines I stopped to refuel at La Rochefoucauld, 13 miles away, which John had mentioned had a car museum at a garage, but is now only open occasionally, dependent on the new owner's mood. I went to the garage, parked up and started looking in the windows, after about five minutes the owner came out and started chatting, I asked to take a photo of him in front of the garage and said could I look inside to which he agreed. It is a small but amazing collection, including this immaculate 1958 Cadillac Coupe de Ville, V8 and a 1937 Rolls Royce Phantom 3, V12. It was founded in 1946 by Roger Gervais and then run by his two sons Christian and Patrick, until Christian died of cancer in 2018.



As I was leaving the museum an English couple drove up in a white TR2 and parked next to me. They asked if the museum was open and I said they would have to ask the owner, he apparently said he was busy and that they couldn't look around. I assured them it wasn't them in particular, but they also told me that the 1954 TR2 previously belonged to the late Pat Moss, who died of cancer in 2008. Pat, the sister of Stirling Moss, was an accomplished rally driver using the TR2 in her early career, she was also a skilled show jumper. The TR2 has an interesting registration VFM 377.

I then left to continue my journey to Montreuil-Bellay, arriving in the afternoon in time for a swim in the outside pool at the B&B which was a

comfortable 29°C. In the evening I had a superb meal in a restaurant by the river in the old town as recommended by the landlady.

In the morning after loading the car, including some local wine from just down the road from the B&B, I looked round the old town by the imposing chateau.

I then set off to drive the 200 miles to Caen for the afternoon ferry, via the Le Mans 24h Circuit for a 'photo opportunity'.



At the Le Mans circuit I met a Japanese tourist who was keen to have his photo taken in the 'frog' and he returned the favour for me. I then resumed my journey to Caen with 115 miles to go, this proved too far and I missed the afternoon ferry! This event will not surprise some of my past travelling companions, but I was lucky to transfer to the night ferry for a small supplement.

In the morning I arrived back at Portsmouth and drove the 27 miles to my daughter's in Southampton for a lovely cooked breakfast and meet up with my two grandsons, Tom and Ed. I then resumed my journey for the 95 miles home to Nether Stowey in Somerset.

A total of 1,349 trouble free miles in 9 days, in the 'belle voiture' as one elderly French lady in a village described it on the trip. 'The power of the Frog' in action again.

Here's to the next 'road trip'!



SPRIDGET TYRES



A picture of my Lotus Elite because it is the best looking car in the world. Specially when you treat it to a set of Borrani wheels and some Cinturato tyres. Phwarr!

If they had wanted to, in 1968 MG or Austin Healey could have fitted 70 profile tyres such as a 165/70R13 or a 175/70R13, but they didn't. In 1971 when they first came out they could have fitted a 60% profile tyre such as a 185/60R13 but they didn't. They actually fitted a 520-13 cross plys, and then a 145R13 because the weight of the car and the chassis set up determined that that is the way these little light rear wheel drive sports cars handled best.

A modern car has a chassis and suspension set up that allows it to help the tread of a wide, square shouldered modern tyre stay flat on the road. Because as the car leans in cornering, modern suspension increases the adverse camber. However modern cars don't lean anywhere near as much in the corners as a Spridget, because of the clever modern suspension. If you look at the front wheel of a modern car when it has some steering lock on you will notice that the wheel pokes out of the front wheel arch at a funny angle. This is called caster. Some of these features such as adjusting the camber and caster and stiffening the suspension can be applied to a Spridget to help it derive extra grip from a wider tyre and turn it into a racing car. However they all go to make it a less pleasant vehicle to spank around the public high ways, which is why through the



Bad grandad's Midget.



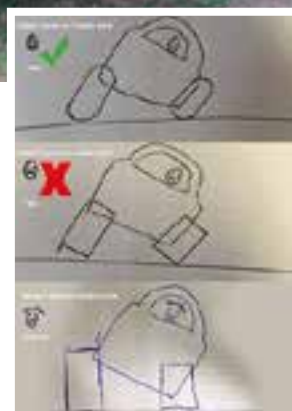
production of the Spridget it was deemed to handle better by MG and Austin Healey on a 145R13.

The introduction of low profile tyres started in 1968, and the tyres of the day had much more rounded shoulders than the tyres that are developed today to compliment modern cars. The reason behind these rounded shoulders is because cars like the Spridget rolled in the corners and while doing so they rolled round the shoulder of the tyre, where with a squarer shoulder modern tyre they lift up onto the edge of the tyre and lift up the inside of the tread. And the loss of grip is far more sudden.

At Longstone Tyres our primary intention is to encourage our customers to buy the tyre that is going to make their car handle as nicely as possible. With a car like a Spridget if you fit a 185/60R13 tyre it is fair to say that you will be able to stop slightly better in a straight line, and you will get less wheel spin. We don't feel that wheel spin and locking brakes are really a problem to you. We think fast, accurate, light, precise steering, are part of the joy of a Spridget. We think that when you turn a sprigets steering wheel you want it to turn in. we think you want the rear end to follow you round predictably and if you want to give it some welly in the corner, because you want the back end to move

a little, then that wants to happen predictably and progressively.

Pirelli, "bless 'em" have recently been celebrating their heritage, in that they have been one of the worlds best tyre manufacturers for over 100 years now. One of their ground braking tyres was the Cinturato CA67. The second radial tyre. But importantly the first radial tyre for sports cars, because they took the advantages of the radial technology; the extra longevity and the grip, and they made the Cinturato, which also offered progressive handling, which is why the likes of Ferrari, Morgan, Maserati, MG, Aston Martin, Lotus, Alfa Romeo, etc chose to fit the Cinturato as OE. The good news for Spridget owners is that they now make a 145HR13 Cinturato CA67 again. If I had a Spridget, I would fit a 145HR13 Cinturato CA67, because they handle beautifully. I do have a Lotus Elite, on which I fit



a 155HR15 Cinturato CA67, so I put my money where my mouth is.

Oh yes and they look great!

Fashion is critical. To many people the look of a skinny tyre on their Spridget looks underwhelming and a bit more beef is needed, so fatter wheels are fitted. In 1968 when low profile tyres for road cars were first developed Pirelli were right on the button with their Cinturato CN36. Mexico and RS Escorts fitted 175/70VR13 Cinturato CN36 so that size has been reproduced which is the perfect oversized tyre for a Spridget. Pirelli's CN36 was developed in period to enhance the road holding of cars that have chassis that originally fitted full profile thinner radials or even crossply tyres. So you get that wider look with less of the derogatory effects of a modern tyre.

The tyre situation for Spridgets has dramatically improved recently. From a situation where there were no period tyres available in either of these sizes we now have 2 perfect tyres for these good fun little cars. Throw out what you think you know about what the best tyre for a Spridget is and re think it because there are new better options. Both these new Spridget tyres from Pirelli are made to the best quality standards, with modern, greener, grippier compounds which have dramatically improved the performance in the wet. But the real joy is that they have a carcass that will suit your car.



NEW!
145R13 CA67
Pirelli Cinturato
The only classic
tyre in its size



+44(0)1302 711123
www.longstonetyres.co.uk

RESTORATION OF A FROG



I am going to start this restoration story with what should be the end – fitting the tyres!

I offer sincere thanks to Longstone tyres who most generously donated 5 tyres and tubes to the MASC competition. I was fortunate to win the tyres a week before I would have had to buy some!

The car they are now fitted to did a bit of travelling before I had it, and had an early retirement being taken off the road in 1968.

By giving BMIHT the BAE number, they were able to tell me the VIN and inform me it was delivered in December 1958 to Dusseldorf, probably to an American serviceman stationed there.

At some time after this it appeared in California, hence the 1968 number plate found amongst the artefacts in the rear of the car. Someone had cut away most of the engine bay, probably to fit a larger engine. Thankfully they did not alter the chassis.

Work started in earnest in July 2017 with a total strip down and inverting. With the floor taken out, you get a really good idea what condition the spring boxes are in. All was in good order and a few small repairs were made to the shell. There were between three and four hundred spot welds to remove to get the whole floor out. I prefer to take the bottom of the transmission tunnel off and fit a one piece floor. If it fits, this confirms the car is square. The missing front sections were taken from an old sprite body and with some fabricated panels were seam welded into the shell. While inverted, all cavities and spring boxes were re-rusted, cleaned, treated with etching acid and given 2 or 3 coats of POR 15 paint leaving a margin for the weld through primer. The new floor went in and was seam welded and seam sealed. Then painted with POR 15 and stone chipped.

The car was turned the right way up and the engine bay prepped and painted followed by the body tub which had a topcoat of stone chip.

I decided to cut a hole 12 inches by 4 inches in the rear number plate recess so I could remove some of the small dents at the rear end. The section was welded back in afterwards. The airbox was rebuilt using some original bits and rusted patterns I had. Filing cabinet metal is my favourite source of steel. All seem to fit fairly well for a 60 year old car. After what seemed to be weeks of filling and prepping the body, the car had several coats of primer and about the same well thinned cellulose gloss finishing up



with about 10 per cent paint / 90 per cent thinners. I find an airline water trap vital if you are going to spray outside. If you get a run, extra dose that area.

I left the car for 2 weeks for the paint to harden, then it was time to fit the mechanical bits all to original spec. 948 engine, H1 carbs, smooth case box, drum brakes with a 7/8th master cylinder of course. New kingpin bushes were reamed and new rings, shells and oil pump sorted the engine though at 60thou os bores its liners or scrap the block next time.

The rings were gapped but the engine did seem very tight at first but started easily and as recommended I did not leave it to idle for long periods. This apparently is liable to give a new engine the tendency to burn oil in later life.

The glue for the vinyl trimming came in an aerosol and was marketed as being able to stand high temperatures which I have found to be an issue.

In the cavity between the top hat section and the floor a few artefacts were recovered. A 1931 silver quarter dollar, other coins no later than 1965, a silver tie pin and a good stainless steel nail file!

Running in tandem with the rebuilding was the protracted correspondence with DVLA to get the car registered in the UK. Terry Horler confirmed its existence and endorsed the heritage certificate on behalf of MASC which probably saved the day.

Road legal it ventures out on its superb set of tyres. Thanks again Longstone!

K/Z TOUR OF MID WALES



Mid Wales, over the Easter weekend 2019, was the destination for the 9th annual weekend away for the K/Z Midgets and B's. Most of the owners of these cars are MASC members and love to join in on these very informal get-togethers. This year there were 12 cars. There would have been 13, but the partner of one of our MASC members had to sadly drop out due to illness.

Our hotel for the weekend was the lovely Metropole Hotel in Llandrindod Wells. This is a place well known to Sharon and I, having stayed there many times over the years. The owner, Justin, is a real car enthusiast and loves to have car groups staying and even joins in sometimes too.

As this was an Easter weekend we were making the best of it and so had booked on for the three nights. Friday evening saw the inevitable meet up in the bar for drinks before sitting down to our evening meal. The energetic ones could use the lovely leisure suite before dinner if they wished, but I'm glad to report that none made it through that door that evening. Everyone was full of excitement for the weekend and the weather forecast was outstanding.

Saturday dawned with sun and blue skies. Following a superb breakfast we were leaving the hotel at 9.30 for our 110 mile drive. The weekend and routes had been planned by Glynn Williams and didn't disappoint. Leaving the hotel we headed in convoy to Beulah and then over the well known Devils Staircase near Abergwesyn. It doesn't matter how many times I've driven this road, it still takes my breath away. It is truly spectacular. What's more, the roads were empty. Carrying on we went over the mountains to Tregaron and then headed for the coast for a short break in the beautiful seaside town of Aberaeron. Honey ice cream was the order of the day. Driving on north up the coast road, admiring the views of Cardigan Bay, Snowdon and the Llyn Peninsula in the distance, we stopped at Aberystwyth for a splendid lunch at Llety Park Hotel. The portions and quality are superb here and very reasonably priced.

After lunch it was off to Devils Bridge and the road to Cymystwyth along narrow and steep mountain roads until you reach the top end of the Elan Valley and the series of man made reservoirs that provide water for Birmingham. Winding our way around the edge of the reservoirs we stopped at the Elan Valley visitor centre for tea and cake, a must have on



these tours! It was then just a short 12 mile hop through Rhayader and back to the hotel for a much needed sharpener before dinner. That night everyone was full of excitement about the day's touring and the wonderful smooth and nearly deserted roads and the weather of course!

Sunday once again dawned beautifully. Seeing the cars in the car park with just their tonneau's on is always a good sign. Breakfast this morning included a free Easter Egg for everyone. What a considerate thought by the hotel. Leaving the hotel in convoy and filmed by Justin for his Facebook and Instagram page, we travelled the main A470 and A44 road towards Aberystwyth. Nowadays this is a fantastically smooth road with sweeping bends and beautiful vistas. It was also quiet at this time of morning. At Eistedfa Gurig, the famous rivers Severn and Wye rise within a very short distance of each other. The Severn is the longest river in Great Britain at 220 miles whilst the Wye is a mere 134 miles long. However they meet again at Chepstow. Of course, near here also is the well known Sweet Lamb rally stages where I know our own MASC member John Sprinzel used to compete.

Just a bit further on we stopped at the Red Kite Feeding station for a comfort stop and cake of course.

Leaving here we headed for Bow Street and Talybont before turning right up on to the narrow and steep mountain road leading to the Nant y Moch reservoir. This is an area little known to most but provides the most fantastic single track smooth driving roads and spectacular views you can get anywhere in the UK.

Lots of photos and videos were taken. Coming off the higher mountain we dropped down to Ponterwyd and crossed over again to Devil's Bridge and the turning to Pontrhydfendigaid. Destination Tregaron for lunch at the Talbot Hotel. These and the roads after Tregaron through Llandwei Brefi and on to Lampeter were just fantastic again. Heading for Porthyrhyd and Cynghordy we were soon on track to get back to the hotel for another relax before dinner. This run had been longer and in the region of 130 miles, but was worth every little bit of effort. It had been a fantastic day's driving.

It had been hot too! Despite this, apart from a few niggling bits, such as a broken rear shock, a broken alternator bracket and a few other minor niggles, the cars ran faultlessly. This is fantastic as all of them have been heavily modified and range from 145 – 200 bhp!





That night in the hotel we enjoyed more stories and accounts of the day, the wonder of mid Wales was apparent to everyone. During dinner a few quick speeches were made, all in good humour.

This weekend had brought 23 people together and had cemented existing and new friendships. Glynn had done a cracking job organising it and it had drawn people together from all over the country, including Arie and Rianne who had travelled all the way from Holland to join us. We can't wait until next year now. So far our weekends have taken us to Wales four times, Yorkshire, Lake District, Devon, Derbyshire and Malvern. I wonder where it will be next year?



A PROPA SPORTCAR BUZZ

Small British sports cars have always had a buzz about which we consider to be an essential and permanent part of their personality. The ‘buzz’ may more accurately be described as NVH – noise, vibration and harshness, generated by the engine, transmission, fabric roof, suspension, exhaust, and tyres. We accept that an MG Midget will provide a different experience from a closed vehicle of the era, and furthermore, wholly different from contemporary vehicles – and that is part of their ‘charm’.

I bought BRB (1973/RWA) in late 1977 for weekend commuting between Sheffield and Southampton for a 4-month project starting in the New Year. It immediately felt more refined than the 1098 MK II I had earlier.

Fast forward to 1998, when I fitted a Ford Type-9 gearbox to the original (now ~90 bhp) A-Series engine. My first drive from Castleton to Malvern immediately after this conversion was a revelation – it was clearly much more relaxing to drive at speed with the extra gear, but unexpectedly, BRB was also far more civilised when in 4th gear as well. I was competing in the MGCC Speed Championships, and a near 200-mile each-way drive to some events saw me arriving home after a long day in good shape. I put this down to the combination of a better gear-box and a change to the propshaft.

In 2002 BRB converted to KSeries... with a different box and even shorter propshaft. Some of the earlier NVH had returned, due in part, I believed, to stiffer engine mounts transmitting more NVH from the engine and transmission to the body-shell. This was acceptable to me provided I kept away from 65-70 mph; with a 5-speed box and 154bhp, avoiding this ‘period’ was never a problem except in traffic.

Last October, I had noticed that the diff required increasingly regular 500cc oil top-ups, and so I set about renewing the pinion oil seal. As an aside, this is a fairly simple job made challenging only by the 140 lb-ft torque on the pinion nut – it’s hard to release this nut in a cramped space under a car on blocks. I noticed during this process that the prop didn’t have any balance-weights, so this set a train of thought that saw me taking the item to PropTech near Kidderminster in February for balancing.

I had a call from Martin at PropTech a couple of days later saying he was unable to balance BRB’s prop – adding a weight at one end may the imbalance worse at the other, and so on; he had never seen this before. His suggestion was to re-build the prop with a new shaft... it was one of those occasions when you need to follow the lead of the expert.

Having fitted it to BRB, I could already feel the difference. I was waiting for the familiar period around 65mph on a nearby dual carriageway... but nothing happened. BRB has now returned to the ‘quiet’ era of some 15 years earlier. The NVH I had been experiencing over many years was instantly identifiable by its absence; and BRB provides once more provides a relaxing cruise.

The moral from the preceding 650 words is simple... if your propshaft doesn’t have a small weight or two attached, then you will almost certainly benefit from having it balanced. The ‘buzz’ from your Midget will then almost exclusively accrue from driving pleasure and less from unwanted NVH – and you will find reasons to use it more often and over longer distances, a double and permanent benefit for little effort and expense.

© Anthony Cutler, March 2016



BRB’s old and new (balanced) propshaft: yes, that is the dining room table; a closer look reveals the balance-weight on the left of the shaft.

MODIFIED BOOTRACK ANYONE?

Winter, time to do those jobs that we never managed to do over the summer months.

Trying to revise the way my boot rack sat on Mandy our Frogeye was just one of those jobs , so over the Christmas weekend I decided to bite the bullet and have a go.

It is an Alloy frame boot rack which originally bolted through the rear tub with rubber boots on, then sometime ago Steve Keil made me some alloy feet so I could do away with the rubbers, which made it look much better, but it still sat too high and I did not like the way it looked. Being a bit mean I did not want to spend £195 on a nice new chrome jobby which would most likely meant me drilling more holes in Mandy's back , not an option!!!. So the decision was made to cut 1 inch off each leg to drop its height and also make it into a much nicer shape.

So to the job in hand. Held in each leg is a captive bolt that the alloy tube is crimped around to hold it in place, and having now cut off all four corners and removed all the bolts, the question was how to re-attach and still be able to refit the alloy feet that Steve had made without mis-shaping the tubing, as it had to fit inside the feet.

An old wire tent peg proved to be the solution, as it was the right diameter to compress the alloy into the captive bolt , so with the aid of a pair of mole grips tighten around the tent peg on the alloy tube and turning 380 degrees . It compressed in very neatly holding the bolt nice and tight without any distortion. Job done. I feel now it will look much neater on the boot of our Frogeye giving us much better vision behind us particularly when we are in France (Brexit permitting!!!) later in the year.

Neil - North West Area Rep



ROCKER SHAFT UPGRADE

Back in the May 2014 issue of Mascot, Dave Sewell made reference to plugging some of the oil feed holes in the rocker shaft in order to improve overall lubrication of the rocker bushes. I am fully supportive of this approach as it was a modification made to a number of Mini engines back in the 1960s to improve the oil feed to the loaded positions of the shaft however it should be noted the rocker arm loading is at the contact with the lower side of the shaft.

Examination of a few used shafts would confirm that only the lower side of the shaft is subject to load but as any wear develops it results increased clearance at the upper side of the shaft leading to the majority of the oil feed being discharged via the top feed holes where it provides no real function. The oil staining of the used shaft clearly shows the lack of loading from rubbing contact (Photograph 1).

It is generally recommended that tuned engines, and that includes all Spridgets, would benefit from fitting the stiffer shaft and I would strongly advise that only replacement shafts having the increased wall thickness (AEG399) should be used and procured from a reputable supplier where there are a number of Mini outlets who provide such engine parts in far greater numbers than the equivalent Spridget parts retailers.

Consideration for blocking these holes included both interference and threaded plugs. Whilst force fitted or expanded plugs could have been used there is the possibility of exerting an excessive stress in the shaft if anything other than soft plugs were to be fitted.

Fortunately, my trials with used shafts confirmed that whilst they were hardened it was not to such a level that an ordinary taper tap could not be used to cut a thread in the requisite oil feed holes which

proved to be suitable for a 4BA thread. Having cut the threads in a number of sample holes to be plugged, the shaft was thoroughly cleaned to ensure the removal of any cutting fluid and debris that is best performed by removing both the threaded and press fitted plugs in the shaft bore.

Threaded plugs can be of either brass or steel however the use of socket head screws or grub screws is not advised as they are so much harder and not suitable for mechanical deformation used to lock the plugs in position.

For my trials, as I lacked any suitable short length screws, I inserted a relatively close fitting steel rod into bore of the shaft and used longer screws for plugs using a thread locking adhesive where the rod prevented excessive internal projection. Following cure of the adhesive I cut off projecting length of the screws and dressed the ends flat before using a centre punch to make an approximately central mark in each of the plugs. Following removal of the central rod, a similar approach was taken for the internal ends of the plugs where I found a masonry nail having both a suitable diameter and length to use via the opposing hole in the shaft to make a corresponding mark.

A light dressing using a fine file ensured the removal of any excess projection on the outside of the shaft that would otherwise prevent fitting of the rockers or the shaft support pillars.

If reworking an existing shaft, refit the end plugs that are further prevented from possible ejection by the split pins across the shaft ends.

Having purchased a new heavy duty shaft it was found that I was unable to repeat my previous procedure for threading and plugging due to the much greater hardness through the wall thickness

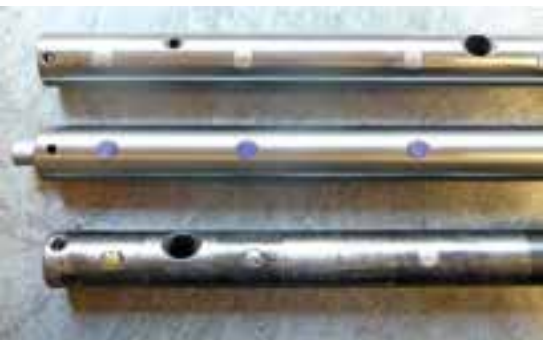
Photograph 1



of the shafts. An alternative approach was therefore taken in the use of small (3/32") diameter countersunk solid rivets (Photograph 2). These were inserted from the outside to partially seat in the hole countersinks provided and were expanded within the bore using the same size of plain punch from



Photograph 2



Photograph 3



Photograph 4

the opposing hole with the rivet head positioned against a flat steel surface. Rivet length used was 1/4" on the thick wall shaft or 3/16" on a standard shaft with recommended rivet materials being aluminium, copper, brass or soft iron as these are all malleable and can be readily secured in position with minimal risk of damaging the shaft. The extraneous external material from the head being carefully dressed off using a fine file where the use of abrasives is not advised as such materials are usually of a greater hardness as to cause damage to the ground surface of the shaft. In the event that suitable length rivets cannot be readily found, it is a simple matter of drilling and countersinking a few 3/32" holes in a piece of steel bar of the appropriate thickness, inserting the rivets in the holes before inverting on the bench and using a grinding/sanding disc, file or similar to remove any excess rivet length. Completed shaft is shown in Photograph 3.

Each of the rocker arms were assessed for bush wear on the new shaft and considered to be satisfactory. In the event that an excessive level of clearance is noted it is usually more practical to source alternate rockers than to attempt to rebush. Four types of rocker arm were used on various engines with forged (12G1221) being best and are fitted with replaceable bushes that need to be reamed to fit but are recommended for competition or upgraded engines; sintered rockers (CAM289) are not bushed and run directly on the shaft and are lowest rated for service, cast rockers (2A533) are also equipped with currently available bushes, whilst the pressed steel type (2A964) offer good general service and although replacement bushes are not generally available to purchase but could be readily manufactured from 5/8" diameter phosphor bronze bar and press fitted into the rocker arm before reaming to fit the shaft but would need to be provided with a circumferential groove to replicate the originals.

It is understood that the shaft location hole was repositioned to No. 2 support pillar from the original No. 1 either with the introduction of the 1275 engine in February 1967 although this may not have been until the introduction of an improved rocker shaft in December 1967. This revision may need to be addressed by transferring the No. 1 support pillar to the No. 2 position with the original No. 2 pillar requiring to be drilled through the lower part to provide the oilway between the cylinder head port and the rocker shaft. This is readily accomplished by aligning the bases of both Nos. 1 and 2 supports pillars and using No. 2 as a guide to drill through to the shaft opening (Photograph 4). It should be

noted that in all engines the oil feed is via the No. 1 pillar however as the holes in the cylinder head and pillar are not coincidental as that in the head is offset from the stud centreline (Photograph 5) requiring the pillar to be provided with a significant countersink to ensure no restriction to oil flow that can be further improved by using a tapered cutter e.g. drill or reamer to eliminate the 'sharp' internal corner otherwise resulting from using a standard 90° bit (Photograph 6).

NOTE : Aluminium pillars should not be used as they collapse under load and lead to cylinder head gasket failure; hence their being superseded by the much stiffer cast steel/iron type in February 1962 of which there are at least two variants (Photograph 7).

Unfortunately the initial shaft purchased from Mini Spares was found to contain debris but could not be readily cleaned as the end plugs were both of the press fit type however whilst a replacement appeared to be satisfactory, the use of a pipe cleaner via the location hole dislodged a number of pieces of metal swarf. I therefore decided that the only real way to ensure the shaft was thoroughly clean was to drill out both end plugs to provide access and to make some suitable replacements using a soft grade of steel that would readily deform during a later stage of assembly after having fitted the oil hole plugs that were the object of the present exercise. This problem was reported to the supplier together with both published Mini magazine editors with a query as to 'how many engines may have been destroyed' by such defective parts ! As a result their stock was withdrawn from sale and at present no replacement is available.

All rocker arms are likely to suffer from localised wear at their contact with the valve stem that is likely to make gap setting problematic is using a feeler gauge however rather than dressing the wear area, the simple expedient of using the 'turn of screw' method for setting is to wind in the screw to a zero clearance, as can be proven by still being able to rotate the push rod, before backing the adjusting screw out by marginally greater than 1/3 of a turn (126°) to achieve the required setting clearance gap of 14 thou with the 40 tpi thread used.

A suitable engine building lubricant e.g. Graphogen, should be used on the rocker bushes during reassembly to ensure lubrication on initial start-up.

© Steve Keil NW Area 4698



Photograph 5



Photograph 6



Photograph 7

ON CRANKCASE PRESSURE PULSES

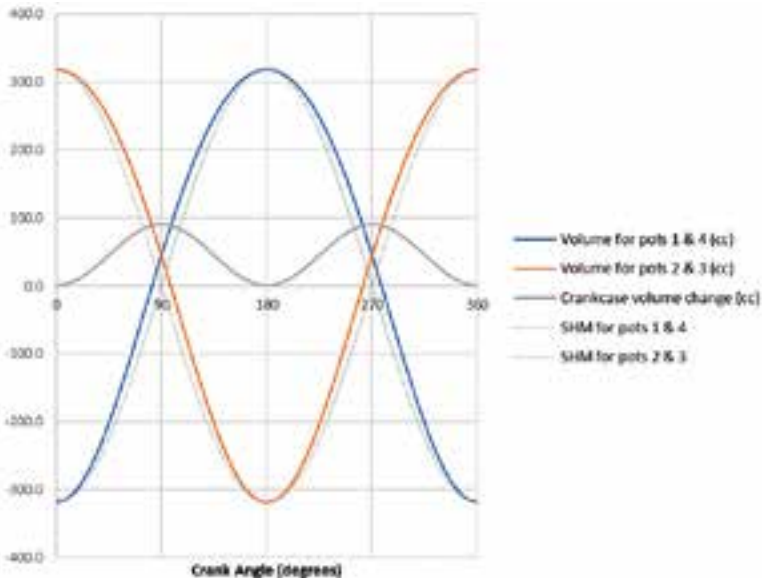
As a professional engineer I feel obliged to correct the popular misconception (and repeated by David Doiron in April's MASCOT) that in a 4-cylinder 4-stroke engine, the volume entrapped in the crankcase by the underside of the pistons remains constant at all angles of the crank. The misconception is often explained by stating that "when the crank is at 90° BTDC the pistons are all halfway down (or up) the bores" hence the movement up of one set of pistons compensates for the set descending. This is incorrect and if you don't believe me, measure them next time you take your head off! They will be all at the same height, but they will not be at half stroke, in fact at about 7% further on (that is lower in the bore) in a 1275.

A more helpful way to visualise this phenomenon is to imagine looking directly at the front of the engine with the crank throws in the horizontal plane with No 1 piston at 90° ATDC, ie in the 3 o'clock position with No 2 at 9 o'clock. Now in your mind's eye undo the big-ends, keep the pistons in place and allow the conrods to swing into the vertical position. Because the big-end has swung in an arc in moving to the centreline, the centre of the big-end is now below the centreline of the crank, showing all the pistons have moved more than half stroke so they cannot fully compensate for each other. For them

to be at half stroke with the crank flat like this, the conrods would have to be infinitely long! Clearly not practicable. However the longer the conrods are, the closer the piston motion gets to the ideal SHM (Simple Harmonic Motion).

The mathematical proof is fairly simple but difficult to put here easily. If there is enough demand, I could post it on the MASC technical page. Suffice it to say that during one revolution of the crank, there will be two pressure pulses (one at 90° BTDC and one at 90° ATDC) of about 90 ccs each for a pristine 1275 engine (see graph) with 63 and 80 ccs for a 948 and 1098 respectively. So the crankcase of our engines does act like an air pump, drawing air through the oil filler cap and pushing it out through the breather..... or anywhere else for that matter!

David was correct in stating that the "offset conrod" has no effect in this regard, but there was a grain of truth in the comments made by Mike Bennet (February 2019) regarding piston speed: more accurately the piston of (say) No 1 cylinder moves with a higher average speed during the top half of the rev, ie the part between 90° BTDC and 90° ATDC moving 57% of the stroke, than it does over the bottom half of the rev, starting at 90° ATDC when it only covers 43%.





Courtesy of Hard Top John Davies, the old bag was resurrected at our monthly club meeting that is the fumble bag. Some members more familiar with their machines than I identified all but one or two items, an item I thought to be a bicycle lamp bracket turned out to be a bracket to fix an early type of side screen to the door – points for BRACKET? - NON.

Talking of brackets and due to our ageing bodies being more difficult to manipulate these days HTJ was asked to consider a design for a gallows type bracket to assist in extricating us from our spridgets particularly after a drive of more than 20 mins, similar to 'knights of old' in full armour being hoisted from their mounts.

To MOT or not to MOT? Cambridgeshire member Dave Maskell had an obscure scraping sound from the front of his sprite Mk 2 whilst in motion which was only identified by an MOT inspection as a loose brake disc! Which surely could have proved dramatic if it were not for the annual MOT inspection.

In response to HTJ's April article about the fitting of a dimmed flashing indicator light, I cannot report on it's benefit as yet, as I have not been allowed out in the dark recently. Hope he does not take a dim view of this.

Hopefully we have all managed to sort our motors to cope with driving in the upcoming events and in decent weather for some local events this month including 'drive it day' - refer to next diary for reports.

Photo of my co-driver Maggie waiting anxiously for the track run at Silverstone Classic last year.



Photo of spridgets hosted very amicably by our French counterparts at Le Mans in the early days of brexit negotiations.

Graham Kirkup

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

ADRIAN FLUX



Gary Morris and his Frogeye.

For some reason this months Central area report seems to mostly feature Frogeye Sprites.

Gary Morris bought his Frogeye last November and although the winter weather has been cold it has not stopped him getting out and about in his new car. When I met Gary at the Moira Furnace evening event in early April it was already the third event of the year he had been to. Denis Grimes had also come to the Moira event in his yellow Sprite however Gary must have arrived early as he was parked in the best spot right in the middle surrounded by other cars. Gary is still getting used to the attention a Frogeye brings. People were stopping to comment and take pictures whilst Gary could be seen smiling cheek to cheek with pride at all the attention his car was getting.

The monthly meeting had to be held in the Tame Otters snug this month and it was all a bit of a squeeze. Extra chairs had to be brought in as members were packed in shoulder to shoulder creating a real buzz in the room. In the middle of the meeting three new faces popped their heads around the doorway.



Paul Bottrill's Frogeye



Welsh visitors, Kirsty, Nigel, Simon and Ian Blaine with dog Rosie.

"Midget & Sprite Club?" they asked, we've come from Llandudno. The room fell silent as all eyes looked at the three Welsh members, Kirsty, Nigel and Simon Blaine who started the conversation with "We have a few Frogeyes". They were then joined by their Father Ian who it seems also has a few Sprites and Midgets, explaining the family has around nine in total. The Blaine family had embarked on a canal boat holiday in the Midlands and had decided to make an overnight stop to come to our meeting. Before long Ian had entered into deep conversation with Bill Mohan and one of those Midget and Sprite stories had started that would only finish on last orders.

Continuing the Frogeye theme Central member Paul Bottrill has been searching for the right car since joining the club. He now writes to tell me he has just purchased a car from an advert in MASCOT. We look forward to seeing him in the future behind the wheel of his Sprite".

One last item to mention, not Frogeye related but could be. We start our first Midweek run on Wednesday June 5th. We will meet near Hinckley at lunchtime before driving to the the British Motor Museum at Gaydon, CV35 OBJ. We will return early evening for a small classic car event near Tamworth prior to our monthly meeting at the Tame Otter. If you are from another area and would like to join us at Gaydon or meet up with us at some point, it would be great to see you.

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



Wednesday 10th April we held our monthly meeting at our usual hostelry Court Farm and several of our members had a good meal prior to the meeting of which we had a total of eleven members, several members were unable to attend due to previous commitments.

A couple of topics arose for discussion, the first being Powderham Castle Steam Fair, this is over 2 days with camping available for those having to travel any distance, there is entertainment on the Saturday evening for those staying over, an excellent evening I am reliably told. This is a fantastic show with over 1500 classic cars on show. We will have our designated MASCOT stand this year complete with Coleman Shelter which should look very impressive. This show is on 13th & 14th July.

The next item was our second annual Jersey trip on 20th May returning 24th, staying in Poole on the 19th overnight to catch the lunch time ferry, we were able to get an upgrade on our seating and a 4 for 3 nights deal at the hotel, all booked through Condor.

Another good show we are attending is the Brixham Steam Fair, 3 days 2nd 3rd 4th August, again



we will have our designated MASCOT stand and Coleman Shelter, there are also camping facilities, any enquiries contact www.torbaysteamfair.com. uk and state that you are with the Midget & Sprite club, if you do decide to attend please let me know – Chris Wood 07803922510 so that I can arrange space on our designated stand.

As this report goes to press, I am looking for a 1275 'A' series Sump. Unfortunately my 1275 which has just been rebuilt has suddenly decided to leak oil out of the sump and it is too thin to weld, a lesson to all of us, do not store a spare engine on the sump, as after a while it will rust through with disastrous results. Anyone out there with a spare one?

Chris Wood 5130



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    



On a dark February night twenty years ago there were stirrings in Dorset. Two people were instrumental in the formation of Dorset Area MASC, aided and abetted by a certain Terry Horler.

Ian Swinden and Dave Symes sat nervously in the Baker's Arms pub having 'put the word about' of the formation of a 'new local club' for Midget and Sprite owners. Their patience was rewarded when people started turning up – and the club has never looked back – quickly producing its own recruitment card for placing under unsuspecting Spridget owners windscreen wipers.

To mark the occasion of the 20th anniversary a special dinner evening was enjoyed by members at the Bulbury Woods Golf Club, just down the road from where it all started. Terry Horler could not join us but sent a goodwill message which was read to the assembled masses.

We were delighted to have Ian and Dave there for this special occasion and they entertained us with



anecdotes of the early days after blowing out the candles on our birthday cake. Although neither of them still have Spridgets, Dave at least retains his connection with the registration plate of his original Sprite currently displayed on his 'modern'.

A good time was enjoyed by all and the evening marked yet another milestone, as Ian Beaver handed round copies of the 150th newsletter which he has edited and produced. He took on the role of editor in October 2006. At that time over 100 copies were printed each month but now it is distributed digitally to more than 100 people.

So a double celebration driven by people who love our cars. Thanks to everyone in the Dorset Area for making the club what it is today. Here's to the next 20 years!

John Gully, Dorset Area Representative



As soon as you get used to a new face for Heart of England, another one turns up. Normal service will be resumed next month.

My first piece of news, however, is a very sad announcement.

Alan and Rosemary Couch write:

“It is with great sadness that we learnt of the death of our dear friend Sheila Yates. Sheila was known and loved by all in the Heart of England group

and will be remembered for her constant friendliness and cheerfulness as well as for the good times we had on the numerous events she organised over the years. She will be missed by all.”

I'm sure that everyone that knew Sheila will echo the above sentiments, and our thoughts are with Chris and Sheila's families at this sad and difficult time.

As you will see from my other article this month, congratulations to Stuart Watson and Dave Colclough for being Highly Commended at the National Car Club Awards for the Best



Event at Wroxall Abbey. I can't quite believe that we came second to the Mustang Club, who did not have the bad weather either.

Having made a sterling effort for his first month in the chair, Dave decided that he needed a holiday; it is a hard life being retired!

My spies aboard the cruise ship, sent me the following picture and, would you believe it, John and Anne Platt have crept into the photo. Rumour has it that they are planning to set up the Heart of the Mediterranean Group, good weather assured but not much opportunity for driving!

Taking his new role as area rep seriously Dave conducted an extraordinary meeting on board Queen Mary 2 with other Heart of England members Linda Colclough, John and Anne Platt. Full evening dress was required to ensure standards were maintained.



Chris and Sheila are on the left.

AREA REPORT KENT



Our March meeting at the Angel, Addington, clashed with the Restoration show at the NEC so our usual "Man in Charge" was otherwise occupied in Birmingham. Call in the standby!

Sixteen members arrived for lunch, arriving in a great variety of Spridgets with only one Modern, due to heated seats being fitted into the MG! We ensured the member in question had a comfy seat to compensate for the onset presumably of chilblains in nether regions which the heated seats are perhaps intended to relieve. This of course is entirely speculation as it wasn't a topic for the lunch table. However maybe a technical article in Mascot outlining the medical benefits for seat heating will be forthcoming. I may be totally wrong, in which

case an item about Frying a Full English on a Heated Passenger Seat would be equally welcome. However I am sure he will have the last laugh on winter Old Boys' Runs!

The meeting was almost totally attended by couples, illustrating the welcome level of sociability in the Kent branch. Discussions about fitting face aligned front wheel bearings went on in quiet corners, leaving the men to discuss the previous night's television, or the football results. A good balance, a great sociable lunch and 8 classics in the car park to talk around afterwards.

Graeme Williams.

Photos sent by Stephen Everest



DEAR MASCOT...

HELLO NEIL

I would like to request from our members help in finding, or information on, a Sprite I used to own.

The car is a 1965 A/H Sprite reg no, COH 185C. It was rally prepared and used extensively in the late 1990's and early 2000's on the HRCR and Welsh historic championships. British racing green BRG with White H/Top.



SPowell1P@GMAIL.COM

MOBILE:- 07968233245.

HELLO NEIL

Just want to say how much I enjoy the magazine, especially the tech articles, which is why I am writing this...

The latest April issue carries an interesting article on P20 by Dave Sewell and within it I notice he mentions not having the dimensions for fitting the anti-roll bar brackets to the wishbone.

When I read this, I knew I had seen a drawing with them shown.

After a rummage in a box file, I discovered a rather greasy and dog-eared photocopy (probably from the 1980's) of an old British Leyland Special Tuning document that shows both dimensions and fitting

instructions for the anti-roll bar. I guess it came with the kit I bought back then.

I have now scanned it both sides are attached, so maybe they could be passed on to Dave..? I have also copied in webmaster, Mike Bennett, in case they can be posted on the website technical section, where other members may get some benefit from them.

As you can see, quality is poor, but with a bit of concentration, it is possible to make sense of it all. BTW, that top, unreadable dimension is: 0.343" (9.73mm).

Hope they may be of some use - or maybe another member has a better quality copy...?

KIND REGARDS - DAVE ROSHER, M/N 4980

Editors Note: David, I have forwarded details to Dave Sewell.

HI NEIL,

I have just returned from Brum, and just wanted to comment on the MASC presence there this weekend.

We had an interesting range of cars and people, and, during my stint met some great people, signing up a couple as new members, including Simon Pill, owner of a very, very rare MG Atlantis which he is restoring.

I suggested he send you the story of the Atlantis, of which only 7 or 8 were built in 1971, and his car, thought to be the only one remaining in the UK.

Well done to Alan Pritchett and all his helpers and to the owners of the cars on show. The stand did us all proud.

One thought for the future. Many club stands at the exhibition had regalia on sale, with someone actually selling the merchandise. This no doubt defrays costs and adds to the interest in the stand. Maybe we ought to consider it?

As an aside, OSKAR has now got a newly rebuilt gearbox, and is being reassembled ready to come out and play now the better weather is here.

**BEST WISHES,
ROGER.**

Editor's note: Roger, re the regalia issue, this has been a challenging subject for many years and is debated at committee frequently. We have in the past been left with lots of stock which doesn't move and someone has to store it and arrange to transport it around the country to different events. I'd welcome views on this subject.

HI NEIL

Your very amusing article on invisibility reminded me of an aerospace project I worked on in the 70s in which we placed forward facing lights on a fighter aircraft to reduce its contrast against the brighter sky. This worked very well, but I'm sure it would not rival your own efforts when applied to cars because the headlights are far too easily separately resolved when viewed at normal road distances. However, this also brings to mind a colleague who was a keen territorial army man and whose car he proudly painted in military vehicle camouflage colours. I often teased him that, in an accident, the other driver might justifiably claim not to have seen him! I wonder what the police, insurance companies and DVLA might make of the situation. Of course if he was exonerated then it wouldn't be saying much for the Army's attempts at camouflaging their vehicles. Incidentally, has this anything to do with why army convoys always have their headlights on? Perhaps scope for another article next April!

BEST WISHES

ALAN CROWTHER 3826

HI NEIL .

I decided to remove my front number plate and replace it with one on my bonnet as used to be seen 50 years ago.

Quite cheaply done with a roll of masking tape, newspaper, some black spray paint and £1:99 worth of stick on number and letters off Ebay. It worked out very well and prompted me to rub down and tickle up the rest of the bonnet paintwork.

REGARDS

ALAN JONES

MEMBER 1492



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

COMMITTEE

CHAIRMAN	Mark Hall, T: 01296 660103 E: chairman@midgetandspriteclub.co.uk
GENERAL SECRETARY	Glyn Polly, T: 07544 302 575 E: glyn.polly@gmail.com
TREASURER	David King, T: 01453 544202 E: djs.king46@gmail.com
EDITOR	Neil Thomas, T: 07891 684435 E: editor@midgetandspriteclub.co.uk
AREA REP'S DELEGATE MEMBERSHIP	John Collins, E: green_mx5@hotmail.com Stuart Watson, "Staddlestones", Thicknall Lane, Clent, Stourbridge, West Midlands. DY9 0HX. T: 01562 883076 E: membership@midgetandspriteclub.co.uk
GENERAL MEMBER	Alan Pritchett, T: 07720 238810 E: a.pritchett@btinternet.com Gary Lazarus, E: garyfrogeye@gmail.com T: 020 7700 5696 Anthony Cutler, E: anthony.cutler@btinternet.com Richard Weaver, E: fsam1983@hotmail.com Liam Murphy, E: biddysingh@gmail.com
YOUNG PERSONS REP	Richard Wharmby, T: 07814 764546 E: r.wharmby10@virginmedia.com
FACEBOOK COORDINATOR	Clare Nedin, marketing@midgetandspriteclub.co.uk
MARKETING OFFICER	

OFFICERS

CLUB ARCHIVIST & TECHNICAL DOCUMENTATION MEMBERS ADVERTISING CAR REGISTERS SPRITES & MIDGETS (EXCEPT MK1 SPRITES) SPRITES MK1 REGALIA OFFICER	Terry Horler, 63 Littledean, Yate, Bristol, BS37 8UQ. T: 01454 881770 E: rebelwithasprite@hotmail.com Alan Lo, E: 4208wd@gmail.com T: 0117 9572617 Mob: 07474 343643 Stuart Watson, E: stuart@thewatsonz.com T: 01562 883 076 Gary Lazarus, garyfrogeye@gmail.com T: 020 7700 5696 Mike Grout, 55 Park Road, Spixworth, Norwich, NR10 3PJ. T: 01603 890211 E: miketg54@hotmail.com Mark Boldry, E: mark26r@hotmail.com
TECHNICAL ADVISOR WEBMASTER TRADE ADVERTISING ENQUIRIES	Mike Bennett, webmaster@midgetandspriteclub.co.uk T: 01925 727479 Gary Lazarus, garyfrogeye@gmail.com T: 020 7700 5696 E: enquiries@midgetandspriteclub.co.uk / alan.anstead@btopenworld.com

AREA REPRESENTATIVES

BRISTOL	Terry Horler, T: 01454 881770 E: rebelwithasprite@hotmail.com
CAMBRIDGESHIRE	Graham Kirkup, T: 01223 511835 E: gramag.kirkup@ntlworld.com
CENTRAL	Dave Warren, T: 07831 101850 E: central.masc@live.com
DEVON	Michael Ellis, T: 07414 279074 E: michael_ellis@live.co.uk
DORSET	John Gully, T: 07876 334949 email john.gully@btinternet.com
ESSEX	Tim Wyman, T: 07828 245280 E: essexmidgetandspriteclub@gmail.com
HAMPSHIRE	Terry Langridge, T: 01252 626063 E: friendlyfolk@maschants.co.uk
HEART OF ENGLAND	Steve Newton, E: newton-gemini@sky.com
HOME COUNTIES	Mark Hall, T: 01296 660103 E: markdhall@aol.com
NORTH WEST	
KENT	Alan Anstead, T: 01322 384050 E: alan.anstead@btopenworld.com
LINCOLNSHIRE	Currently vacant
LONDON	Gary Lazarus, T: 020 7700 5696 E: garyfrogeye@gmail.com
NORTH WEST	Neil McLeod, T: 01772 466648 Mob: 07921 089 680 E: neil_mcleod2@outlook.com
NOTTS/DERBY	Ian Cooke, T: 0115 938 3838 E: ilcooke@btinternet.com
OXFORD	Grahame Gibbins, T: 01235 530456 E: grahame_gibbins@hotmail.com
SCOTLAND	Graham Smith, T: 0141 954 8276 E: smith.grahamf@yahoo.co.uk
SOMERSET	CURRENTLY VACANT
SOUTH WEST WALES	David Hill, T: 01239 811307 E: david@hill.be
SURREY	Mike Gorman, T: 01737-552256 E: gorman698@btinternet.com
SUSSEX	Chris Harding, T: 01342 718860 E: harding.cm@btinternet.com
WILTSHIRE	Andy Cross, T: 01225 743554 E: andyspeedbox@gmail.com
YORKSHIRE	Rob Armstrong, T: 07889 090411 E: mascyorkshire@gmail.com



ALSO SEE THE CLUB NIGHTS SECTION FOR NEW AREAS AND CONTACTS

Compiled by Neil Thomas. Please advise me of any changes, errors etc.

MEMBERSHIP RENEWAL:

If you experience "MASCOT" problems upon renewal, please contact the membership secretary or the treasurer straight away.

CLUB NIGHTS

- 1st Saturday **YORKSHIRE AREA.** Now meet at Chequers Pub in Bilton in Ainsty (which is just to the West of York) on the third Thursday evening of every month from around 7PM – more information at <http://yorkshiremasc.blogspot.com>
- 1st Tuesday **ESSEX AREA.** From May – September we meet on the first Tuesday of the month for a car run, ending in a pub for an evening meal. Please contact Tim Wyman tel 07828 245280, email address essexmidgetandspriteclub@gmail.com for more details.
- 1st Wednesday **CENTRAL AREA.** Now meet each month 8.30pm onwards at the Tame Otter, Lichfield Road, Hopwas, Tamworth, B78 3AF, 8.30 pm onwards Contact: Dave Warren, Tel: 07831 101850. Email: central.masc@live.com
- 1st Wednesday **OXFORD AREA.** Meet at the Blackhorse Pub, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at grahame_gibbins@hotmail.com
- 2nd Tuesday **LONDON AREA (CONGESTION ZONE).** Meet at The Ace Cafe at 7:30pm together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garyfrogeye@gmail.com
- 2nd Wednesday **DEVON AREA.** Meet at Court Farm, Abbotskerswell, TQ125 NY Devon. 7.30pm Michael Ellis Michael_Ellis@live.co.uk and telephone: 07414 279074
- 2nd Wednesday **HEART OF ENGLAND.** All welcome at the Green Dragon, Sambourne, Redditch B96 6NU for 8.30 start. To check “what’s on” please email Steve Newton on newton-gemini@sky.com
- 2nd Wednesday **NORTH WEST AREA.** Meet at The Kilton, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue. Neil McLeod email neil_mcleod2@outlook.com Tel 01772 466648 Mobile 07921 089680
- 2nd Wednesday **BRISTOL AREA** will meet at Wishing Well, Wapley Road, Codrington, Bristol BS37 6RY. From 8.00pm – or earlier for a Curry enjoyed in peace! Contact Terry Horler 01454 881770 rebelwithasprite@hotmail.com
- 2nd Thursday **NOTTS/DERBY BORDER AREA.** The Hunters Arms at Kilburn, DE56 0LU (just off the A38) from 7.30. Venues may change through the summer months for country runs. Ian Cooke 0115 938 3838 ilcooke@btinternet.com
- 2nd Thursday **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: British Motor Heritage (BMH) shell. These are now £11000 unpainted. Body is completely rust free. Previous owner completed 90% of rebuild and then stood in garage for some years. Is completed the rebuild and returned it to the road in 2015. We have only completed 1100 miles since and therefore want to pass on to a new owner. 1500 engine is strong and has good oil pressure (rebuild by previous owner). All synchro 4 speed gearbox runs fine. Recent clutch lines and slave cylinder. Recent steering rack. Refurbished dashboard . New carpets. MGF leather seats. New old stock Tex satin black Mirrors. New Uniroyal tyres. Electronic points conversion. Re commissioned in 2015 and 1100 miles completed since. Drives well and is lots of fun!

All the body including the bonnet doors wings at boot were replaced and painted in 2 pack Brooklands Green- the body alone will cost around £11000 today!

Some of the bolt on components which were painted by the previous owner (such as the radiator ducting) would benefit from repainting. The hood and frame is in good condition, but is very taught. I think it requires some adjustment. The car is only driven in the dry and garaged.

I'm open to negotiation and viewing is welcome.
I can deliver by trailer nationwide by negotiation)

FOR SALE: For sale: ARKLEY SS MG MIDGET 1965, 1293cc engine 's'head, S/c c/r gearbox, 4.2 diff standard camshaft. Racing green, historic vehicle reg, owned from 2000; history file going back to '73, dry stored for 2.5 years. £4000 ONO. In Whitstable, Kent. Contact John Clark, jrclark@sky.com or 07760291784.



FOR SALE: Midget 1500: head, excellent £40. Block complete in good sound order £40. Complete rocker shaft £12. New set of triumph tune double valve springs. .fast road. £15. Original Lucas alternator. Good working order £7.50. Tony 01273 833144 or tony.boyle690@btinternet.com At BN6 9XX

HEY!
YOUR CLUB NEEDS YOU!

**PROMOTE AN EVENT, WRITE A MAGAZINE
ARTICLE, SPREAD THE WORD...**

SOME MORE TEXT HERE EMAIL
EDITOR@MIDGETANDSPRITECLUB.CO.UK



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

XLTG241 Negative Earth

www.ahspares.co.uk

