

MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 423 JUNE 2019

£3

THE 'CARDINGTON HANGARS' WELCOME CAMBS



OUTSTANDING CLUB
MAGAZINE OF
THE YEAR 2018
HIGHLY COMMENDED



DRIVE IT DAY REPORTS

COVENTRY CLIMAX BY DEREK STEWART



ALSO IN THIS ISSUE: N/WEST WEEKEND • MG'S AT BROOKLANDS • MIKE'S WEDDING STAR

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WELCOME

TO THE JUNE
EDITION OF
MASCOT

NEIL THOMAS

editor@midgetandspriteclub.co.uk



It's June and our MASC activities around the country will be in full swing by now. It's another packed MASCOT this month so thank you for sending material in to me. Please keep it coming.

Clearly lots of people got involved in Drive it Day this year, despite the inclement weather in some parts of the country. Reference to it is made in the various area reports and a separate stand alone article is included.

There's some great news this month with a new area formed in Lincolnshire, thanks to Jason Elliot who has stuck his head above the parapet and taken on the role of Area Rep. Jason works at Halls Garage too so has lots of experience with Spridgets. Thank you Jason, I'm sure you will get lots of support. Jason has submitted his first write up this month. Check it out.

I'm also delighted to welcome Mark Boldry & Anita Lachowicz back to the UK from down under and am chuffed that they have taken on the role of Area rep for Yorkshire from Rob Armstrong. Rob has a full time job on his hands now with his baby boy, Alex, but thank you Rob for your contribution and thanks to Mark and Anita for getting stuck in. I received the attached photo from Mark and would welcome a fitting caption for it.



Talking Yorkshire, I was contacted by Geoff Hill who wanted to share an event at Harewood House on the 16th June entitled Yorkshire Post Fathers Day Classic. Entries can be made at www.ypmotorshow.co.uk or 0113 532 9440.

Also, Geoff mentions that prior to selling his WSM he fitted a new set of tyres from Longstone. They were Pirelli Cinturato CN36's, 175/70/VR13. He swears by them and could easily handle the WSM's 200 bhp.

Robin Bendall has contacted me (he of last month's 'Tifosi Rana Goes Solo' fame) to say he would be interested in attending the Monaco Classic Grand Prix next year and wondered if anyone else might be interested in joining him in a tour. If so perhaps between you a plan can be hatched. If so drop Robin an email at: robinbendall633@gmail.com

The photo shows Robin and his wife Jenny at the recent Mendip tour.

I was sad to hear that our MASC member, Alan Lo (Bristol Area) has stepped down from his role as 'Members Advertising Contact'. Thank you for your support performing this role

Alan. Your contributions were always on time and your support is very much appreciated. In the meantime, if anyone else fancies stepping forward to take on the role, please drop me an email and we'll progress it. If there are lots of candidates we will hold a 5 day assessment process including fitness test, practical exercises and competency related interviews. I'm joking.

The club has had to pass on some sad news over recent months and this month is no exception. Pam Cummings has contacted me to tell me of the passing of her husband and club member, Bill Cummings. Please accept the Club's sincerest condolences Pam. It must be a tough time for you.

Well that's it for another month. Have a great June. Neil.



THE 'CARDINGTON HANGARS' WELCOME CAMBS.



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

**WEDNESDAY
12TH OF JUNE**

EVENTS CALENDAR 2019

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

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NEW MEMBERS

APRIL > MAY 2019

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

5885	Richard Waller	Buckinghamshire	Midget	Mk 4
5888	Jeremy Newman	Worcestershire	Sprite	Mk 1
5889	Glenn Husselbee	West Midlands	Midget	1500
5890	Chris Ashworth	Surrey	Midget	Mk 3
5891	Gavin Robertson	West Sussex	Sprite	Mk 4
5892	Michael Eastwood	West Yorkshire	Sprite	Mk 4
5893	Paul Mould	Worcestershire	Sprite	Mk 1
5894	Pete Moreland-Moore	County Down	Midget	Mk 1
5895	Rob & Gillian Wilcox Langley	Norfolk	Sprite	Mk 4
5897	Jonathan & Liz Colley	Warwickshire	Sprite	MI 1

Hi Neil

Here is a picture of our Frogeye which has been in the family since 1992/3 after my Father bought it as a project. In those days it was handpainted in red and held together with rust and covered thousands of miles in rain, snow and occasionally sunshine during the 90's driving me everywhere a young man needed to be! It has subsequently undergone some significant restoration in the late 90's and then a decade or more garaged but not really being used until a few years ago when it moved up here to Worcestershire. Time under wraps wasn't particularly kind mechanically, but with a little work over the last few years she is back up and running and I am looking forward to many more summer days driving her around the beautiful Worcestershire countryside. I look forward to meeting everyone soon at the Heart of England meet on a Wednesday evening at the Green Dragon.

Best wishes

Jeremy Newman

Hi Neil, as requested, here's a photo of my car who I have named "Pink". My friend Douglas is accompanying me.

Michael Eastwood

Ed's Note: "All new members are welcome to send me a photo of their car, whether it be on the road, undergoing restoration or just boxes of bits. Don't be shy. I will then add it on this page. Thanks, Neil."



Jeremy Newman



Michael Eastwood

SNAP! OF THE MONTH



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



Notts/Derby Drive it Day

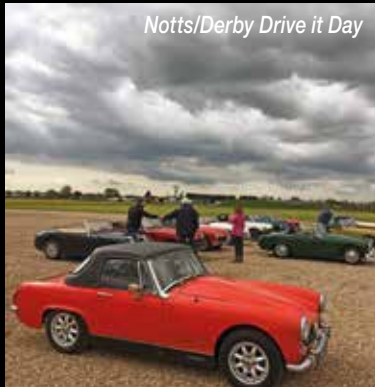


Notts/Derby Drive it Day



SNAP!

Notts/Derby Drive it Day



"Well I haven't seen one of those before"

A TRIP TO BICESTER HERITAGE



For Drive It Day 2019 I chose to make my first trip to Bicester Heritage. If you haven't heard of it yet Bicester Heritage is a group of garages, workshops, and showrooms situated on a former RAF bomber airfield at Bicester. I'd often heard and read about the site and since it opened in 2013 I've wanted to go and see what it's all about.

The center has 3 meetings a year called "the Sunday Scramble" and this event was organised to coincide with Drive It Day. So after making arrangements with my wife and sorting out childcare we were all set to go.

I was asked by a friend of mine to have my car on their concession stand so we had to arrive at Bicester at 0800. The journey up to Bicester is 50 miles which is just about the right length for a day trip.

So after the usual hassle of getting in I found my way to the stand and parked up as required by the vendors.

Then the rest of the day was ours, I arranged to meet up with a few MG friends and (as my wife calls them) do a few of my dodgy deals and generally have a relaxing day talking to people and looking round the site and the cars in attendance.

Often when you are looking forward to something so much it is a let down when you actually get to see it. But not this time I was struck by how fantastic the center is. The old red brick hangars, workshops, stores and other general outbuildings





are the perfect setting for classic cars to be restored and maintained.

Even with approx 2000 cars at the event and many more people on site it never felt cramped or crushed, probably because the site is so large. My Drive it Day wasn't a club organised one but none the less still thoroughly enjoyable.

John Egan

Frustrations before Drive it Day by Mike Davis

Owning a Midget brings lots of trials and tribulations in to your life. My Midget's paint work was looking a bit sad so I sent it off to the body shop for a re-spray. I got it back and thought OK, just refit the lights, hood and all the chrome bits and then take it for the MOT. Simple. No not quite. I went to fit the chrome strip that goes along the cill and noticed that some of the holes that should take the fixing had been filled and painted over, the cill was good with no rust so I guess it was just a bit of filler to level the panel.

Moving on, it was refitting the lights next, mount, plug in, then test. Oh no, only one head light working and the indicators only worked on the right. No amount of unplugging the various connectors and cleaning them and checking earth's would resolve this problem. I'd reached the end of my tether with it. The car was booked in for a MOT and service and for rocker shaft and rockers

replacement. So I took the car there with all the parts required and said sort the lights as well, please. That was on the Tuesday and I thought plenty of time for Drive it Day, well no. I got a call from the garage to be told the pedestals on the shafts and rockers were on their way out and needed replacing. So a quick call to Moss to be told rocker pedestals for a 1500 are no longer available. Agh, no.

A quick search on the Internet found Sussex classic car parts did the whole assembly for the same price that I would be paying at Moss for just the rocker shaft and rockers. I placed the order and they arrived the following afternoon, only to be told the car wouldn't be ready for the Drive it Day weekend.

I was pleased to pick it up the following Monday with its new MOT and no advisories. When I saw the old rocker shaft it was well and truly past its best. No wonder the old girl sounded noisy and didn't pull too good.

Still all's well now and I have a really quiet engine, with an external oil feed kit fitted to prevent further rocker shaft problems in the future.

Thanks to Terry Horler for offering me a ride in his Frogeye so I didn't miss out on Drive it Day.



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MGA ERA AT BROOKLANDS

Every April, Brooklands have a day dedicated to all things MG. As I hadn't been for a few years I thought it would be a good run out and clear the cobwebs of winter away.

Almost everyone reading this will have heard of Brooklands so it will need little introduction except to say it's where motor racing started. It's also got other attractions for the transport enthusiast like many plane related exhibits (e.g. a concord), a bus museum and even bouncing bombs and a stratosphere chamber.

When Brooklands has a marque specific day and as long as you bring a car of the chosen marque, you are allowed into the main museum site, this year the Spridget's were parked on the old start / finish straight with about 20 in this area and about another 10 dotted around the site. There were approximately 400 other MGs of all types from the newest MG3 & ZS to the oldest 1930's cars.

My son, who had come with me for the day, wanted to do the Parade Laps which are held on the track at the neighbouring Mercedes World. This was a great experience as we did about 5 laps surrounded by all sorts of MGs from pre-war to the 6R4 MG Metro. If you ever get the chance to take part in something like this I would urge you to take up the opportunity, it's great fun.

After lunch we toured the site, enjoying all the period aspects of the site as well as visiting the more formal museum exhibits which have a unique collection of cars, motorbikes and motoring paraphilia from all ages of motorsport. By now my son was beginning to loose interest and many people had already left, so I decided to leave.

We had a great time at Brooklands and would recommend it as a great place to visit on a day like this as we met many old MG friends and acquaintances and enjoyed some quality time.

Ed's note – thanks for this John. I loved Brooklands when I visited there. As well as having the Wellington bomber that crashed in Loch Ness in 1940, it also houses Babs, the John Parry-Thomas car powered by a 27 litre aero engine. During the summer, Babs is on display at Pendine Museum, not far from my home. If you are unaware, this car crashed during a world speed attempt on Pendine Sands on 3rd March 1927. The Sadly John Parry-Thomas died. The car itself was buried in the dunes until 1969 when it was pulled out and restored.



Meet the team!

Talk to anyone at RH about what they do and it isn't long before words like 'passionate' and 'petrol-head' start to crop up.

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Emma Airey

At the helm is Emma Airey, Head of RH, and as much of a car-nut as any of them. "I had a TVR Vixen when I was 26," says Emma. "I began a restoration that got more and more expensive, and I ended up re-mortgaging my house to get the car finished! When I hear what customers go through, I really can sympathise." Emma's 15 years in the industry have given her a wide experience across different fields and she found herself instantly at home leading RH. After all, she works with a team that shares her enthusiasm for the cars they look after. We spoke to three of them.

Andrew Thomas

Andrew worked on classics with his grandfather when he was a boy, and still watches every car show on TV. His reputation in the office is that of a walking encyclopaedia, with a head-full of knowledge picked up from decades of car magazines and books. Dream car? "Probably a Triumph Stag – I was born in the 1970s and loved the one I saw in 'Diamonds Are Forever'. But money no object? A Series 1 Jaguar E-type, a fixed-head coupé rather than a roadster."



Phil Hunt

The new boy on the team, Phil, has only been with RH for a couple of months, but he's in the right place. *"My interest in classics started when my uncle bought me 'The Observer's Book of Automobiles' in the late 1970s. I wrote to every manufacturer to ask for brochures and a surprising number of them replied. I still have them all!"* Phil's father was the man who milled out the die for casting the MGB GT V8's rocker cover... and Phil still has the first-ever alloy casting made with that die.

James Kenny

The team's two-wheeled enthusiast joined the motor breakdown section but soon requested a transfer to the RH department. At 17, James restored his first bike, a wrecked Yamaha SR125, before he could take to the road. Since then, he's had all sorts – sports bikes, cruisers, old and new. *"I had a Royal Enfield Bullet, which taught me about classic bikes,"* he says. *"I learned how to break down and push it home in the rain!"*



If the team has an unofficial motto, it could be this quote from Andrew: *"We treat every vehicle owner like a VIP."*

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A WEDDING STAR



In Alan Pritchett's article in the May edition of the club's magazine,

he requests cars that have been owned for more than 25 years to be put forward for this year's show in November.

I have owned my sprite MK3 since 1977, brought for £300 just before packing in work and setting off to Polytechnic to study Architecture. We drove off from our wedding reception in it (my wife in her wedding dress) and down to Lynton and Lynmouth on Honeymoon and then in following years set off in it on holidays to Cornwall, Devon and Ireland until it was retired to the garage in 1984 suffering from the dreaded rust bug.

The family came along and then in 2005 it was once more wheeled out to be restored, but with too much rust (it didn't unfortunately stop rusting in the garage) the shell had to be replaced with a Heritage shell. It was then rebuilt using full frontline running gear, a type 9 5 speed gearbox and a modified 1.9 K-Series Engine.

It was finally finished in 2008 just in time for Sprite 50 at Gaydon (I was still fitting the door cards the night before) and it was featured in The MG Enthusiast Magazine in October 2008. Can't quite remember when I joined the club but it was either in 2007 or 2008 or thereabouts.



Since then it has been driven on a classic car tour around France, on holidays down to Cornwall and Devon, classic runs, driven on numerous track days and auto solos etc. I had the pleasure of taking our eldest daughter to her wedding in it in 2014 and her husband drove the two of them from the church to the reception in it, with her also wearing her wedding dress, just like her mum did back in 1981!



I think the car was perfect for about two weeks after I finally finished it, but with regular use it's no longer perfect, but that is how a classic car ought to be!



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GRAMPIAN TOUR WEEKEND

On Friday 26th April, meeting up at the Flower Bowl, which is a recent rather wonderful new building of activities built to further entertain us in the guise of a curling rink, bowling, a Cinema experience and indoor Golf, all built by the Management of the Barton Grange Hotel and Barton Grange Garden Centre. For some of our Members this was their first visit and all agreed a very impressive complex, oh and they also built a separate Fish and Chip Restaurant, which we haven't been to yet but have heard very good reports of the food served there. A possible venue for mid-week dining out?

At last we were off along the A6 heading for our lunch stop high up in the Lake District heading for the Kirkstone Pass Inn. On arrival I think it is only fair to say we all got rather wet getting from the car park to the venue itself, battling with strong winds, horizontal rain, and umbrellas determined to turn themselves inside out! By the time we made our way inside the Inn we were all rather drenched but in fine holiday spirits which were not going to dampen, despite the

awful weather. Lunch over (great food by the way) and I was so glad we had booked ahead and reserved our tables, as it seemed somebody had run the dinner bell as suddenly the Inn was full of wet hungry people. We set off along some amazing roads through Patterdale, Glenridding and along the side of Ullswater Lake and good news for us valiant travellers, was that the rain had eased by now so all was well with the world except we suddenly realised Mike and Karen Bennett were not behind us. This did not bode well, so we turned our car around and went back the way we had come to look for them. It didn't take long to find them in a pull over with a couple of other of our members cars with Karen standing looking very sad on her own under an umbrella. Apparently despite several reminders to stop and get some petrol, her warnings had been ignored and yes, you've guessed it, Mike ran out or rather their car did. He and Glen had gone off looking for petrol, leaving Karen rather frustrated and getting a little wet. She was not a happy bunny. We had a can of petrol with us but



they had already gone. It wasn't too long before Mike and Glen returned, the car was duly filled up and off we went on our merry way. Arriving at our hotel, The Cairndale Hotel Dumfries, a lovely red brick Victorian building with a great swimming pool, leisure centre and very friendly receptionists, we were soon given the keys to our rooms. Having unpacked and showered we had a well deserved drink, followed by a really good 5 course evening meal.

On the Saturday, this was our free day to investigate and go wherever we wanted in the area. It's a good idea to have a day off from driving and stretch the legs a little. We wandered off with Mike and Karen into Dumfries, the weather looked really promising despite dire warnings from the BBC weather App stating awful rain and winds were on their way. We had a lovely day wandering around this fascinating town with so much to see including the Saturday market and a selection of museums for Robbie Burns and the Observatory with the Camera Obscura. This is a definite must see if you are in Dumfries.

Sunday was Drive it Day. After a very good breakfast we set off again driving along some great roads with not a pot hole in sight. How do

they do that? We had now all got our tops down as the weather was really improving.

We had a very nice run to Port Patrick and stopped in the Port Patrick Hotel for lunch and despite the fact that I phoned ahead to let them know that we were on our way, the hotel was closed for lunches. Oh dear. So battle stations were manned and the lovely Irish Barman/ Waiter/Receptionist got the chef back into his kitchen and food was prepared. The food was really very good. We had a very entertaining lunch with our host (the Irish Guy) who had a very good sense of humour and a lovely soft Irish lilt to his voice. We very much appreciated all his and the chefs hard last minute work and again would be very happy to revisit.

So back to the Cairndale hotel and a lovely evening meal to be followed by entertainment by Kolin Grainger, who kept our feet tapping and our bodies dancing. Deborah was our new 2019 Dancing Queen.

Monday was the day we were returning home. We were the last ones to leave, having left very positive feedback for the hotel. On the way home we decided to go to the Porridge Museum. What an amazing place this was. Built at the beginning of WW2 on a huge area of land to manufacture ammunition, the factory was 9 miles long, complete with inside trains to carry around everything that was needed from one end of this amazing structure to the other. Cordite was made here, which was necessary for bullets and other ammunition. The girls suffered various effects from mixing the Cordite into these large vats of cotton in the beginning of this manufacture and were called The Canary Girls as it could turn their skin yellow, their teeth fell out and the inhalation of these chemicals were very damaging to their health.

Finally I must say on behalf of all of us, what a super experience we had staying at the Cairndale Hotel. So if anyone is thinking of holidaying in Dumfries, don't hesitate in contacting this hotel as we cannot recommend it enough and certainly we are intending to return in the Autumn, along with one or two others.



Port Patrick Hotel



COVENTRY CLIMAX

Some years ago (I had to trawl the Mascot archive to find the dates!), Paul Webb had three articles published on, 'Building a Climax-Sprite replica'. The dates were, Nov, Dec 2012 and Jan 2013. In these articles he covered his donor Climax water pump engine conversion, the background and some of the associated aspects that were involved.

I completed my Sprite build just prior to the 'Midget 50' gathering and with a 1380 and Toyota 5 speed gearbox fitted, the car was ideal for modern day driving. But on seeing Paul's completed Climax-Sprite displayed at a local airshow several years later and having a muted unknown project waiting to land, the seeds were sown! I'd always wanted a Lotus 14 Elite and with a Climax fitted in the Sebring, this could be the closest I'd get to owning one. So I dug out my old copies of Mascot for the relevant articles and started to plan the conversion!

I eventually located a later Climax fire pump as the donor and generally followed the path Paul had taken. Some of his contacts provided the preferred option for the machining work and with his helpful advice and suggestions, the project progressed. The photos that I downloaded of his build were a tremendous help and saved thousands of words!

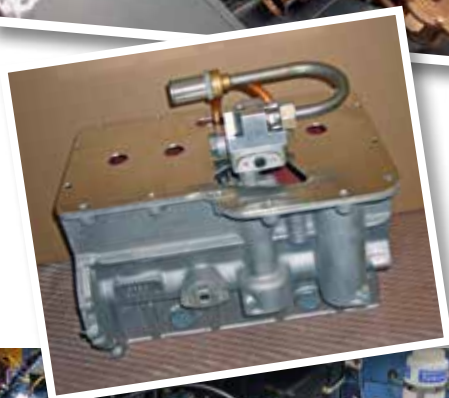
I intended to keep the Toyota T50 box as it was a later version and part of the previous installation. The T50 is an excellent gearbox and those of us that have done this conversion normally have a good spare tucked away, as availability of parts are limited, to say the least!

The front end of the car was stripped for access, the suspension components refreshed, alterations to the cross member for the Climax sump to fit and the steering rack mounting were completed while still retaining the rigidity of the front chassis. The Climax front engine mounting bracket picked up two of the original points used by the A series brackets.

With the engine unit removed from the carrying cradle, the Climax was dismantled, blast cleaned and a check of parts required for the conversion to FWE spec completed. The machining and engine build was completed by Peter Waller and once the unit was back, the remainder of the conversion could progress.

As the engine back plate fitted was for the A series, I modified the existing bell housing to fit (my spare





remains unmolested!) and had the clutch release bearing assembly adapted for the correct amount of throw.

The vertical radiator was altered to match the Climax cooling flow and a electric fan fitted in the only place possible, at the forward face. I modified the wiring loom to allow complete control of the fan operation.

My original plot was the fitting of a pair of SU H4 carbs but when this plan failed due to a clearance limitation, a pair of period DCOE 40 were acquired. The initial Weber linkage I assembled was not ideal, (much to my grief) so a Magard pattern linkage was fitted.

Unfortunately the conversion stalled at this point when more pressing events directed my attention but I've recently had the engine running and have a rolling road session booked to get the car set up correctly.

FROM THE BOWELS OF BRISTOL



We did our duty. As called upon by the FBHVC, we went out there and fulfilled our duty bound driving bit on April 28th, the National Drive it Day.

We did not take this lightly, our cars may be from the last century, but we live in this one. As such, our responsibilities to present day matters, such as risk assessments, impact upon the environment, usage of dwindling supplies of fossil fuels, health and safety, were taken carefully into account. Hence, weeks of planning preceded Drive it Day to ensure that our actions would not result in the loss of rare species of butterflies, tadpoles, hedgehogs or small children. Working on the basis of how many miles our route would occupy, how many cars taking part, the overall emissions produced, we arrived at a figure in parts per million over the area covered in square miles. The results looked encouraging, if indeed they were to be believed at all. Certainly the figure was correct, it was just the volume that was uncertain, parts per million? per thousand? per hundred? Just couldn't quite determine where the decimal point should go.

Never mind, at least we attempted to calculate our impact on the environment so that should keep the greenie meanies happy.

In terms of endangering wildlife, we calculated that provided we stayed out of any fields, the loss of sheep and cattle would be minimal, so that was ok.

The usage and remaining supplies of fossil fuels was not so easy to determine, where does one find out about such things? So we called into several filling stations and asked the person behind the counter if they expected to run out of fuel by the 28th of April. All replied that fuel would be available and would be only too happy to take our money, which would be good for the economy, another green light.

Risk Assessment was not a problem, we just produced a form with a lot of boxes and then ticked them all.

So, we were good to go with a clear conscience that we had covered everything that the 21st century could throw at us.

I was particularly relaxed this year as Mike Davis had kindly volunteered to organise the route and drive the lead car, only, it was still at the mender's, being mended. Yet again, I had the front row seat with Mike as navigator and chief executive of operations for the day. Still, the air is a bit fresher up front rather than following on further down the convoy. Hmmm - I am now thinking that it may have



been parts per hundred rather than per million, some members did report strange smells, drowsiness, nausea and blurred vision, more acute toward the rear of our convoy. Particularly for those behind Andy Cross's Sprite Mk11. Seems as though Andy uses engine oil that is 'grown' locally, not sure if that is in a field or a specially heated attic!

Our route from Old Sodbury took us past the aircraft dismantlers at Kemble airfield, onto Wootton Bassett for a coffee and a swig of clean air, through Avebury, to our lunch stop just outside of Calne at the White Horse Inn. From here, a quick squirt along the A4 to visit the Atwell-Wilson Motor Museum. The friendly staff made us very welcome, as well as the museum collection, a number of other classic car clubs were also visiting, having arrived at the same conclusion as we had, our hobby has no calculable impact on cloud formation or the size of Ostrich eggs.

Safe in the knowledge that our participation on Drive it Day has had no detrimental effects, we supplemented our 75 mile route with a few bonus green miles. We are proud to have done our duty and the planet has not appeared to have slipped off its axis as a result of it.

Again, thanks to Mike for organising the route and to all who joined in to promote our safe, clean and sustainable hobby in the face of increasing global killjoys.

As always, we continue to meet on the second Wednesday of each month at the Wishing Well, Wapley Rd, Codrington, BS37 6RY. All our meetings are carbon free but a curry and a drink are yours for just £7.95.

Terry Horler

Footnote – Arghh, just taken a look at the Frogeye to find a scene of carnage across the windscreen and headlights. Countless small airborne creatures have been decimated by my selfish actions. Some so squashed to be unrecognisable to determine if they were an endangered species. This we must take into account for next year. Would participants please let me know how many splats they have collected on their car, we will feed the results into the computer to decide if the loss is justifiable or whether our cars should remain in the garage next year.





Our Easter run, starting at Cambourne supermarket in glorious sunshine that lasted all day, attracted eight of our cars, including four frogeyes,

The eighty mile run took us to Jordan's Mill in Bedfordshire via minor roads including a ford, which caused Nigel to gingerly cross in Diane's immaculate frogeye which was understandable. We continued on to drop into a couple of churches at Northill and Old Warden eventually to a time warp pub with no bar in the village of Broom. This fact did bother a few of our group.

After lunch 'al fresco' we moved on to the Victorian Jordan's Mill, restored as a working museum, which we had to see working, but the surprising fact was that flour is so flammable that wooden cogs were necessary to avoid sparks when driving the machinery.

Cardington Hangers 'The Sheds' were the next stop, monumental by scale and home to the fateful R101 Dirigible, which fatefully crashed in France in 1930. The photo of our diminutive cars with the hangers in the background gives an idea of scale. We also visited the memorial tomb situated over the mass grave of 48 killed.

Then on to the 'Danish Camp' at Willington for a cuppa by the river Great Ouse where the Danes sailed from the Wash to form a moated settlement on the site.

We were now on the home run via pleasant country back roads to 'our' pub The White Swan, Conington, for dinner and the odd tale or two and thanks to Chris and Mary for their major input to a successful day in our super little cars,

Drive It Day the following week was blighted by rotten weather, but the challenge to driving by



tulip diagram route successfully to the beautiful villages of Thaxted and Finchingfield in Essex was rewarding to the novice crews who performed without fault. Well done Holly and Teresa particularly.

Wings and Wheels. Ken Kelso has kindly invited our group to his farm in Cottenham for a B_B_Q (bring your own food etc) on Sunday July 7 from midday on. He has recently rebuilt his racing frogeye (as seen on the Easter run) from what looked like a basket case last time we visited him and his Chipmunk aeroplane a year or two ago.

Future Local events:
Kimbolton Sunday July 14
Ely Cathedral Saturday August 3
Higham Ferrers Sunday August 4

Graham Kirkup



Drive it Day. Members about to set off.



Drive it Day. Laura watches as dad Ian attempts repairs.

One of the highlights of the Central calendar is the Drive it Day outing. It tends to prompt a good number of members to join in for the day and this year was no exception. Fifteen cars arrived at our starting point in Bassetts Pole near Sutton Coldfield. Martin Parkes had volunteered to prepare a scenic run that would take us into South Derbyshire concluding at the National Memorial Arboretum.

When everyone arrived it was drizzling but blue skies could be seen in the distance leading to a hoods up or down discussion. However it only takes one or two to be brave and soon everyone was busy folding their hoods and putting on fleeces and hats. Martin as usual had prepared the route in great detail and handed everyone a set of maps complete with tulip diagrams. Elaine decided to take the lead and pulled off with the wonderful sight of Sprites and Midgets bumper to bumper all the way around the large island that took us towards Tamworth. Travelling through little villages and country estates we also came upon a flooded road at one point. Rachel Canham was on hand to record the event with her camera as we all managed to make it through without stopping, much to the amusement of a local farmer on his tractor.

Onward to our stop at Carsington Water. It was here we discovered Ian Boneham had a couple of problems. His exhaust mountings had come loose but whilst fixing the fault he discovered a brake problem. His journey was over. He would have to be recovered. Ian had brought his daughter Laura along for the ride. We thought she may have been annoyed at the breakdown. However Laura took it all in her stride supporting her dad, adding help, a warm drink and consolation to ease Ian's frustration. Waved off by Laura and Ian we continued our journey from Carsington Water.

We did have a minor stop at one point to help Bill McKenzie find his headlamp bezel that had been knocked off by a pheasant. I hope the pheasant was uninjured as it had ran off into a nearby field- a near escape for both as Bill already had a fish supper planned for later.

We pulled into The National Memorial Arboretum having completed about a hundred miles and we were still in convoy. A great day out and thank you to everyone who made it such a memorable outing.

Maybe this has made you think of joining us for a run out? If so, then I have the perfect opportunity. Dave Sewell has kindly agreed to lead a run through Leicestershire on June 30th. We will start in Sharnford at 10.30am followed by a scenic drive stopping at Rutland Water for lunch and returning home at 4pm. Let's all hope for bright sunshine and another hoods down day.

Dave Warren

Central MASC

Email to central.masc@live.com



Drive it Day. A flooded road on the run.



21st April, Easter Sunday Ten Mascoteer's arranged a breakfast run to the Riverside Café at Totnes, on a beautiful sunny Sunday morning. One of our team Bob Pearce unfortunately could not bring his MK1V Sprite as he was fitting a reconditioned gearbox, what a shame to miss the beautiful weather, however he did come in the tin top. After a hearty full English, we all motored up to Dartmoor where we parked up at the Tavistock Arms, a very old & quaint Devon Pub, to settle the dust from our open top drive., a little while later we bid farewell to our friends until the next time.



Monday 22nd April another blue sky day, the Sprite had to come out, so Gill & I set off for the South Hams, on to Kingsbridge and following the coast road around to Slapton, which Neil Thomas our Editor knows so well with his K/Z's tours, taking the opportunity to check out the beach road that was washed away in the winter storms. Happy to say all has now been reinstated with a really smooth surface no potholes here! it's days like this you realise how fabulous our little cars really are, so altogether we had a great Easter.



28th April Drive It Day, what a change in the weather overcast & drizzle however we braved the elements to meet up on the Green at Dawlish, this is the town where the coastal railway line got washed away two years ago, cutting off the West Country from the rest of the UK. The day was organised by the Crash Box Club, we were quite surprised when we got there as there were about 200 classic cars on show. We were able to enrol a new member in Mascot, driving a pretty Midget, welcome to you. Another fully English and home to watch the waist line! Well we did have to get out of the rain that's my excuse. Bob Pearce is not having a lot of luck lately, on his return from Dawlish to Torquay he lost his oil pressure and is now undergoing an engine rebuild, ouch!



Sunday 12th May Classic Car Show at Killerton House a National Trust property, we were unfortunately very thin on the ground due to other events taking place, however, we had a very successful show with a possibility of a further two members and a lot of interest shown in our cars with quite a few technical questions answered.

Regards Chris Wood 5130



Seven cars from the Essex group drove from the tea rooms at Writtle College to Shotley Gate in Suffolk. Shotley has a long naval connection, once being the home of HMS Ganges where the boy sailors were trained – the masts and rigging are still standing but the garrison is now closed and looking the worse for wear. Just across the estuary is the old port Harwich one way and the more recent but less picturesque container port of Felixstowe the other. En-route we drove through the impressive Old Naval Hospital at Holbrook, now a school. The route loosely followed the Essex Way footpath which some of our members are currently walking at weekends. We had originally intended to go to Harwich but many of our preferred roads were closed for the Tendring Rally and one of our members was marshalling on one of the stages so couldn't make the run.

We also welcomed two new members Jon, in his Maroon 1500 Midget and Peter (aka Alfie) in a rare Italian Innocenti, it is after all, a Midget underneath.

The forecast wasn't great – cloudy with sunny spells and the chance of a shower. After the warm up coffee, the cars made their way on some lovely B roads to Colchester for a lunch stop. Refreshed and refilled we continued to Shotley Gate where we had more tea and cake before setting off home.

I won't mention the 'B' word but we didn't discuss Remaining, Revoking or Departing. We did have 3 or 4 short spells of rain and no breakdowns which we hope, bodes well for the rest of the summer. As we were leaving Shotley we passed a group of small children and one of them remarked "Cor what a lovely MG – that's what I want!" I should have stopped, taken his pocket money and signed him up for MASc junior membership.

Paul Mutton



Robin Lawton
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Drive it Day 28/4

HoE's Drive it Day this year was summed up in 2 phrases – Frogeyes getting leapfrogged – and an unexpected gem.

It was a cool but bright day when 7 Spridgets and one Jag Mk 2 gathered for bacon butties (expertly cooked by Alan) before setting off for our adventure, with Alex and Roger "volunteering" to take the lead. A 25 question quiz following the route meant everyone had to pay attention.

The route headed south through Priors Hardwick, to Aynho and a quick comfort stop, before going through more picturesque villages – Fritwell, North Aston, the Brailles and Tysoes – and then heading up Edge Hill and over Burton Dassett to end up at the Wharf Inn at Fenny Compton. We covered 3 counties (Warwickshire, Northamptonshire and Oxfordshire) and 80 miles during our travels.

While there was a bit of oil burnt and blue smoke along the way, there were no mechanicals. With exception of a slight detour by the leaders we all arrived safely. The only slight hiccup was losing Jay on his first DiD with MASC.

After some scrummy food and a few libations, we left the pub and were approached by a gentleman who has seen our cars lined up and offered to show us his vehicle collection. We drove to where the vehicles are stored (a secret location) and the optimum word was "WOW". Patrick's collection include a works Morris Mini Cooper 997cc – signed by Rauno Aaltonen – which has been in multiple Monte Carlo rallies, Rallye des Alpes, and well as the RAC rally. Other vehicles include two 1970s Triumph 2.5 Pis which had taken part in the East

African Safari Classic Rally; an Arden Morris Mini, Vanden Plas Princess and two "Landcrab"s BMC 1800, one of which took part in the World Cup Rally London to Mexico City with an all female crew (finishing in 18th place). This was an unexpected treat to finish off a good day.

Alex and Roger won the quiz with an amazing 23 out of 25 questions correctly answered, and received their prize – a bottle of fizzy stuff – at May's meeting.



Stratford Upon Avon Festival of Motoring

Bank Holiday weekend saw a number of MASC members taking part in the Stratford upon Avon Festival of Motoring. The Mk IV Sprite was passed to its current owner, Matthew Thomas, as a present for a "significant birthday" from his wife. Now that's what I call a birthday present!



The Festival gave the option of two drives – a 50 miles one heading south passing through Loxley, Pillerton Priors and Ilmington; and a 30 mile one (with a quiz) heading north through the villages of Norton Lindsey and Wootton Wawen. We were waved off on our drives by Quentin Wilson. A good time was had by all, and it was lovely to talk with the other MASC members who were wandering around.

Lara

And Finally

It was a beautiful sunny day when 15 cars met to pay tribute to Sheila Yates on her final journey. As reported in last months MASCOT, Sheila and her husband Chris are long term members of the club and responsible for many meticulously planned runs. We remember Sheila as a lovely person and she will be greatly missed.

Dave & Linda



AREA REPORT KENT



April 10th saw eight cars and drivers, assembled at the 'Tea Pot Island', Yalding for a run along the lanes to Hastings for a Fish-n-Chips lunch, a visit to the Fishermans Museum and a ride on the Funicular Railway. Our procession received applause from persons gathered on the footpath as Richard Bowles led us through the 'Old Town'. The East Hill lift is the UK's steepest funicular railway and has a lower station on Rock-a-Nore Road which provides access to Hastings Country Park. Following a very wet Tuesday, this Wednesday provided sunshine for us although a chill air caused some to keep their car's hood's in place.

Paul Storkey joined us to gain confidence in his car as last time out with us his car suffered total brake failure on the way home. Not so this time as he had a clean 'Home run'.

Malcolm Collins our 'in house' upholsterer had made a new tonneau for father Mel's 1500 Midget and is also making one for Mike Pearson to cater for the high seat backs with integral 'tombstone' headrests due to Mike's Midget's conversion to Mazda MX5 seats.

I have been busy in my newly floor tiled garage fitting one of my roller release bearings to my Frogeye. I have been delaying this for at least three years as my 'old stock' carbon release bearing refused to wear out, until now. It proved the right time for a change as the remaining carbon was stress cracked and flaking. The bearing that I have fitted is several years old and has done prior service on Ron Edwards Frogeye. However as Ron varies between a 948 and a 1098 engine, with rib-cased gearbox, we had converted his 948 engine to have a 1098 clutch with a suitable roller release bearing, again made by me, so that engine swaps are now easy everything being compatible with the gearbox.

To use the 1098 clutch on the 948 engine the BMC Special Tuning Manual specifies using the later engine backplate 12G453; flywheel 12G180; and the 1098 clutch plate with cover.

Whilst having good access to the bell-housing I drilled out the lower of the starter motor holes and bonded in a threaded sleeve so that I can attach the starter motor with an accessible bolt only rather than a bolt and inaccessible nut. The top of the



starter motor is held against the bell-housing in the usual fashion with a nut and bolt. AA.

Sunday morning dawned bright and cold in East Kent – we have been extremely lucky this winter. April 14th was the usual, 2nd Sunday of the month, East Kent meet at the Crown, Sarre. Hardy souls had booked lunch and they all turned up with five Spridgets adding colour to The Crown forecourt mostly hoods down. Reasonable excuses for the absence of 3 cars were accepted. Dave's IOW Frogeye Super Sprite is currently in Harley Street for cosmetic treatment whilst Nigel's Frogeye decided that it was not going to awake from hibernation with an apparent fuel pump fault. Alan's Frogeye is undergoing surgery to fit one of his famed rolling bearing thrust races. Everyone else is using one so why not on his own car! Snow and hail in West Kent



was said to be a risk to paintwork and the top of the drivers head. We await confirmation of weather conditions from the Met Office.

Clive the landlord was so pleased to see his pub on the cover of Mascot that he has framed the edition that

is now displayed, for all to see, on the bar wall.



The food was as good as ever with the upcoming Spring Tour to Norfolk next month discussed. Outside in the car park not much work required under the bonnets but Mike Pearson had redesigned his Midget's front end. Bumper-less with recessed spotlights in the grill which had laser printed surrounds.

Mike also returned to Alan two wishbones that he is restoring Mike having kindly brazed the trunion bearings for him. The eagle eyed will notice that they originate from an A40 Farina.

At last month's Sarre meet Dave Chalk was seen 'green with envy' looking at Crispin Whittings IOW Frogeye. Crispin had invested in a complete respray, for his car, and it did look good. It had to be done, although busy with 'Grand Designs' on his recently acquired 'House in the Country' Dave dug deep into his pockets to have his IOW Frogeye 'Super Sprite' resprayed with a colour change as well. (JC & AA)

New member Gilly Watkins asks if WYT38, a Frogeye, is still extant. There appears to be a recent photograph on Gary Lazarus's excellent 'smugmug' website of Frogeyes.



It is shown in the picture, supplied by Gilly, being attended by an AA patrolman beside the Eynsford Bridge / Darenth River Ford, Kent. Although I have seen the posed scene before I have not seen it from this angle.

Eynsford Bridge, which apparently dates from the 17th century, is a two round - headed archway spanning the river Darenth. The arches are of stone with pointed cutwater between on the upstream side and a rectangular recess on the downstream side.

There is a later flint and brick parapet over which a young boy watches the scene. A medieval figure, arguably an Angel with hands upraised, is inserted between the sashes on the southern side. In previous times the river was navigable at this point and supported many Mills but today is barely a stream. Beside the bridge is a ford that,



even though provided with a depth gauge, still immobilises the foolhardy. Amongst Eynsford's many, and varied, claims to fame early in the last century cycle-cars were produced there. (AA)

The second of our popular 'Old Boys' mid-week runs for April: a visit to the churches on Romney Marsh, organised by Mike Pearson, had to be postponed as people dropped out some with ombrophobia, others astraphobia, one with clutch problems and another with the anti-roll bar torn from the H-frame. Unfortunate as it was a dry, sunny, day. (AA)

Sunday 28th April 2019, the fourth Sunday of the month, our meeting at the Angel on what was also FBHVC 'Drive-it-day'. Sunshine and showers failed to show any Classics on the local roads. Our number was much depleted of Kent members so it was good to have our number bolstered by Tom & Catherine Taylor from Sussex in their 10W Frogeye, Mark & Caroline Jackson from Surrey and ex-Surrey member Colin Aldridge in Spridgets.

Steve & Kim Smith were in their regular Midget 1500. Steve having fitted heated seat cushions was smiling perhaps the heat relieving any posterior problems. Ian Clifton, with Bernadette, delayed getting from his car as he chose the car park for a change of speedometer. Were we witnessing 'clocking' taking place or a more innocent explanation. Was Graeme Williams (Sebring Rep), seen leaning into Ian's car an assistant or co-conspirator?

No sooner seated than the pitter patter of falling rain on the conservatory roof caused Richard Beer to run to the car park to erect the hood on his 58 Frogeye whilst Linda remained in the comfort of our assembly.

And then a surprise! Ex Surrey member Colin Aldridge visited causing me to struggle to retrieve his name from my grey matter's archive such is the long time since we last met!





My name is Jason Elliott and I have been interested in Classic cars since and young boy and I all ways wanted a frogeye sprite since I first saw one. I currently work at Halls Garage in Morton in the bodyshop which specialise in MGs, they are also known for Tifosi Car Company. I am currently Building an Ashley based Tifosi. I have the hardtop with the bulbus back and the matching frontend which I have brought from the Netherlands which both are new old stock and currently looking for a rear window for the hardtop. I first was put onto the idea of starting a Lincolnshire area when I first joined the club a few years ago at the NEC when I first spoke to Stewart the membership secretary.

On the 9th of May we had our first meet and the Wishing Well Inn in Dyke. We had a very successful first meeting having 9 members come out and support the area even though the weather was cold and wet. As the weather was wet, we only had a few classic cars turn up. We had a Tifosi Rana from Sleaford, Me and my son went in the works Tifosi J.E.M. (Jacobs. Evolution. Midget.) and we had a Triumph TR4 from Rutland. We had 3 members come from Rutland as they are not far away and their closest meet. We had a discussion while we all were together and made a decision to move the meet night to the fourth Thursday of the month so are next meet will now be Thursday 27th June. I hope to see some more local members at our next meet.





Wednesday 10th April our Club night soon came around again, a nice busy evening with around 45 plus members arriving for our club night at the Kilton Inn. Again a big thank you to this venue for letting us have the use of one of their meeting rooms (a large conservatory) each month for our classic car meetings.

April was a busy month for us starting with April 14th, the first of our Cars and Coffee meetings, which are now being held on the Second Sunday of each month from 10am – 1pm until further notice. We were very pleased with the numbers of cars turning up for the first meeting of 2019 (around thirty eight) even though there was a rather punishingly cold wind blowing across the car park on that day this did not deter car owners from still having a good look around some beautiful classic cars that were showing themselves off in the car park and then returning back to the Kilton conservatory for a warming cup of tea or coffee before braving the car park on this lovely Spring morning. Brrrrrrr !!!!! This Sunday morning meeting is open to all classic car owners, car clubs and Marques and is a great way for us all to meet up and for those that cant make it to any of the evening meetings due to various other commitments.

Next on our calendar April 26th to April 29th was our Club weekend, which was enthusiastically being looked forward to by twenty members that had booked to go to Dumfries. This is reported on elsewhere in this month's MASCOT.

On 6th May 2019 twelve cars travelled to Gawsworth Hall Classic Car Show. This is always a great show and well attended with some superb examples of cars on show, like a Delage. It also gave us a chance to show off our club marquee, which we needed to keep out the bitter cold wind. We were very glad of the shelter.

Next month, 1st /2nd June, will see us off to Tatton Park's Classic show. A full report will follow in next months Mag.

I've included a photo of MASC NW member Rob Russell's Midget.

Neil & Shelley Area Reps.





Drive it Day, Sunday 28th April to the National Memorial Arboretum (NMA)

So here we are this time each year.

“It’s Drive it Day!” I hear you cheer.

So covers off, polish in hand,
it’s time to make our cars look grand.
Check tyres, fan belt and then the oil.
Coolant topped so as not to boil.

In car park Start there’s fuel aplenty.
Make sure those bladders too are empty!
As cars arrive from ‘cross the nation,
We hear of one with fuel starvation.
Bad news from Tim, he’s turned back home,
the breakdown man he had to phone.

With hats adjusted, what attire!
we’re heading off through Derbyshire.
From Ripley, north to Beeley Moor,
past Chatsworth House and Edensor.
Back roads are quiet with stunning views
which suits our cars and avoids queues.

Through Bakewell town, no time to stop
for tarts in local coffee shops.
Past quarries white with limestone dust
we wend our way, our cars we trust.
Round Ashbourne then a welcome break,
we stop for toilets, tea and cake.

Paul now takes over Ian’s drive
and we head south, A515.

Ten cars arrive at NMA
with no-one lost along the way.
Dave’s Central group of cars, 15,
Line up with ours. There’re all as keen.

All here, it’s time to check the site
for other cars, Midget and Sprite
amongst the other classics here
for Drive it Day – they come each year.
The rows of classic cars look grand.
Within the scenic grounds they stand.

Among the sculpture, art and trees
we learn of poignant memories.
Tributes to fallen of the past,
remembered. Now in peace at last.
Their names live on, their country served,
With rolls of honour, well deserved.

We head for home before the rain.
I’m sure we will be back again.

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



Whilst I enjoy restoration of my stable of cars, others within the Scottish Area like to attend shows and displaying their cars, probably the most prolific of our members is Lindsay Kyle, who nearly every weekend is out showing either his Midget or his M.G. TD. Recently he won a prize of a toolkit filled with King Dick tools and he was presented with it at the Practical Classics Restoration Show at the N.E.C.C. at Birmingham. I have to say I am extremely envious. See what Kyle has to say below.

The last month has seen little progress in any of my restorations, however developments in the next few months should see me making steady progress, or at least that's the plan.

I have decided to build an extension on to the rear of the garage/ kitchen that will enable me to have a dedicated workshop space to install the Bead roller, English wheel, Guillotine and hopefully a Lathe.

I have also decided to erect a 3-car garage in the side garden which will hopefully give me sufficient space to properly park the future car purchases I aim to make. This should also have the added bonus of allowing me to have a good working space for the 3 cars currently being worked on.



Finally I would just like to thank all the members would have contacted me with condolences on the death of my wife, it gave me great comfort at a very emotional time.

Lindsay's prize:

"Two weeks before the above show I received an email from Kingdick Tools advising me I had won a tool box and asking me to reply by the next day confirming I would going to the show.

I replied to their email confirming that I would be attending. I asked what size the tool box was, as I was flying down. I was to meet their Managing Director for the handover of the tool box.



At this point I still wasn't aware of what size the tool box would be and if I would be able to bring it back on the flight. However my worries were quashed when I received a further email saying that they would arrange the transportation of the tool box to my home address. At this point I may point out that I still wasn't aware how I had won the prize. Attending the show on the Friday, the arrangement was that I would meet Griff Roberts, Kingdick, Managing Director on the FHVC Stand at 1pm to receive the toolbox.

At the appointed time I dually met with Griff on the stand and was handed the keys to the toolset, (not just a tool box), and he explained that everyone who purchased tickets to the show on line was entered into a draw for the toolset. I was astonished, to say the least that I happened to win the prize and also that it was such a large tool set. I can confirm that it has already been out to good use."

Graham Smith



What's happening in Wiltshire? You may ask. Well we seem to have made the best of the sunshine of spring, with a few fine outings, including a dramatic Drive-it Day. Our scouts heard of an assault on our beloved county coming from the West. Bristolians, no less. So a "greeting" party was despatched to the border, via a delightful section of the great Fosse Way north from Box through Colerne, The Shoe and Grittleton, squeezing past dozens of steaming weekend cyclists, to lie in wait in Luckington. With just a few moments to prepare the ambush, the Bristol convoy arrived and was escorted across the whole county, peacefully, I am pleased to add. Many attempts were made to shake off the plucky Wilters, by means of deviant routes and circling most of the roundabouts several times, but we held on gamely until lunch. The afternoon assembly at the Only Car Museum in the County, the Atwell Wilson Museum in Calne, was lively and very entertaining, as was the discussion about the gearlever grommet in the Only Spridget in the museum, for some reason causing the Most Revered Bristolian to grind his teeth, but generally it is a fine simple and well kept collection of cars and bikes, run by enthusiastic volunteers, and always worth a visit. I believe all the invaders departed the same day, and left uncharacteristically little damage, so we extend our thanks for letting us join their Drive-it adventure.

As Mike Dixon and I had only installed the engine and gearbox in my Mk2 Sprite the day before the Drive it Run, I was pleased that nothing fell off or failed. (Thanks Mike, and thanks to Pete at Heathrow Transmissions for helping out too! Other gearbox fixers are available) I have put a few hundred more miles on it since, and am enjoying all the Spridget driving pleasure I had missed. There's nothing like a cool early morning run on empty, familiar roads, when a thin mist in the river valleys signals a hot day ahead. And everything on the car is working! I have simple needs.

We have also visited the competitive Wiltshire members outings at Gurston Down, where Colin Gale put in another fine giant killing act in his blindingly green Frogeye, and Wiscombe, where our other hillclimb star, Keith Wilson, scared many larger cars in his speedy Midget, the new engine from Ollly in Radstock working extremely well.

It's a big area, we cover, and I was summoned to the very bottom of the county and just beyond to join the Awbridge village fete and car show. My Sprite and our flag were seen between my brother's Golf GTI and Morris Minor, after fighting off the wild Morris Dancers.

Then another outing to the Atwell Wilson museum, this time an informal early evening meet of random unusual and classic cars, saw Wiltshire represented by several members cars, including Roger Stratton's OSK, and Ian Phillips' Primrose Yellow treat. I do love the rare yellow. Sadly Graham and Zoe's red Midget, after resolving their brake problems, has suffered the dreaded head gasket fail on the way home, but don't worry, there's always help in hand in the Wiltshire team. It's a great time of year so we can't allow you to stay off the road for long! Join us at The Barge at Seend on the first Mondays for more tales of adventures, woes and triumphs.

Andy Cross





Many of the current membership will remember us; Mark Boldry and Anita Lachowicz. We have returned to Yorkshire from Australia where we worked and lived for the last nine years.

Shortly after our return Rob Armstrong contacted us to see if we would be interested in taking back the role of Yorkshire Area Reps so he can concentrate on family life, following the premature arrival of his son in January.

We contacted relevant Committee members to inform them of the change and Rob emailed mostly local members about the May meeting at The Chequers in Bilton in Ainsty.

It was great to meet Chris & Michelle Hall with their RWA Midget, Emma Jacobs all the way from Sheffield in her K series Midget and to catch up with Rob also with his K series Midget. My MK4 Sprite is still in storage otherwise we would have had 2 each of green and blue Spridgets. David Wigley sent his apologies as he intended coming along but his Sprite thought otherwise.

We chatted about track days, car runs, K Series, future meeting venues, suspension modifications and geometry. Before departing we had the chance



for a closer look at the cars as you can see from one of the pictures.

We aim to make contact with all Yorkshire members over the coming weeks but would love to hear from members living close to the Yorkshire borders who may wish to be added to our contact list.

We can be contacted via email spridget.girl@gmail.com or by phone Mark - 07471 606060 or Anita - 07484 682516.

We look forward to talking to you about you and your Spridget(s) and to finding out what activities you are interested in to help us plan future meetings and events.

Anita & Mark

DEAR MASCOT...

HELLO NEIL

When was the picture taken? A long time ago.

The cars belong to me and some people that I worked with in the Met.

I can be seen seated at the right - dark hair & beard. In front of me is Kim Durham the then owner of 20AYO. 860AGO was owned by 'Monkey' Moore - so long ago that I cannot recall his first name.

Behind, the yellow Midget 1500 belonged to ??? Smith; the blue Frogeye - Mark Pleece; my leaf green Frogeye.

I probably haven't seen these people for 30 years - plus. This was a stop for refreshment at a Little Chef, but I know not where, on route to an Austin Healey Club weekend event at Malvern

We had started from South London but we only got as far as Cheyne Walk when one of the red cars blew a brake cylinder.

The offending article was sealed off and we continued on our way. The fix got us there and back.

Do any Club members own these cars now?

ALAN.



HELLO NEIL

thank you for including the letter about my late wife's missing frogeye in the April edition of Mascot.

Unfortunately I have heard nothing from any of the 'LPK' owners and I wondered if I should have included my email address in the letter?

I would appreciate it if a small update could be included in the next edition.

dharrisa40@googlemail.com

MANY THANKS

REGARDS, DEREK HARRIS.

HI NEIL,

Reading the article from Peter Vallins in the May 2019 edition of Mascot, I was struck with a number of similarities between his frog and mine!

Mine originally went to Dusseldorf (although early in 1960).

Mine was also painted yellow at one stage (albeit, metallic paint to cover the original leaf green!)

Mine also ended up in California as a 1981 licence plate attached to the car when purchased will testify!

I presume that the American forces got special rates from their Government to take their cars back home from Europe otherwise it would have made the cost of a relatively cheap car uneconomic to transport?

Are there any more out there that have been repatriated from the States that originally were exported to Germany?

BOB FLETCHER

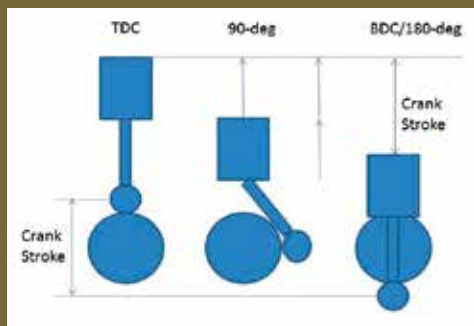
MEMBER 1427.

HI NEIL

Geraint's article (MASCOT May-19) on crankcase pressure-pulses summed-up my thoughts on reading David's letter (March-19); but I have a more graphical view that might help the non-Engineer – see the JPG.

I used PPT to draw a simple crank-piston-conrod assembly (left column, TDC); then copied the

elements and 'manually rotated' them into the middle column with 90-deg crank-rotation; and again in the final column (at BDC). I then drew an 'arrow' to show the movement of the piston between TDC and 90-deg, and copied twice to form column '2-and-a-half'. From this it's easy to see that twice the initial 90-deg displacement is greater than the total displacement to BDC.



So it's easy to see how piston movement in the top-part of the cycle is greater than in the lower-cycle, giving rise to the 'air-pump'. Put your hand over the rocker-vent when your engine is idling, and you can feel the pulses.

The movement also gives rise to out-of-balance forces (vibrations) that are hard to eliminate.

ANTHONY CUTLER

CRANKSHAFT GEOMETRY

Recent discussions in Mascot concerning pumping effects within the crankcase, piston speeds etc, reminded me of a very unusual configuration that I encountered some years ago. This was a WW1, Holt 75 artillery tractor. This fearsome beast had a massive 4 cylinder petrol engine to power the halftrack drive, up front, a central roller wheel to help steer and keep its nose up off the ground.

The owner told me that the centre line of the crankshaft was offset to the centre line of the cylinders. No doubt an attempt to optimise the geometry on the long power stroke. Hence, the connecting rods would pivot through a lesser angle on an opposing stroke. Whether this theory had any merit in practice, I will leave others to work out.

If you want to see what one of these beasts looks like, just Google – Holt 75 artillery tractor.

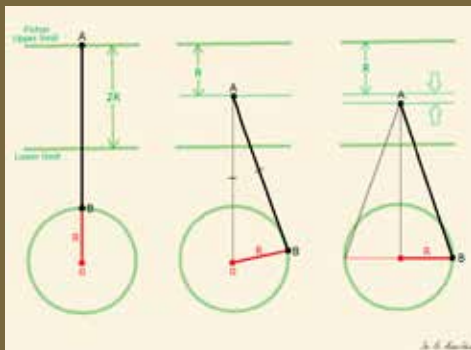
TERRY HORLER

POST SCRIPT:

After swinging this by two of my friends, I have added a third diagram illustrating the position at 90 degrees ATDC (see attachment). I think it's an improvement, my friends certainly think so.

I must say this has been a revelation to me - for years I have always thought that if the piston rings did not leak, there would be no pressure change at all. Geraint Swann-Price deserves a medal. Can we give him one? Gold if possible.

WITH VERY BEST WISHES, JOHN



In all three diagrams, point A is the top of the piston, point B is the centre of the big end and the distance OB (=R) is the radius of the crank.

In the left diagram the piston is at TDC.

In the middle diagram, the piston is exactly 1/2 way between its two extremes of travel. In this special case, the triangle OAB is isosceles and so point B must be above the centre line of the crankshaft (as the line AO is vertical).

In the right diagram, the piston is at 90° ATDC. In this special case, the top of the piston must be more than 1/2 way down its bore (exactly level with the tops of the other three pistons).

JOHN E. DAVIES (MEMBER 3443)

JED2@CAM.AC.UK

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Neil Thomas, T: 07891 684435
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John Collins, E: green_mx5@hotmail.com
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Alan Pritchett, T: 07720 238810 E: a.pritchett@btinternet.com
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E: rebelwithasprite@hotmail.com
Vacant

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

Gary Lazarus, garyfrogeye@gmail.com T: 020 7700 5696
Mike Grout, 55 Park Road, Spixworth, Norwich, NR10 3PJ. T: 01603 890211
E: miketg54@hotmail.com
Mark Boldry, E: mark26r@hotmail.com
Mike Bennett, webmaster@midgetandspriteclub.co.uk T: 01925 727479
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Terry Langridge, T: 01252 626063 E: friendlyfolk@maschants.co.uk
Dave Colclough, T: 07543641284 E: dave@colcloughsonline.co.uk
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Alan Anstead, T: 01322 384050 E: alan.anstead@btopenworld.com
Jason Elliot, E: dyke-jason@hotmail.co.uk
Gary Lazarus, T: 020 7700 5696 E: garyfrogeye@gmail.com
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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



- 3rd Thursday **YORKSHIRE AREA.** Thursday 20th June, meeting for the Yorkshire area will be at The Anchor, New Road, Whixley, York YO26 8AG from around 7PM – For further details contact Mark Boldry 07471 606060 or Anita Lachowicz 07484 682516 - email: spridget.girl@gmail.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
- 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 8pm gathering for a 8:30pm start. Further information from Dave Colclough on dave@colcloughonline.co.uk or 0754 3641284.
- 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
- 4th Thursday **LINCOLNSHIRE AREA.** Meeting at The Wishing Well Inn, Dyke, PE10 0AF from 7 o'clock onwards.
- 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: 1970 MG Midget 1275 Heritage Shell, Stage 2 Minisparts unleaded cylinder head, Evolution high lift cam and followers, re-conditioned twin S U's with AF needles and red springs + new K&N filters producing 85 BHP, engine and gearbox rebuilt last year with new clutch complete, new electronic fuel pump, overhauled prop shaft with new U J's, 3 branch stainless steel manifold with Manifold exhaust system. New uprated front springs and shock absorbers with new trunnions bushes, uprated front anti-roll bar, new front callipers and discs with green stuff pads, new rear brake shoes, wheel cylinders and drums. 4 new Hankook tyres.

New interior trim with new seat covers and foam base, new carpets dashboard and 13" leather bound steering wheel.

A full tonneau cover together with hood cover and brand new hood (not yet fitted) Recently painted in unmarked British Racing Green All bills to substantiate MOT October 2019. £9850.00 ono Call Andrew on 07508 898817 or e-mail awquine@gmail.com



FOR SALE: My 1972 MG Midget 1275cc also known as OPAL is unfortunately for sale. The last MOT was 2015 and is now exempt of Tax and MOT due to being a 1972 model. The mileage is 71918 with only 2 previous owners to myself. It has chrome bumpers and a hard top cover, also a soft top and a tonneau cover. There are many spare parts including chrome edging, bumper, light casing, boot cover, passenger door, wheels, windscreen wipers, light trims, fuel and speedo dials. I have the original MG British Leyland



Passport service book. I am asking for £2500 ONO, based in Leicestershire. If you have any queries or would like to view OPAL then please call Katie on 0795839509.

FOR SALE: White Sprite with wire wheels. Year of manufacture 1970 (Registered August 1971) Heritage Certificate. Genuine 60,000 miles clocked (48 years old x 60,000 = 1,250 miles / year. Full restoration rebuild and catalogued and photographed in 2,000 / 2003. It is completely authentic as it came out





of the factory, In "Glacia White" with black interior all restored carpets and seats (Original Steering Wheel) refurbished frame & new Hood / Tonneau Cover / Hood Cover. (Price could include Factory Hard Top. also external & indoor Car Coon) Wire wheels with chrome nuts and spanner "Also knock on spinners". A full 1275cc engine rebuild with an unleaded conversion, re-furbished Carburettors. Stainless Steel Exhaust System. Price:- Valued by club £10,000 + offered at £8,750 or above. Can be viewed at Silverstone Classics on Sunday 28th July. Contact:- davidharris13@live.co.uk (07973 172234)



FOR SALE: This may appeal to someone who wants to finish a project restoration on a 1961 Frogeye Sprite reg no. 148VPH, that has already had extensive work undertaken. It was green but now white. The car is remarkably solid and the bonnet is superb. Engine has been rebuilt, not original as its a 1098cc. The Twin SU carbs are rebuilt as well. Many new parts are included to, including interior carpets. The car comes with an accompanying hardtop. All brightwork work is in very good condition and is complete with all glass including windscreen and side windows. Offers in the region of £8k. Car private sale Henley on Thames. Contact Lee Hennell 07808 651713 or 01491 628866.



FOR SALE: 1972 MG Midget Mk 111 round wheel arch model. Bare metal re-spray in 2017 in original Blaze orange. Car valued by MASC at £8,500.00. Good running little car, dry run only and garaged most of the time. Car is located in Stonehaven just south of Aberdeen, Grampian. Contact George McKinnon. 07807 512923 gbmck51@gmail.com

Page 2
Form for Registration Authority only

NOTE
THIS APPLICATION FOR A LICENSE MUST BE FULFILLED BY:
1. DECLARATION FORM
2. REGISTRATION BOOK
3. INSURANCE CERTIFICATE
4. RECEIPTANCE FOR DUTY

EXTRACT FROM REGISTRATION PARTICULARS

Registration Mark: **148 VPH**

(1) Taxation Class: **PRIVATE**

(2) Make: **AUSTIN HEALEY**

(3) Color: **GREEN**

(4) Type of body: **2 SEATER**

(5) Fuel: **PETROL**

(6) Motor Vehicle's Type or Model: **SPRITE**

Chassis No: **AN5/47474**

Engine No: **9CUM 4744**

(7) Rating: **948 cc**

(8) Seating Capacity:

(9) Gross Weight:

(10) Date of issue of registration: **16th SEPT 1961**

(11) Vehicle Handed over: **SIXTY ONE**

State Stamp and Endorsement for: **OVERSEA**





FOR SALE: 1958 AUSTIN HEALEY FROGEYE SPRITE FOR SALE – SPEEDWELL BLUE. Fully restored in 2001 including many panels replaced including floors, inner/outer rear wings, inner front wings, door sills, boot floor, new wiring loom, complete refit of interior, rear springs re-tempered. Upgrades since then:- 1275cc engine rebuilt by Bracknell Classic & Modern, inc Fast Road Cam. heavy duty camshaft bearings, heavy duty timing chain, dynamically balanced, cylinder head converted to Unleaded, superior ARP bolts used for cylinder head, Bored out to 1330cc (+.060"). Five speed Type 9 Ford gearbox fitted with sympathetically modified gearlever housing and uprated thrust bearing. Approximately 12,000 miles since the engine rebuilt. Suspension:- Frontline Front Suspension and Polybushed, disc brakes at front. Carburettor:- Converted to single 1.75" SU (HIF44). Manifold 4 branch manifold, with exhaust passing over the rear axle (less likely to ground). Manifold silencer. Ignition:- Petronix electronic ignition, Red Rotor Arm, Flame thrower Coil. Electrics:- Alternator, relay operated headlights. Interior:- New seat covers fitted 2018. MOT:- till 5th March 2020. British Heritage Certificate, Large number of photographs (including photos from 1959), receipts, old MOT's & some spares. Please phone for price and further details. Contact: Barry Green, barry.green85@gmail.com Mobile: 07973 425204



FOR SALE: Midget Mk 3 Performance Bits for sale. Set (four) 13"x5J Revolution "lightweight" wheels supplied by Kim Dear-Magic Midget. Brand new and unused. £200 the set. "Works" type hardtop and fixings. Gelcoat colour black. Specially made for me to lightweight "competition" spec. by Honeybourne Mouldings. Much lighter than a softtop and frame! Exactly as new (only ever fitted once for static photographs) £200. MSA compliant roll bar (with diagonal and harness bar) and fixings. Specially made for me by Roll Centre to their "pre 1995" specification so that it will fit under a Midget works hardtop and also allow a standard hood and frame to be raised and lowered with it in place. Brand new and still wrapped. £100. Pair of Barry King wishbones. Brand new £130 the pair. Pair of 13"x5J polished rim "Minilite" type wheels fitted with Continental performance road tyres (MSA List 1A). All brand new. £120 the pair. Manifold LCB performance exhaust manifold. Supplied by Kim Dear-Magic Midget (MM part no LM031). Brand new. £100. Manifold performance exhaust system. Supplied by Kim Dear-Magic Midget (MM part no LS031). Brand new. £100. All for collection from near to Oulton Park race circuit, Cheshire. Please email tcotebrook@gmail.com





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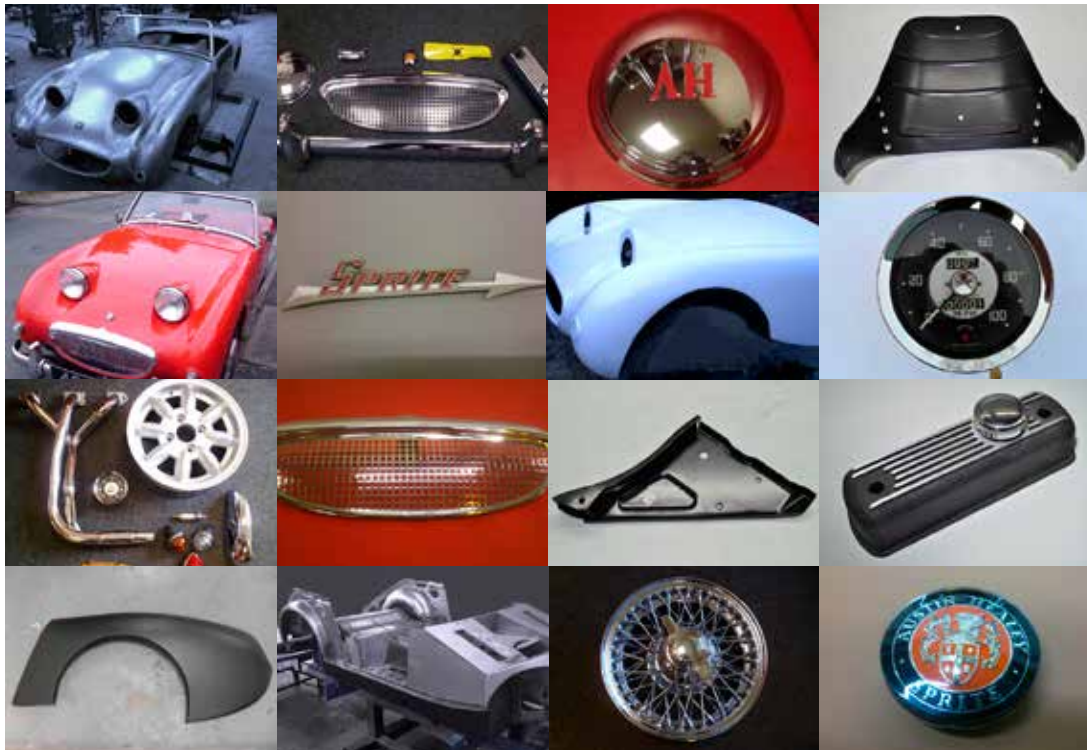
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