

# MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 428 NOVEMBER 2019

£3

## ROSE BAILEY'S FROGEYE ADVENTURES



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



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

**NEC SHOW STAND CARS**

**ANNIVERSARY WALTZ BY ALAN ANSTEAD**



HIGHLY COMMENDED

ALSO IN THIS ISSUE: LED'S • ENABLING DRL'S • FROGEYE BOOT CLOSER • YOUNG MEMBERS

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by Emma Airey, Head of RH Specialist vehicle insurance

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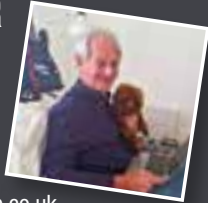
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# WELCOME

## TO THE NOVEMBER EDITION OF MASCOT

NEIL THOMAS

editor@midgetandspriteclub.co.uk



Hello everyone, November is upon us and this issue has a resume of some of the cars that will be featured at the NEC Classic on the 8-10<sup>th</sup> November to celebrate long term ownership of our cars. It will be an interesting MASC display. I'll be there on the Friday this year and so hope to see some of you on the stand. The show is always a great opportunity to meet up with friends and fellow Spridget enthusiasts and to admire all the beautiful cars on display.

I do enjoy it when members send me photos in with little quips. I received these two photos from Phillip Sellen.

Please forgive me Terry and Andy, but I couldn't resist including this here. Phillip, your card might be marked now and penance might await you at the next Bristol Area meeting.



*T Horler & A Cross are the two "Midgets" in attendance*

Please take a look at the Dear MASCOT this month. There are some thought provoking comments by some members regarding Facebook. I would welcome your thoughts on the comments. Also John E. Davies (Dr John) is offering to pursue the idea of a production run of hard to obtain hood clips. I think its great that he's willing to do this, so please contact him if you are in need of such items.

With winter fast approaching, please keep supporting your local areas at their meetings. I am sure that the Area Reps wont mind what car you arrive in so long as you arrive. It's challenging for area reps to keep the momentum up over the winter, so keep on giving them your support.

I must say thank you to members for the boost in articles I have had this month following a bit of a drought over recent months. I just makes my role so much easier and provides a varied assortment of spridget related material to digest.

We are also fortunate to have reports again this month from young members. They are the future of the club and essential for our continued existence.

Until next month, enjoy your cars. Neil

### ROSE BAILEY ATTENDING THE GOODWOOD REVIVAL



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

**SUNDAY 10TH  
OF NOVEMBER**

# EVENTS CALENDAR 2019

- 8-10 November NEC Classic Car Show.
- 12th December Notts and Derby area Christmas meal at Ego Restaurant, Sutton-in-Ashfield  
Contact Ian Cooke for details: [ilcooke@btinternet.com](mailto:ilcooke@btinternet.com)
- 9th February MG & Triumph Spares Day.
- 27-29th March Practical Classics Car & Restoration Show, 2020.
- 26th April "Drive it Day" - Destinations yet to be decided by local groups.

Send your events details to [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)  
Area Reps, Please remember that you can now add your monthly events on the Club's website.  
Please contact Mike [webmaster@midgetandspriteclub.co.uk](mailto:webmaster@midgetandspriteclub.co.uk)

## EVENTS DETAILS NEEDED FOR 2019

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

For the magazine Neil can be contacted at [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)  
For the website Mike Bennett can be contacted at [webmaster@midgetandspriteclub.co.uk](mailto:webmaster@midgetandspriteclub.co.uk)

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# NEW MEMBERS

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

5931	Harry Carter	Cambridgeshire	Midget	1500
5932	Peter & Susan, Amelia, Bjorn O'Byrne	West Yorkshire	Midget	Mk 4
5933	Kazuhiro Komata	Japan	Midget	Mk 1
5934	Claire & Nigel Dickinson	Buckinghamshire	Midget	Mk 2
5935	Philip Mayne	Northamptonshire	Midget	Mk 2
5936	George Mendham	Kent	Midget	Mk 3
5937	Chris & Helen White	Somerset	Sprite	Mk 4
5938	Gerry Johnson	Cheshire	Midget	1500
5939	Andrew Sanderson	Lincolnshire	Midget	Mk 4
5940	James Griggs	Kent	Sprite	Mk 2
5941	Martin Baker	West Midlands	Midget	Mk 3 RWA
5942	Sophie Bennett	Hertfordshire	Midget	Mk 2

Hi Neil,

Been asked to introduce myself and my car for the MASC.

Bought my Midget about a month ago and already what my brother said to me is making sense - "you never truly fix a classic car, you just move the problem"!

I've wanted a Midget since I was about 10 and 13 years later I got one! Although I have no idea what I'm doing I'm keen and enthusiastic to get stuck in and learn - hopefully a few guys in the club can help me out!

I've attached a photo of Reggie my 1970 Midget taken at the Oh So Retro show in Margate. Hopefully his next photo will be at an MASC show!!

Thanks,

George



Hi Neil

As per request in joining letter please find attached picture of our Sprite ( at a 60s revival festival.....no really! )

She's an all original 58 and like most I guess needs odds and sods doing but runs and drives just fine.

Cheers

Kind Regards  
Phil West



Hello both,

I have attached a photo of my Sprite as per below.

Kind regards.

Sarah Jane Sanderson



# SNAP! OF THE MONTH



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



*Seen by Andy Barrass in St Ives.  
Belong to anyone in the club?*



*Kate  
"Easter in the Rain"  
Le Chevalier  
@Castle Combe*

# SNAP!

# NEC SHOW STAND

## KOW 200E – 46 Years of ownership and counting

I have owned my early 1275 Mk IV Sprite, for over 46 years. Right from the early days she has been slowly modified with about 50 changes to date, that averages one a year!



The car was delivered to Stringer Motors in Southsea and christened KOW 200E on 28th June 1967. I know little of her first owner and although built-in reversing lights did not appear on production cars until September '67, curiously she came to me with them. I suspect a significant rear-end shunt must have occurred in early life. By 1973 the car was resident with a young air stewardess in Bedford, not far from where my parents lived. Having been taken for a spin in my cousin's Frogeye I decided I wanted a Spridget. After sampling various 1098 cars, I opted to stretch the budget for a 1275. On 28th April the princely sum of £375 was paid to the glamorous stewardess and my long journey with "Kow" began.

In my student days the Sprite served as a jack of all trades. I even got in the obligatory HiFi system with one speaker in the passenger footwell, the other strapped to the passenger seat with the rest of the car packed to the gunwales. I soon met my future wife and Kow helped us visit many interesting places. To assist in the regular 125-mile late-night journeys to Uni and back, an early modification was the addition of a pair of Lucas fog and spot lamps, later augmented with a set of Lucas Halogen "Brighteyes". To celebrate our final year at university a group of friends decided on a touring holiday in France and Spain. To assist with cooling of a heavily laden car an oil cooler was fitted. I joined the MOD in Bath and to cope with the now weekly longer distance driving a 3.7 diff from a scrap Riley 1.5 replaced the standard 4.22 to give the car longer legs. We bought a house in Trowbridge near Bath and very soon a long drive in the car was attempted to try to induce our overdue first child out into the world. It failed! But not too long after our son was safely born. In 1987 I was transferred to Washington DC consequently after

14 years of ownership with 130 thousand miles of thoroughly enjoyable motoring, the Sprite was put into storage.

In 1990 we returned to Trowbridge and bought a new house. However, 3 years of inactivity had taken its toll on Kow who was looking decidedly exhausted. She remained dormant for a further 4 years before my father bought me an angle grinder one Christmas. I treated myself to a MIG welder and some car restoration evening classes at the local Tech college. The long challenge of bringing Kow back to life began. Two things I had always wanted to do were; supercharge her and add an Overdrive. Supercharging has always appealed as it improves torque all the way up the rev range whereas more conventional tuning merely increases power by extending the useful rev range. Five speed boxes on daily drivers was now the norm but having been brought up on the virtues of an Overdrive on a Triumph 2.5 PI, this was the route I followed. The body restored and mechanicals sorted, the car was professionally resprayed in the original rare Basilica Blue and a new set of Minator wheels completed the look. After being dormant for 15 years Kow was back!





From May 2002 Kow was run naturally aspirated for several years while bits were gathered for supercharging. Meanwhile the overdrive worked a treat with o/d 2nd being a very useful gear for those quick getaways! I was still scratching my head about a suitable belt drive and manifold for the blower when Moss suddenly announced a setup that suited my needs. What a difference this made to the driving experience; I was not disappointed with the torque supplied. The next significant change was mapped ignition. After having several discussions with experienced people at the Classic Car Show in 2008, a Megasquirt programmable ignition was bought and installed in early 2009. The suspension and running gear had further upgrades during this period, ranging from strengthened wishbones, a thicker roll bar, poly bushes, a limited slip diff, strengthened half shafts and latterly, larger 4 pot ventilated front brakes.

So, what next? I think top of my list is a larger fuel tank and a knock sensor better suited to the A series. Any suggestions to meet these aspirations would be most welcome and I look forward to discussing them and anything else on the stand in November.

**Geraint Swann-Price**

## 373 JOD

373 JOD is an early Mk.II Sprite (HAN6 model), built at Abingdon in September 1961. It is one of just 128, RHD - Home Market, Mk.II Sprites finished in the original factory colour 'Deep Pink', with contrasting black hood and interior. It was equipped with a toughened glass windscreen, adjustable passenger seat, rev counter, windscreen washers, front and rear bumpers with overriders and interestingly (for a UK car) was heater-less!

A further 810 Deep Pink painted Mk.II Sprites (mostly LHD) were produced and exported



to France, Germany, North America and Canada, making a combined total of 938 - only a handful are known to have survived worldwide. From the 128 Deep Pink examples built and sold here in the UK, it is believed that only 2 remain, still painted in their original colour.

On 27th September 1961, 373 JOD was despatched from Abingdon to Austin dealer P. Pike & Co. Ltd., Exeter, with the car eventually being sold and registered



on 18th October 1961. It is not known who owned the car during the first four years; the first entry on the "Continuation" green logbook (R.F. 60) lists Glenville Garage, Columbia Road, Bournemouth, as the registered keeper in July 1965. From there the car passes to a Miss. Elizabeth Rose Whiteley (formerly Mrs. Elizabeth. R. Brister) of 'Manor Court' Percy Road, Boscombe, Bournemouth, in September 1965. It is believed that she owned the car for a number of years until, at least, May 1967.

The next known owner of 373 JOD was a Mrs. Jeanette Mannion, who is understood to have exported the car to Spain in the late 1960s and registered it locally as PM 156672. The Sprite is believed to have remained in Spain for around 20 years (the warm weather helping to preserve the car's bodywork). On it's return to the UK in 1987, Mrs. Mannion contacted the DVLA to enquire about reinstating the car's original UK registration.



A protracted, four year long, battle followed, but with assistance from John Harper of the Austin Healey Owners Club UK, the Sprite was eventually reunited with it's original number (including the original 1961 plates), in October 1991.

Mrs. Jeanette Mannion is believed to have owned the car, with her husband Paul, until around 2005. It was then purchased by a Mr. Paul Kelly, Tudor Street, Thurnscoe, Rotherham. He owned the vehicle for exactly one year before passing it to his son, Roy Kelly, in 2006.

I purchased 373 JOD in January this year (2019) when it was put up for auction on Ebay. The Sprite appeared to have sat unused for a number of years, required a light restoration of the interior and a complete mechanical overhaul of the running gear, suspension, brakes, tyres etc. Rebuilt SU carburetors were also fitted. A full service and tune-up followed, along with an M.O.T. certificate, just in time for the Sprite's first outing, on the Midget and Sprite Club stand, at the Silverstone Classic at the end of July 2019.

**Jonathan Whitehouse-Bird**

## Austin Healey Sprite HVJ 577E

Originally this was a 1098cc 1967 MK 111 Austin Healey Sprite

Many of you may have read the article on the car in this year's June edition of the MASCOT; titles "A Wedding Star" however, this is a more detailed version of our 42 year's ownership of the car.

The car was purchased in 1977 (with only one previous owner) and car was taken on holidays to Cornwall, Ireland and it even took us down to Devon for our Honeymoon in 1981. In this time the engine was rebuilt and the car re-sprayed dark blue, I even managed to run it whilst at University and I took part in numerous 12 car rallies and grass auto-tests in it. Grass auto tests were certainly a challenge to begin with, as my previous car was a mini!

However, the dreaded rust bug finally took over and the car was taken off the road in 1983 and stored first at my elder brother's house and then our garage for the next 22 years, taking it out on occasion to clean it and sweep up the rust!

Finally in 2005 I decided to restore it, as my wife had refused to get rid of it. However, sadly the shell was now beyond economical repair, so a new heritage shell was purchased. But with MK11 shells being unavailable and having always liked the look of the RWA versions, I took the decision to fully upgrade the Sprite.

Frontline modified the shell to take a Rover K-series engine and ford 5-speed gearbox and then sprayed it a MGF dark metallic blue. I then collected the shell from them and fitted Frontline supplied modified front/rear suspension and brake components, together with a larger capacity aluminium fuel tank, high and two high pressure fuel pumps, swirl pot, a new wiring loom and many other new or reconditioned parts. To provide head support, new leather covered MGB seats have also been fitted along with a new hood and matching leather trim set.

Once built into a "rolling" shell the car was the returned to Frontline in January 2008 for them to fit a fully modified 1.9 Rover K-Series and ford 5-speed gearbox. This included a new aluminium radiator and header tank, together with all the necessary loom modifications etc, required to install the modern K-Series engine and its modern accessories into the somewhat basic sprite! They then road tested it and obtained an n MOT for it.

This allowed the Sprite to be re-registered (retaining the original registration) as a historic car, which means it is zero rated for car tax being first registered before 1972. The car was collected in April 2008 and gently "run in" after which it received it's final tune up on a rolling road where it produced 213 bhp at the flywheel and 160 lbft of torque at 6,500 rpm. (It will rev to 8,000).

I then finished re-trimming the car, the new seats and carpet were fitted just in time for the Sprite 50





party at Gaydon in May 2008 (I was still fitting the door trims at 11pm the night before).

Since then the car has since taken part in many Autosolos, autotests and numerous track days (with both MGs on track and the CSMA). I have also under taken a training day at Gurston Down Hill climb (scary!).

With further modifications to the exhaust manifold and exhaust system the car now produces over 220 bhp when an extra silencer box is added across the back of the car for track days (need to pass the noise test)! Extra bonnet and wing vents, together with a larger electric fan have also been added to control under bonnet temperatures, together with a modified dash to include a clock and most importantly an oil temperature gauge. A new radio and speaker system has also been fitted, but we still can't hear it when driving above 50mph!

The car has been across to France for a five day tour with 24 other classic vehicles from the CSMA Classic Vehicle Group and we have enjoyed many return weekend visits to Devon where we honeymooned in the original car. In 2014 I had the pleasure of taking our eldest daughter to her wedding in it and her husband then drove the two of them away from the church to the reception in her wedding dress, just like her mum did when we drove off on our honeymoon way back in 1981!



In 2018 we attended and enjoyed the rather wet 60th Birthday party for the Sprite at the Wroxall Abbey Hotel in 2018 and also that year a classic car scenic tour weekend around Dartmoor.

Recently the car has undergone an engine rebuild at Frontline, as 11 years of track days, had taken their toll of the engines, but suitably refreshed we are looking to many more years of fun in our beloved Sprite and we are especially proud to having it on display at the club stand at the NEC in November, if you want to more, I will be in the stand on the Saturday and Sunday afternoon..

Mike Harrison

## SCG 442 G Family MG Midget for the last 30 years

The car first entered the family in 1988, purchased by my son David. The following year David toured Italy in the midget, breaking down with a broken differential. The car was then stored in my garage until I negotiated a suitable transfer fee and I rebuilt the car.



Following the rebuild my wife and I used the car in the subsequent years to visit the following countries, France ,Ireland, Norway, Denmark, Netherlands and Germany, completing 30,000 miles with only minor electrical faults and a punctured tyre

A wind break was added to the car's roll bar at a later date to improve driver and passenger comfort. Other improvements include 5 seed gearbox, engine power increased to 89 BHP and vacuum assisted brakes. These changes created a practical touring car suitable for present day road conditions.

David, who purchased the midget at the age of 25, still uses the car on special occasions in his retirement.

**Barrie Smithson, Heart of England**

# MAN & MACHINE

## ... fifty years 1969... 2019

Leaf Green Austin-Healey Sprite Mk1 341KPK was built 11th May 1959 and dispatched to Lankesters Ltd of Surbiton Surrey on 13th May 1959 fitted with the optional extras of a heater; rev-counter, and toughened windscreen.



**1960's** Most of the vehicle's history during this period is unknown, other than it was fitted at some time with a Shorrocks Supercharger (removed during the 1970's) and larger brake drums from the Austin A40 Farina, possibly for towing as an electrical towing attachment was still attached. Then in 1969 the car was purchased by current owner, then an engineering apprentice, earning £6 4s 2d, from an advertisement in 'Exchange & Mart' for £180. The car was regularly parked on the street and used for travelling to work and for pleasure.

**1970's** The car suffered the first of two assassination attempts that left it bruised, battered, and in need of repair. October 1976 featured on the front cover of Thoroughbred and Classic Cars magazine.



**1980's** A regular entrant in the annual Norwich Union one day Classic Car runs continuing into the 1990's. In 1981 the car was struck again from behind: the second of two assassination attempts on the car's life but as before it did not prove fatal.



**1990's** A regular entrant in the M.S.A. Euroclassic Tours travelling throughout Europe as far, on occasion, as Czech Republic, Hungary, & Slovakia visiting many major Grand Prix circuits, private race circuits, and Manufacturers test tracks as well as driving across many mountain ranges. Regularly touring at home and abroad with Surrey Area Midget & Sprite Club.



**2000's** 2003 Featured in the Hungarian Magazine 'Veteran Autos Motor'

A regular entrant in tours at home and abroad with Kent Area Midget & Sprite Club.

2010 appeared on the front cover of the May edition of the Midget & Sprite Club magazine 'Mascot'.

2011 Used for the opening sequences of the 8th Series 'Wheeler Dealers' Television series about restoring an Austin-Healey Sprite.

**2010's** More touring at home and abroad. A regular participant in events with the Kent Area Midget and Sprite Club.



## 2019. CELEBRATING FIFTY YEARS.

Alan Anstead

# ANNIVERSARY WALTZ THROUGH FRANCE

To celebrate our fifty years together (1969 - 2019) I took myself to France for a solo trip in my 1959 leaf green Frogeye. 948cc, drum brakes, and even the original vynide side-screens. The car does have a couple of upgrades for continental journeying!

I was lucky to have been invited to stay a few days with Masc members John & Jayne LeMar at Rousinnes east of Angouleme.

Surrey Rep' Mike Gorman had suggested I stop for coffee, at his French retreat near Villars, on my way south.

Our journey started at Newhaven with a ferry across to Dieppe. Whilst neither port provides much in the way of passenger comforts once in France a short blast up the hill, away from the port, and I was soon on the yellow and white roads that I favour. I drove with hood and side-screens for a short while until the weather cleared and was to remain good, with temperatures up in the 30C's, for the duration of my run. For the first day I used a route taken earlier in the year for the 'Daks over Normandy Tour' using the same cheap hotel. Although the hall carpet was new removing trip hazards the toilet seat cover, in my room, came off in my hands and then the wardrobe door handle followed suit: not that I was staying long enough to unpack!

Day two and we cut across country to circumnavigate LeMans but several times I had to re-route when confronted with 'Route Barree'. Some had no indication of detour. Breakfast and lunch were taken in roadside cafes. My 'Franglais' is poor but I was able to understand one word being



used in at least one conversation amongst the Locals. Correct! You guessed - Brexit. My breakfast of 'Choc au Pain' was delivered to me from the oven before my eyes.

My Hotel at Saumur proved difficult to find as the address given refers to a roundabout and not a road: handy if you are local. Then it is hidden off the roundabout, behind some shops, and camouflaged by woodland. I stopped to consider my options, as the 'paperwork' had no phone number, when the lady of the house I stopped outside asked if I were lost. I admitted to such and she said "There is a Hotel at the bottom of my garden: probably what you are looking for" giving me directions on how to circumnavigate her house by various roads.

Day three and more quiet backroads several "Route Barree" but can't complain as the standard of the backroads is good and if you want good roads then they have to be repaired. Mike Gorman provided refreshment and respite before my last stage to John & Jayne's at Chez Thibaud.

Day Four. Prior to my arrival John & I had exchanged calls to solve a problem with his Frogeye. A bent pushrod was diagnosed! John had started, but not finished, the repair and installed a new rocker gear. The car he was to use sat with burnt wiring so we





set to finish the repair on the Frogeye so that we could run together the following day. The repair was effected with a slight modification to correct a misalignment of the oil feed to the rockers. We finished just in time to herald the arrival of, old friend and President of Spridget France, Thierry Dupont in his 1500 Midget. Then onto a BBQ with friends of Jayne & John's - Bob & Mary who live within a few miles. What a small world as Masc members Dave and Judy Whittaker (Lincs Masc) were at the BBQ: being friends of the hosts. To bed at 0100hrs but up at 0730hrs for Day Five.



Breakfast then into the cars to meet Thierry and Family who joined us for the day. On to Aubetere to see an underground Cathedral. Lunch but no time for coffee as the pace is quick today. Back from whence we came and beyond for a Classic Car run. Drivers got a free meal, in a local restaurant, paid for by the Mayor. On route we dovetailed into two separate classic car tours. Meal over to listen to a Band in the village square. At the designated time we walk to a nearby field to watch a firework display. Then a drive in the dark top down and

wearing but a Tee-shirt it was that warm at close to midnight.

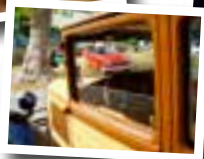
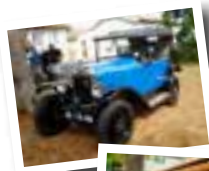
Day six (Sunday) John rides in my Frogeye to Angouleme for the Circuit des Remparts. I am aware that several Masc members were in attendance but we met none. An evening BBQ was taken Chez Le Mar.

Day seven. Time to say farewell to my hosts and begin my journey homeward. I fancied a boat ride along the Loire but when I reached it the water levels were too low, near Monsoreau, for even the traditional flat bottomed boats to navigate the shallow waters. In consolation I took coffee and cake in a cafe I have used before. My Hotel provided 'fine dining' that evening.



Day eight. I followed a well trodden path, for me, as I circumnavigated Le Mans then veering left toward Vimoutiers where my B & B was pristine with beautiful views across the valley. Knowing that my night halt could not provide an evening meal I stopped in a small town on route and had a four course lunch amid locals. So much food I could not manage the dessert after starter, main, and cheese: and all for €13.

Day nine. I head north by northwest to cross the Pont de Brotonne for Yvetot my lunch halt. It is also market day. Lunch is a baguette and a Mille Feuille at the roadside beside the 'hustle and the bustle' of the market. And so our tour draws to its end. The odometer shows 1046 miles. Apart from the first day, and an early morning mist on day two, the weather has been good my only complaint is that it is too hot. Southern France has registered 41C but the most I 'suffered' is the high mid 30's. The Frogeye performed faultlessly.



# THE SILVERSTONE CLASSIC FROM WITHIN TENT



*Fully Loaded – Richard's Midget and tent ready for the off*



After 7pm we decided it was time for a pint so headed off back to the campsite and we were joined by Gary Lazarus who was testing to see if his new tent was rain proof. I think it passed as he came out on Sunday morning dry. Unlike Tim who managed to find where the reservoir of water collects while unzipping from within.

This year's trip to Silverstone started a dry one but ended with rain.

The Notts and Derby contingent of Tony Vickers, Tim Lynam, myself and son Joe set out on the Friday for a campsite in Silverstone village. It was to be Tim's first Silverstone camping adventure.

After "Tinkering Tony" had finished playing with his car on arrival at the campsite we decided the first day should end with a steak and a pint or two in the village.

Saturday started with rain so it was hoods up and a short drive to Silverstone where we joined the MASC area.

The racing was as good as ever and the weather did improve in the afternoon. It was good to meet fellow Spridgeteers from all areas during the weekend.



Experienced camper Tony had his camping stove so he was chief tea/coffee maker, only for Gary to spot there were electric kettles in the shower block. Tony enjoys the "old school" methods so much he avoids mobile phones in favour of sending smoke signals using a camp fire.

Arriving at the track again the discussion was how long the rain would last, which by 10am it had stopped and started to dry out.

We enjoyed another great day of racing before we headed back to Notts. Of course it started raining on our return home and with my mansion tent strapped on top of the car's hood we endured a wet drive back, while this time Tim stayed dry with his hood firmly closed.

All part of Midgeting I would say.

Regards

**Richard Wharmby – MASC Facebook coordinator**



*MASC stand at Silverstone*

# ADVENTURES WITH MY FROGEYE

Three years ago, I bought my 1960 LHD Frogeye. Exported to Fort Worth, Texas on 25th February, it was originally Iris Blue. At some point in its past it had a new paint job but other than that is largely original – the original 948cc four-cylinder engine is still present with over 85,000 miles on the clock, and it still retains original gearbox, dynamo, gauges, copper radiator, and mostly original metal including a steel bonnet. People often ask ‘why?’ I grew up around old motorbikes (my dad), and various other eccentric classics in the extended family, which are some of my fondest childhood memories. Since 2014, my boyfriend and I had worked on a nut and bolt restoration of a VW splitscreen campervan, and it was this experience that prompted me to want to purchase my own classic – I learned so much, went to so many events, and realised how much I loved old cars. 387 UYO was reimported back to the UK in 2015 and after a lot of window shopping and emptying the piggy bank, was purchased by me in October 2016, believing it to be the honest, rust-free, usable example to cosmetically improve...

After six months of driving I suffered a spectacular MOT fail and had to face the fact that it wasn't quite so honest and I needed to learn more, and not just enjoy the driving! Over the next 14 months, I spent weekend after weekend travelling to my boyfriend's dad's garage where with his help, we completely replaced the floor, sills and rear bulkhead, tackling the rust and previous bodged-jobs (I can't look at expanding foam in the same way). Drilling out hundreds of spot welds in a damp cold Cornish winter is an experience I hope never to repeat, but eventually it was back on the road, along with a few other bits and bobs sorted (a tune-up, UK spec indicators, roll-over bar, re-cored rad, improved lights and wiring and seats that are actually fixed down). Whilst it was a painful and expensive experience, I know the car is totally solid and have learned a huge amount.

Since back on the road I have made it my mission to drive as much as possible and learn as much as possible. Every breakdown or problem presents another opportunity to learn. I'm fortunate to know a very good classic mechanic locally (Martin at Bristol Cherished Cars) who will take time to talk me through issues and prompts me to do things myself. I now better understand the fuelling system, dash, exhaust, and have done other small jobs like replace and trim all the carpets myself.





I went to the Silverstone Classic last year, camping out of the back of the car and taking part in the track parade, which was the highlight of my year. I've joined some Bristol runs out, especially this year, and enjoyed events at Castle Combe. Unfortunately my speedo has been broken / in for refurbishment much of the time so am unsure exactly how many miles I have done but it must be into the high hundreds or thousands!



My most recent journey has been my proudest, when I finally made it to Goodwood Revival – a 270 mile round trip (via Beulieu on the way home). This was a big deal – I was driving totally on my own, the furthest I've ever gone in one day. I drove on motorways and fast A-roads for prolonged periods, and in the dark (and both together!) which I was nervous about. Whilst not the most pleasant driving, it was actually ok so I won't worry in future. The car performed amazingly, and I had no problems at all. I felt so proud driving into the car park and parking amongst incredible vehicles – in particular a genuine AC Cobra that pulled up on my left. The driver immediately leapt out (over the hot side pipes) to tell me how much he loved MY car, especially the paint as “it looks like it's been driven all its life that that's what they are for”. I nearly offered to swap! Apparently a genuine Cobra is less enjoyable than our little cars as you can't take it to the supermarket, the commute, or on your daily errands, so really is no fun at all compared to Spridgets. But we all know that.

He also made me promise I'd never paint it. ... and is not the first person to tell me they love my weather-worn paint. High on my list initially was a respray back to Iris blue to look like all the other beautifully restored frogeyes. But the more I use it, the more I have embraced all its wobbles and bumps and scuffs and chips as part of its personality, so will just keep focussing on the driving.

I joined MASC with the hopes of picking the brains of knowledgeable people on a few issues as they arose, but mostly partaking in a few runs out. It turned out the club has been a lifeline – a fantastic bunch of supportive people, and I only wish I'd joined before I bought it (as I would have held out for a better one!). I have had so much invaluable advice and support, and am very grateful. Thank you everyone! See you on the road.

# YOUNG MEMBERS REPORT

The Young Members enjoyed their first outing together towards the end of the summer with a four-car convoy heading from the Peak District down to classic car enthusiast Mecca, Caffeine and Machine in the West Midlands.



The hardest of the quartet even enjoyed a picturesque evening camping as the sun set over rural Derbyshire, before rallying up the next morning at a breakfast cafe near Ashbourne. Much discussion of the available routes down to Stratford with various A Roads being traded over very good coffee, and eventually a course across to the A50, down the A444, and along the A46 was agreed.



Caffeine and Machine is a must-visit for car enthusiasts of any age. Set in rural Warwickshire, the coffee-bar-cum-restaurant-cum-art gallery provided a sunny destination for the four-car Spridget convoy after an enjoyable drive in the August Bank Holiday heat. A long walk around the huge variety of cars with an ice-cream in hand was much needed!

The group's next outing was a little cooler, as autumnal temperatures accompanied the bright sunshine that blessed Bicester Heritage at their final "Sunday Scramble" event of the season. Three Young Member's cars made the journey across to Oxfordshire – Alex and Billi in "Bridget", Liam and Chloe in "Gem" and Richard brought his Mark II



Sprite along to entertain the crowds with his flame-throwing bonnet-exit exhaust.

Bicester Heritage is a hub for classic car businesses, and their Scramble events are an open-day style occasion which attracts a wide variety of interesting classic vehicles to the former 1920s RAF base. The Young Members enjoyed sitting between the trees on deck chairs on a lawn outside a specialist restoration company, watching all sorts of vehicles from the past 100 years roll past the neatly restored redbrick buildings and hangars. The buildings are all addressed by their original names – our group were sitting between the Main Stores building, the Power House, the Blast House and the Parachute Store.



The MASC Young Members are a group of under-30 Spridget owners who are enthusiastic about keeping our beloved classics in use on the roads. Many have restored their own cars – or are in the process of doing so. As the Young Members section continues to attract more members through social media, we're slowly becoming more recognised throughout the classic car scene – including being invited to represent the club on a "Pride of Young Members" feature stand at this year's NEC Classic Motor Show.

The group is for all young members, whether they've built the car themselves or inherited a pristine example from a family member. If you're in the club, under thirty, and want to join our WhatsApp group please get in touch with Liam Murphy – [biddysingh@gmail.com](mailto:biddysingh@gmail.com).

# AUSTIN HEALEY SPRITE 191 AUO

Now that my Sprite has officially appeared in public under its own power, I thought it was time to write a few words about it!

I acquired the remains of 191AUO at the beginning of October 2010 and at that time there was not a lot left, which was fine. My welding skills are not great so my intention was to use a new bodyshell, which was duly ordered!

Fast forward to May 2019 and my Sprite finally appeared on the road. Since then it has done over 300 miles and once the rear tappet chest cover was replaced with one that was not bent, it nips along quite happily. I have yet to put it on a rolling road to find out what the engine produces, but here is the spec:

Engine: 948cc bored out to 1014cc with Cooper flat top pistons, modified 12G295 cylinder head with bigger valves, balanced, Kent MD 266 cam and 1¼ HS2 SU carbs

Transmission: Rib cased gearbox and 3.9 axle ratio with uprated half shafts



Brakes: Separate Sebring Sprite style master cylinders. Standard front disc and matching rear drums.

Suspension: Additional front top link, lowered all round, front anti roll bar, panhard rod to the back. Wire wheels.

**Dave Puzey**

# MG MIDGET KPL130K

We had been without a Midget since 1985 after changing to a MGB GT, then on a memorable day in 2008 KPL130K came into our life.

We saw it advertised and it was the same colour as our first Midget which was new in 1973.

This was to be a Last of the Summer Wine, possibly for 5 years. This is now 11 years ago and it is still part of our lives, try as we might we just keep thinking about parting company BUT it is still with



us! We made the mistake of joining The Midget and Sprite Club and now the car has a new lot of friends, and so have we. We have been to many shows and on many runs since 2008. Am enclosing a few photos, including one of a complete re-build in 1992 by Naylor Brothers, long before my ownership. It had only done 10,000 miles since when I bought it but now its many more. The photo on its own was taken at a Kent Air Ambulance Show, the first one we did. The other one is the last taken at the Kings School open day July this year, on the very hot Saturday.



We are now getting to the age where The Summer Wine is almost empty but we still keep drinking it. The youngest granddaughter has said "can we leave it to her in our will"

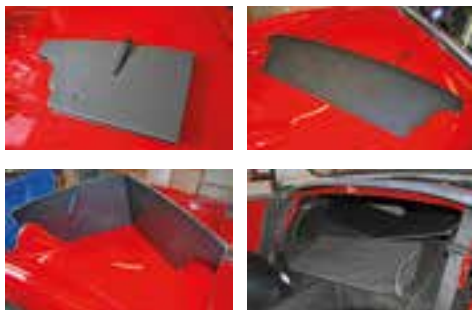
**James & Mavis Sinfield 4921**

# FROGEYE BOOT CLOSER

So you might, like me, have become frustrated with the volume of the sounds emanating from the boot when you are driving your Frogeye, especially on those days when you must have the hood up. I did cover the inside of the boot with a good quality fabric to attempt to reduce the amplification of the exhaust. I know from the outside it sounds great, however after an hour in the cockpit I'm no longer enjoying the experience.

How can I reduce that booming? Plan is to close the boot off. But how to achieve this and still access the spare and all the other junk I cart around. I've seen the period lockable panel and whilst interesting maybe too permanent and complicated to make. To get a panel to close over the opening and be able to remove it easily means I'll have to split the panel in half.

So here is my prototype, formed by battling with a large bit of cardboard to approximately find the shape, drawn onto some ¼ ply. Then hinged to see if I could get it in and out relatively easily. The hing is in fact just strong adhesive tape and surprisingly it works.



To hold it in place the quickest thing to hand was Velcro and fortunately this grips the material I'd upholstered the boot in, although you could bond some to the underside of the boot upper panel.

With it working as planned I've covered it in vinyl to match the rest of the car and bonded some foam rubber to the back to see if I've reduced the noise. Nothing scientific but maybe psychological benefits have been felt. Oh and it hides things from view and looks a bit tidier to boot!

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# LED INDICATOR BULBS

Once the indicator flasher has been swapped to a modern type it also makes sense to upgrade to LED bulbs for the indicators. LED technology has improved vastly over the past ten years and good quality LED bulbs are very reliable, giving a much brighter light for a much smaller current flow.

Once the flasher has been changed it is simply a case of taking out the old 4 glass bulbs and replacing with a BA15S LED bulb instead (but, like the flasher unit, make sure you purchase the correct polarity bulbs). Having tried a variety of brands I'm very happy with the BA15S (GLB382) amber units from [www.classiccarleds.com](http://www.classiccarleds.com). Note that different LED bulbs do come in a huge variety of lengths – so if sourcing elsewhere do check they are not too long to fit, particularly under frogeye beehive domes.

The frogeye has a unique setup at the front, where the clear dome was used as both a white sidelight and flashing white for the indicator. Many frogeye owners such as myself regard this as a charming 'feature' of their smiling beauty. However these owners also rarely actually see these indicators in action, as they are sitting in the driver's seat swearing at the modern motorists around them who do not seem to understand their strange indicator lights....

A special type of BAY15D LED bulb is now available to rectify this situation, containing both warm white and amber LEDs. When the sidelights are 'on' the white LEDs light up and the lamp displays white as expected. However when the indicator is also switched on the white LEDs automatically extinguish and the lamp then flashes amber like a modern car. Once the indicator is switched off the white side light magically comes back on again. This changing bulb is therefore far less confusing to other road users, but still a straight swap for the glass equivalent.

The dash indicator bulb can be changed to green LED (the 'flat head' GLB987 type fit earlier cars best) or left as glass bulbs. My experience is that the green LEDs are extremely bright, which is good if you regularly forget to switch the indicator off or bad if you want to drive regularly at night! A simple way to dim the LED a bit is to add a disc of plastic cut from a green plastic folder in front of it.

Note that the 'ignition warning' bulb must not be swapped to LED type. This is because it is designed to glow when current flows in both directions through it (depending on whether the engine is on or not). As LEDs only function in one direction fitting an LED will stop the indicator working correctly.

**Clive Seager [clive@seager.me](mailto:clive@seager.me)**



*Frogeye setup – note the combined amber/white bulbs BAY15D for the front. Later cars just need 4 amber BA15S bulbs.*

# ON ENABLING DRL'S

The European Union Directive 2008/89/EC requires all passenger cars and small delivery vans first type approved on or after 7 February 2011 in the EU to come equipped with daytime running lights (DRLs). These are lights on the front of a vehicle which automatically switch on when the engine is running, their purpose to increase the visibility of the vehicle during daylight. This directive does not apply to Spridgets of course, but anything that increases our visibility in modern traffic is (I think) an extremely good idea and I have fitted them to my Mk1 Midgets. In modern traffic, surrounded by gigantic SUVs, buses, juggernauts *etc.*, we need all the visibility we can get. This essay describes how DRLs can be enabled on any Sprite or Midget with just one small relay, five small bits of wire and a tiny handful of suitable connectors. No irreversible changes to the original wiring are required: the total cost of the 'plug-in' job is approximately £5.

The design aim is threefold: (a) the front side lamps must always be *on* whenever the engine is running (b) everything else should function exactly as before and (c) the changes required should be as neat and as simple as possible, requiring minimal changes to existing wiring.



*On Mk2 and later Sprites, the three original red wires serving the side lamps are joined together with a 4-way snap connector located high up under the extreme right of the dashboard (here arrowed yellow on a GAN1 Midget). On Mk1 (Frogeye) Sprites, this connector is located in the engine compartment, near the flasher unit.*

To enable DRLs on a Spridget, a 5-pin 'changeover' relay<sup>1</sup> should be added where the wiring harness serving the rear of the car joins the main harness. These two harnesses are joined with a set of snap connectors and the important one (for DRLs) is a 4-way snap connector which joins three red wires together<sup>2</sup>.

Of these three red wires one (R1 in the circuit diagram) is the 12V feed for all four side lamps, another (R2) serves the front side lamps and the third (R3) serves the rear side lamps. To enable DRLs, one must first determine which of these three wires is R2. One easy way of doing this is to first switch the side lamps *on* and then see what happens when one of the red wires is removed from the 4-way snap connector. When the correct wire (R2) is removed, the front lamps will go *out* leaving the rear lamps *on*<sup>3</sup>. After testing one wire, be sure to re-connect it to the 4-way snap connector before testing another. This can all happen very much more quickly than it takes to read this, particularly on a Frogeye (where the 4-way snap connector is in the engine bay, not the RHS front foot-well). Once wire R2 has been found it should be left disconnected, ready for inserting the DRL relay.

Any 5-pin micro relay with terminals numbered 85, 86, 30, 87 and 87a will do but, as with the brake lights, a relay with an internal diode is probably the best choice<sup>4</sup>.

The action of this relay is best understood with reference to the circuit diagram ...

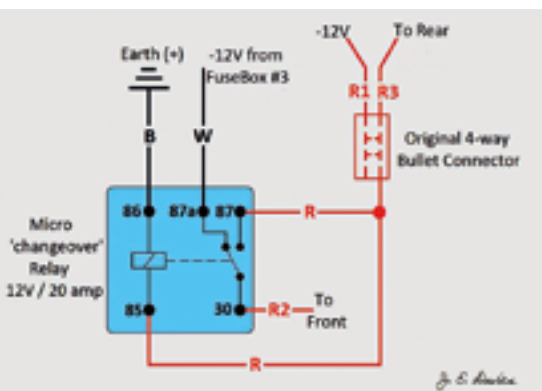
When the light switch is *off*, wire R2 is disconnected from the rest of the side lamp circuit and connected (via relay terminals 30 and 87a) to a 12V feed from the ignition switch. This powers the front side lamps when the engine is running in daytime,

1 For a description of the 5-pin 'changeover' relay, see MASCOT April 2019 pages 25-26

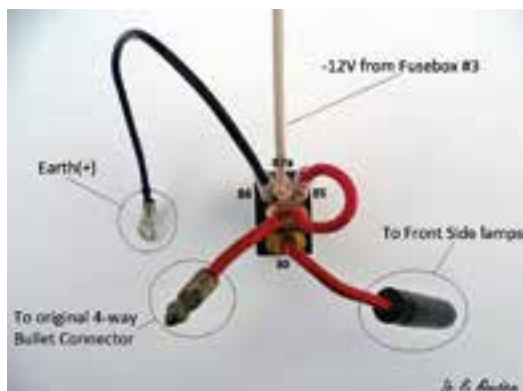
2 This is the same 4-way connector which can enable a direction indicator warning lamp dimmer on a Mk1 Sprite – see MASCOT April 2019 pages 25-26.

3 Removing the red 12V feed wire (R1) will extinguish front and rear side lamps, removing the other wire (R3) will extinguish the rear side lamps.

4 See MASCOT November 2018 pages 20-21 for more information about the action of the diode.



*Circuit diagram: Originally, the three wires R<sub>1</sub>, R<sub>2</sub> and R<sub>3</sub> were all joined together at the 4-way bullet connector. If the relay has a diode, terminals 85 and 86 should be reversed if the car has negative earth.*



*A DRL relay, wired ready for installation. It should be installed between the original 4-way snap connector and the red wire ('R2' in the circuit diagram) which serves the front side lamps.*

as required. In a Spridget, this 12V feed may be obtained conveniently via a small extra white wire from fuse box terminal #3 - but power from any white wire will do. A short wire from relay pin 86 (or from pin 85 if the vehicle is wired with negative earth and the relay has a diode) must be connected to vehicle earth.

When the light switch is *on*, 12V from wire R<sub>1</sub> energises the relay, the connection to pin 30 'changes over' from pin 87a to pin 87 and the 12V feed from the fuse box is lost. At the same time, wire R<sub>2</sub> is connected directly to wires R<sub>1</sub> and R<sub>3</sub>. This restores the original circuit and all four side lamps light, as required. In this 'light-switch-on' mode, current does flow continuously through relay pins 85 and 86 - but this current (ca. 150mA) is small and so the relay is in no danger of overheating.

For a first class job, LED bulbs<sup>5</sup> are recommended for the side lamps (front and rear) and for the rear number plate lamp. These give a much brighter light and require much less current than the original bulbs<sup>6</sup>. With a claimed lifetime exceeding 30000 hours, these bulbs are brilliant in more ways than one.

<sup>5</sup> Suitable bulbs are available from Classic Car LEDs and AH-Spares.

<sup>6</sup> With LEDs the total current in the side lamp circuit drops from 2 amps to 1 amp.



*A cable tie can be used to secure the relay (arrowed yellow). The earth wire (arrowed black) is here joined to the earth at the back of the fuel gauge.*

I thank Graham the brave ('Twisted Shafts') Kirkup for allowing me to install DRLs for my Frogeye. His car is turning out to be a test bed for my relay exercises. I suspect his DRLs will outlast his half shafts but only time will tell. Look out for his report in a future issue of MASCOT.

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



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**ADRIAN FLUX**



Autumn is upon us and Central members have been making the most of the good weather between heavy rain and blustery winds.

Dodging the showers were Elaine and Martin Parkes who took part in a Classic Tour around Shropshire. I asked Martin to tell us all about the day.

After 3 years being on the organising team for Owen Motoring Clubs annual 'Tony Matthews Classic Tour' Elaine and I decided to step down this year and just go back to enjoying taking part. Leaving the Shrewsbury start venue at 9.36am we headed off towards the Long Mynd refreshment halt on the first leg of this scenic tour. The second leg then took us into the valley of the West Onny River and then through some glorious countryside to Church Stretton and lunch break at Acton Scott Historic Farm.

Suitably refreshed, legs three & four weaved through the Shropshire Hills of Wenlock Edge, Bridgnorth, Clee Hills before finally ending at the Ludlow Food Centre for a nice welcoming hot meal. We had a very enjoyable day with breath taking scenery, sunny weather and no problems with Elaine's hard-working Austin Sprite apart from a loose exhaust bracket. The 100-mile tour used a lot of the lovely twisty minor roads that rally drivers used in the glory days of 'road rallying' back in the 1960's. Our total Sunday mileage was just over 200 miles!

At the October monthly Central area meeting I asked if anyone wanted to join me for a run over to Bourne in Lincolnshire for the Hall's Garage open



*Elaine and Martin Parkes on the 'Tony Matthews Classic Tour.*

day. Pointing out that last year I attended their 70th anniversary celebration, I recalled how we had sat on the garage wall eating fish and chips in our T-shirts in the middle of October. Oh how they laughed. But guess what? Geoff Mears, John Powis, and I had the last laugh. We were blessed yet again with a dry warm day and yes people were sitting on the garage wall enjoying fish and chips in the sunshine. John and I met in the village of Sheepy Magna not far from the A5 for the two hour drive heading east. We met Geoff who was waiting in the small village of Saxby on the outskirts of Melton Mowbray. We then convoyed through beautiful villages such as Buckminster, Corby Glen and Ederham before arriving at Hall's Garage on the outskirts of Bourne. A packed forecourt full of mainly Midgets and Sprites welcomed us along with the friendly owners and staff keen to pass on their enthusiasm about all things classic. There was the opportunity to look around the workshops and view cars in various stages of restoration. It was also good to chat to fellow MASC members from other areas making it a very sociable day out. A dry return trip home before the early evening light faded made a great end to the day. I wonder if Hall's Garage will have an open day next year. Could I be so lucky to make it three in a row?

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



*John Powis, Geoff Mears, Bernie Warren meeting in Saxby.*



Sidmouth Classic Car Show 22nd September 5 Spridget's attended representing Devon Area Mascot



John Vosper in his leaf green Frogeye, Colin Lennox-Jones in his replica Sebring Sprite, Mark Carns in his blue Midget, Bob Pearce in his BRG M4 Sprite, Dave Clarkson in his leaf green Frogeye. Unfortunately, due to an earlier accident I was unable to attend. The weather held and a good show was had by all, the show about an hours drive away so is quite a good run out to start with.

Wednesday 9th October Monthly Devon Mascot get together meeting and evening meal at our watering

hole Court Farm Inn in all 13 Mascoteers enjoyed a very good meal downed with a good pint of Dartmoor Ale. After the meal a further 4 members joined us for the meeting where our Christmas meal was discussed it will be held at Court Farm Wednesday 11th December, any of our members who were unable to attend can phone me if they wish to attend on 07803922510 and I can arrange.



May I take this opportunity to welcome new Devon members Peter Doyle, Giles & Louise Dalton, Chris & Jean Bass all with M1 Sprites how fabulous all these Froggies.

**Chris Wood 5130**



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## A period of mixed weather

Tim kindly organised our monthly Tuesday night run from The Six Bells Boreham. The 18-mile circular route was well attended by nine cars including a guest appearance by Gordon Knott in his beautifully restored white Midget. Colin & Elaine arrived just on time having struggled once again with road works on route. Colin seems to be a magnet for such disruption and the best advice I can give is to always head in the opposite direction to the one he is taking. I feel a new trophy being awarded at the Christmas dinner!!

On the homeward journey several people informed Paul that his Tail light was out, Paul's response was that was the least of his problems as the wiring loom went into meltdown and he had to limp home on full beam. Next morning further inspection found the fault to be the former owner using non-insulated connectors on the headlights causing a short. Much advice, offers of helps and parts then ensued on our What's App forum. It reminded me what a great group of people we have in the Essex club and how kind and supportive they all are.

Dave agreed to lead our Sunday run. Starting at Blake House Craft Centre, near Bardfield, nine cars met on a very sunny morning for a coffee before setting off on a 90-mile round trip to Capel Manor in Enfield. Ever the optimists with the exception of Tony all cars headed off with hoods off. Only 10 minutes into the run the skies darkened and then the heavens opened. Having pulled up to hastily raise their hoods Diane and I discovered we had left

ours at home and so decided to bail out and head home. By now the rain was torrential and we were absolutely soaked. The rest of the group struggled on but eventually visibility and water ingress were too much and the run was abandoned. We arrived home 30 minutes later feeling as though we had just been thrown in a swimming pool. Sadly, the weather proved too much for Jonathan whose car sadly broke down and had to be relayed home. Hope everything is OK now Jonathan.

As Dave spent so much time planning the route, we decided to try to re run it again later in September, but sadly once again in climate weather called a halt to proceedings.

As of September, we have decided to move our monthly meetings to The Six Bells in Boreham a much friendly and congenial Pub than our previous rendezvous point. Please note the updated details in Mascot.

Up and coming events for the Autumn include: A Quiz Night on Tuesday 5th November at our monthly meet including a Fish & Chip supper. On Sunday 27th October we have our first Halloween run with prizes for the scariest dressed person and most original car adaptation. Francis is organising the event and always seems able to come up with some brilliant and original ideas so the challenge is on. Details to be sent out shortly.

Finally, we would all like to wish Tony and Dave happy 80th & 84th Birthday's respectively.

**Gary**





## Last Coffee & Classic – Classic Motor Hub Bibury



A run through the Cotswolds meant most of us met at the Fosseyway Garden centre for the run down to The Classic Motor Hub near Bibury. The best part of 150 cars of all shapes and sizes met up including our 8 Midgets and Sprites along with their own collection of incredible classic cars that were for sale. Having drunk in the delight of all these cars, we then moved on to the Crown at Crusis, which some may remember from Spridget 60 last year. We enjoyed a lovely hearty meal and then remarkably, still in the dry, we made our way home.

**Dave & Linda**

## Pershore Plum Festival

On August Bank Holiday Monday we set off to attend the Pershore Plum Festival for the third time. We arrived to the sound of bells ringing in the Abbey which we were parked just beneath, and luckily , next to our fellow HOE members Kath and Stan Green.



Some of the ladies took a walk along the cobbled lane next to the Abbey which was full of stalls. Kath and Elaine spent a happy time sampling gin, vodka and all the cheeses! As usual there was also a farmers market. We met up with fellow club member Andy Bourne.

After a picnic lunch we set off to visit a group from Central Club, a friendly lot who suggested a possible joint club meet next year. Another great day in a beautiful setting.

**Les and Elaine**

## Peaks to Lakes

Early in September three cars from Heart of England area drove a picturesque route north to Sheffield for the start of the 2-day Peaks to Lakes event.



This event is organised by Norman Verona and includes a variety of cars, mainly MG but included a Jaguar and even a Frogeye Sprite that had travelled up from Southampton. After a 'banquet' on Friday night we set off on Saturday morning to head further north exploring the beautiful scenery of the Peak District, including the breathtaking Snake Pass and Cat and Fiddle, finishing off in Lancaster with another meal together.

Sunday morning was the start of the 'Lakes' part of the event which was through amazing scenery, up the Wrynose Pass to the Hardknott Pass. The Wrynose Pass was particularly steep in parts, reputedly 1 in 3, so much so that even more modern cars were struggling on the climbs. The run took in The Lakeland Motor Museum before returning to the hotel in Lancaster for another meal together and a chance to discuss the events of the day's journey. All together over the two days we covered 250 miles but we had seen some of the most beautiful scenery in the country.

**Alan & Rosemary**

## 'Guy of Warwick Classic Car Run'

The following weekend saw the same three cars meeting in the square in the centre of Warwick before being waved off by the Mayor for the journey to Winchester avoiding major towns. In Winchester we were met by the Mayor of the town who invited us all to a reception in the Guildhall. The run was organised by the Guy of Warwick Society to link up the historic towns of Warwick and Winchester to celebrate the legend of Guy of Warwick, which dates from the time of Alfred the Great. Next year the plan is to run the event in reverse, starting in Winchester and driving to Warwick.

**Alan & Rosemary**

## Home Counties North trip to Northampton

At one of our monthly meetings someone came up with the idea of making a trip to Northampton to visit the members of the recently formed MASC branch.

The weather outlook was good so Ann and Keith Warner, Bill Harding, Mark Hall and myself agreed to rendezvous at the White Hart pub car park in Hockliffe at 4.00 pm on the 19th September. That being the date when the Northampton Area were having their monthly meeting at the Red Lion in Thornby.

It was indeed a very fine afternoon and one of the last hot days of summer and I assume that was the reason that the A5 northwards was absolutely packed with commuters heading home early for a G&T on the patio to make the most of the Indian Summer.

After a slow crawl up Watling Street I pulled into the car park just in time to see Bill's Frogeye reversing into a parking space. Keith and Ann arrived shortly after and we waited for Mark to join us.

When Mr Hall's Froggy arrived we re-joined the traffic on the A5. Keith had a navigator so they lead the way while the rest of us tried to stay in convoy with mixed results.

It was nose to tail traffic all the way to Northampton and I had to make a quick pit stop in a farmer's field south of Towcester (I shouldn't have had that ginger beer at the White Hart!) so I ended up flying solo. However once you get past Northampton town, the A5199 has some lovely sweeping bends that make driving a classic car a pleasure.



As luck would have it we all arrived at the Red Lion within a few minutes of each other, albeit separately.

The Red Lion is a lovely old pub and judging by the vintage cars parked outside, is used by other car clubs. The food was also well presented and tasty, and made a welcome change from our usual menu. After the meal we adjourned to the bar and met with Andy Parrott, Gregg Phillips and chums (apologies for not remembering names) for a natter before going out into the night to have a gander at the cars. Luckily the pub has a very well lit car park so it was not as weird as it might sound.

All in all a pleasant time was had by all and around 9 bells we set off in convoy, still topless, to head south. Some of us hit the M1 thinking it would be quiet however the Highways Engineers had other ideas and we were soon playing 'Spot the Midget' amongst the forest of lorries queuing to get into one lane... hay-ho.

**Duncan Henny**  
Home Counties North West



## September in East Kent

It has been a bit quiet down our way this month and planned events were put off to another day when more participants can come out to play. Our monthly meet at The Crown went ahead – why would we miss a splendid lunch? – and as it happened 10 members and four topless Spridgets took advantage of pleasant conditions. AA ventured East in his Escort leaving his prepared Frog at home ready for France the following day. Talk of the “B” word was banned at the table with just the inevitable “C” word coming up. So while we are on that subject I am taking bookings for the Christmas meal and overnight rooms now and as there has been a good take up for the latter don't delay.

Now we have all seen Spridgets with a multitude of engines and gearboxes sometimes shoe horned into them. (I well remember being followed by a V8 four wheel drive creation which briefly followed me through the Birmingham tunnels a few years back and what an exhaust note!) Well in Kent we have a totally unique model too unless you know someone who has fitted a Lister single cylinder lump into a Midget. Well our Phil is considering it with his latest acquisition although the Midget appears to be trying



to hide. Question, should it be mid engines retaining both flywheels?

My main problem at the moment is trying to complete a house move and as can be seen the Frog is looking longingly at its future new home. I spend most of my time within the building at the moment trying to find and fit in 50 years worth of tools and a multitude of parts from the old one.



Just to keep things running the Frog actually took to the road this month with a local MG club, a local combination of all the national clubs where most participants are B's, Cs, TCs and TDs and later Fs. Sometimes my ZR goes out to play. I have to ask though where the local Midgets are hiding. They are around but don't seem to want to make friends. So all welcome if you are ever down in East Kent.

**John Clark 3583 EK Coordinator**





For our fourth meeting we were pleased to welcome a small contingent from the Home Counties NW MASC group. The visit had been organised by Anne and Keith Warner and the group included 'le grande fromage' Mark Hall. It was nice to get an opportunity to meet fellow members from another area and it's good to be part of a club that makes meetings like this possible. I hope that other areas feel able to take part in events arranged by neighbouring groups. However, as the niff of Castrol R from the departing VSCC cars dispersed it was time to say goodbye to our visitors. With the hosting duties completed and the HCNW bunch safely escorted off the premises we had a lively discussion about upcoming events and what we plan to do within our group.

In over 25 years of Midget ownership and having done most jobs myself I've never attempted any serious bodywork instead preferring to leave it to the experts. Mungo's sills were looking a little tired with patches of rust showing through so I thought I would have a go at restoring them. On the later cars the sills are finished in satin black with a horizontal chrome strip separating the sill from the body colour so I concluded that this could be a self-contained job suitable for a novice. Having not stripped vehicle paint before I had a few goes at finding the best way of getting the old paint off; paint stripper is OK but slow and doesn't touch filler whilst a flap disc on an angle grinder is asking for trouble as it can quickly dig in unless used with extreme care. A middle way was found and the second sill was stripped back to bare metal in less than half the time it had taken

to do the first. After a couple of coats of high build primer and a few more of a hard wearing satin black, all delivered from 'rattle' cans, the result isn't at all bad – at least from a distance at any rate!

In late September I attended the 'Wings and Wheels' event just over the border at Leicester Airport. Yes, who knew, Leicester has an airport! Formerly RAF Leicester East, Leicester Airport is now a busy little aerodrome with an active Aero Club and aviation school. This event brought together a somewhat eclectic selection of classic cars together with an impressive showing of classic and modern 'planes including a Beechcraft 18 and a small flock of Pitts Specials. I met Phil Mayne and his 'fifty shades of green' Midget there and we had a good nose around the metal on display. There are likely to be more events like this here in the future so we're hoping we can use it as a stopping-off point for future MASC road runs.

**Andrew Parrott**





As I write this report we have been home a week from our visit to Angouleme in France at the Circuit de Ramparts event and I have to say that if you are a car or race fanatic or just like a good run in your classic car, this is an event to put on your bucket list, as a must do.

From our North West area we had 6 cars travel with 5 of us going via Portsmouth to St Malo, Mike & Karen choosing to go from Hull with a scenic tour of France before we were all to meet up for our first stop and visit the Motor museum Manoir De L'Automobile in Loheac.

This is one of the best motor museums I have ever seen, with every car of the several hundred on display in pristine condition. There is also an amazing starting grid of F1 cars from the past. Loheac was almost a half way stop to our hotels for the first six days in the Nantes area. With Bernie & Lynne, Val & Graham, Rob & Jan and Les choosing to stay in Nantes, Mike, Karen, Shelley & I were staying a few miles away in the town of Clisson for four days. Stopping at a supermarket for some water, we noticed to our horror, smoke was coming from the rear of Mandy our Frogeye. We quickly pulled out the luggage to find the rear wire loom had shorted and burnt out the complete rear section of the wire loom. We disconnected all the lighting and indicator section and we had to revert back to hand signals, but at least we could continue on to La Rochelle and onwards. Arriving at Angouleme, cars soon started to arrive in the Hotel's car park. Not just any cars but Bugatti's type 13 & 35! The place was awash with them with most there to race. Mandy was holding up well and it was decided we could take part in the run which was the main reason for travelling to this major event.





On the Saturday morning we had to be at M. Bricolage (French for B&Q ) for 8-30am, where we met and were given our Rally plaques and several car stickers to identify us as official Run participants. Once our identity was fixed we were off again to a football stadium, this was something to behold as it starts to hit you how big this event was. 500 cars are taking part after coffee and pastries and we could set off in our own time for the first stage some 60 miles to the lunch stop. You would have to say this was organized madness.

The lunch stop was just as busy and with the sun at it's peak the temperature was now reaching 36degrees, and still all our cars were going well. At the finish we were in the centre of Angouleme where you could really start to see the variety of cars taking part.

Sunday was the race day, and so we met up this time in the bus station in Angouleme and followed our leader into the centre where we had a pre-arranged parking spaces in the pedestrianised area where you would never be allowed to park normally. We set off to look for our grandstand seats, we were all sporting a wrist band that would identify us

as being the temporary owners of said seats and in to the pits, so we could get close up to the fantastic cars dating back to the early 1900s.

Mandy ! What to do with her now? We could risk driving her home and breaking down? Or try and rewire her? This would not be a five minute job to do in my garage let alone in the Hotel car park in sweltering temperatures and limited tools and equipment. There was branch of Moss in Paris, so after a couple of phone calls we had a wiring loom on the way! It was now Friday and the Loom would not be with us till Monday. Oh dear! But having such great friends in Mike and Karen, they offered to stay and wait for the loom to arrive and Mike volunteered to help me to re-wire the car. Quite a lot of damage had also been done under the dashboard, but we did an amazing job in three hours despite the melting temperature. Karen held up a large umbrella as best she could to protect Mike from sun stroke, luckily my work was involved in the engine, so I got some shade from the bonnet. Eventually Shelley said we must call it a day. It was long overdue that Mike and Karen should have been motoring to their next destination





hire car we had to drive some seven hundred and fifty kilometres to our last hotel in St Malo before the ferry home the next day. Then another hire car would be waiting for us at Portsmouth for us to drive home. We arrived finally at the hotel in St Malo. It was now 8.30pm and on reflection, Shelley and I could be called rather stressed as we finally parked the car, especially as she was muttering that the last few days had been an "endurance test" rather than a holiday. I was hoping that a couple of glasses of Vin Rouge would mellow both of us.

Bernie had the only car that made the trip without a problem, Graham had some wear on his front brakes and had some new disc pads sent to his hotel from Moss in Paris. Rob had to get a new tyre after he had a puncture before he left France. When he arrived in the UK he developed a clutch cylinder problem but managed to limp home to Wales. Les had a slight altercation with the back of Graham's car, one of those moments when you are following and in the time it takes you to look left and right you think the car in front has moved off, hmmm. Then to top it all Mike was in his MGB GT and had quite a few overheating and water loss problems, which he thought he had managed to resolve, but alas near the end of the holiday the engine called it a day, so his car was also repatriated and Mike & Karen managed to get a flight home.

Amongst all this going on, Shelley had a fall in the bedroom late one night after getting up and not putting on the light then tripping and going against the door latch coursing a very long gash in her upper right arm. This resulted in an Ambulance taking us to hospital and seven stitches administered to pull the wound together. She is fine now with the stitches out and our nurse at home stating, she had never seen such good stitch work. The hospital service in France was fantastic and so quick. We were picked up by the Ambulance, taken the short distance to the hospital, repair done and back in our hotel within the hour.

and with the extraordinary heat to contend with and finally discovering that the dynamo had also been hit badly, we reluctantly had and call the breakdown service where arrangements were made to repatriate Mandy and organise a rental car which proved to be very trying, frustrating and downright annoying. It really was quite a hunt to find one.

Unbelievably we had to spend two more nights in the same hotel until a hire car was found but again it came with another problem, we had to go eighty kilometres in the opposite direction to St. Malo to collect it !! A taxi was provided at no cost to us thankfully and off we went. Once we had the

All in all this will be a very memorable holiday for many reasons, But the places we went and the people we met were great and the atmosphere at the Circuit in Angouleme, was fantastic, and yes I would do it all again. Not sure Shelley would she was just glad to be home. ( Hope she doesn't read this bit, but I do have a whole year to persuade her the holiday was an adventure that could be repeated one day.

Au revoir!

**From Neil & Shelley North West Area.**



Despite the good weather over this summer, we hadn't managed to get a mid-week run organised. So on Ian Whitchurch's return from deepest Devon at the end of August he offered to lead a run out into The Vale of Belvoir to a pub he knew. Our route through Oxtan was blocked by a road closure, confusing Ian and leading to a detour, much to the amusement of the road workers watching us drive around in circles getting our bearings. On arrival at The Staunton Arms, Staunton in the Vale, we were met by Carol and Malcolm Asbury in their frogeye, parked next to a Bentley, the owner looking surprised to see his quiet day out disturbed by nine Spridgets arriving. While waiting for the food yet another frogeye arrived. It was Andrew Quine, who had also witnessed our road work pirouettes and remembered that he could be enjoying himself by joining us. Being local he went home for his Mk2 Midget and caught up with us at the pub.



The return journey took a different route, following Andrew back via East Bridgford before heading back to our start point. As some left for an early bath, the four of us remaining decided there was still time for an afternoon tea and cake in the grounds of Newstead Abbey.

Later that evening I decided to make the most of the good weather and take my Sprite out for another spin, only to experience a slow loss of clutch 20 miles from home.

Heading back on what would normally have been a simple run up the motorway without changing gear, maintenance crews had decided to put cones out and force all traffic into one lane for overnight works. The stop/starting for 20 minutes over the next 5 miles was probably the most nerve-wracking drive I have experienced, as at any moment the clutch could have given up completely. Fortunately

it limped on to get me home and on inspection the following day the cause was found to be a small fracture of the bleed pipe fitted above the slave cylinder. (Alan Stead recommendation for easier bleeding – see website and Mascot articles elsewhere) A new pipe was made up and replaced a few days later.

On the subject of pipes, I can now report that due to reports from fellow MASC members concerned about having to turn down their hearing aids, I have replaced the silencer on my Sprite. It is much quieter than the previous rasping sound which would wake the neighbours and loosen roof tiles.



The new silencer was made by local exhaust manufacturer PD Gough. They now have a pattern to follow for any future order as they were missing a template for Midgets and Sprites.

Late September I called in to the Papplewick Pumping Station for its Vintage Steam event. Not as many cars as I would have expected, with the only MASC member present being John Britten with his wife's frogeye. Nonetheless



John made me feel very welcome to the event in his official role as Chairman of the Steam trust.

I had arranged to meet new member Van Tran back at my house later in the day, in order to work out why he was having problems with his new door locks (I know, we all told him no-one locks their doors!) As usual the problem was poor quality new parts. He has since returned the faulty parts and sourced new ones elsewhere. It was good to meet Van and help out a new member. Hope to see more of him and his car at future events.

We have decided to hold the Christmas meal on Thursday 12th December at the Ego Restaurant in Sutton in Ashfield. Please contact me for further details.

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



Our last beer & blether evening was I found quite an interesting and informative night. Dennis had reported that he was having some electrical issues with the dreaded bayonet connectors creating bad connections and David remembered that in the good old days you would just wrap the wires together and paint them over with liquid rubber which solidified and formed a watertight seal. We googled it and sure enough it was still available although we also agreed heat shrink tape was a more modern and cleaner method. I confess to never having heard of liquid rubber but it may be worth remembering.



While on the subject of more modern things, David also informed us all he had recently purchased a Heads Up Display System for giving an accurate speed discreetly lit up on your windscreen. It runs off a cigarette plug or I guess any 12v plug and uses GPS technology. At only £15.00 on e-bay I thought I would give it a try on the Morris as the speedo needle goes all over the place. It is probably the female square drive from the gearbox that is worn but as these only seem to be available second hand there is no guarantee the replacement

will be any better. I have not got round to fitting it as yet but I will report back when I do, but David did seem to be quite pleased with his.

David has also finished of some bodywork repairs on his big Healey before putting it away in its carcoon bubble for the winter, so he has been a busy boy. We had a bit of a discussion of the benefits or otherwise of a carcoon at one of our nights, but I certainly will have a look on the Hamilton car cover stand as it is getting quite close now to the annual pilgrimage to the Classic Car show at the N.E.C. It is a show I enjoy and it is good to meet up with friends that I only see once a year.

It would appear that David is taking over the article this month, as at the Boness Hillclimb, his frogeye was selected to feature in classic car weekly. It reflects the quality of the restorations both David and Peter achieved on their Frogeyes.

As far as my own restorations are concerned, I am hopeful of progressing on the Rusty Frog and the Bubble car although I also want to replace the gearbox and trunnions on the Morris Traveller so it looks like I will be busy.

**Graham Smith**



# DEAR MASCOT...

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## DEAR MASCOT

Hi Neil

OK, Septembers Mascot was a tad late but it was well worth a day or twos wait for another informative and enjoyable read.

Two items were of special interest to me this month (Sept) which both touched on a common theme;- clutch release bearings.

Like Keith, I suffered clutch failure but gradually over about 300 miles on a unit that had only done 2250 miles, it was getting harder and harder to change gear. I went along the same route as Keith looking at the hydraulics first but eventually the engine and gearbox were removed from the car. On separation it was found that most of the carbon from the thrust bearing was deposited on the inside of the bellhousing (it had worn down to the metal). What wasn't found was the steel ring that pressed on the mutilated diaphragm fingers, just a few slivers of metal. My mechanic friend who helped me said he hadn't seen anything like it in his 40 years in the trade.

On to Alan's Kent area report. Twice he mentions clutch release bearings suggesting a roller release bearing might be the answer. Why should we have to do this? In my extensive Spridget motoring in my 20's I NEVER had to replace a carbon release bearing before the clutch plate.

Are clutches now joining the myriad other parts that are now made in Asia with questionable quality control?

I appreciate that this has probably been discussed to death on forums but I'm not into that, however other views would be interesting (Mascot space permitting).

Oh yes;-my failed clutch was a Borg and Beck.

Regards,

**DAVE ELLIS. MEM NO 5374**

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**NEIL,**

Thought this account shows how being a member of the midget and Sprite club can save you money and get help from like minded people who love their cars.

Friday night and Alex Gleed has put a post on Facebook stating his clutch has failed , he can't get

it into gear and finished up pushing it home the last few hundred yards. So lots of the usual questions have you checked the fluid level, is there any movement of the clutch lever arm etc etc.

So Chris Madge and Myself messaged him and agree to go round on Sunday morning, by the time I arrive Chris and Alex already have their overalls on and have the car up on axle stands and the slave cylinder has been removed, Alex is all for putting in new seals and Chris says he thinks the cylinder bore is worn and ask for me to have a look . So I check it out and I agree with Chris a new one is required, whilst I'm checking out the internet for best place to get one from Chris is busy giving Alex's car the once over they start bleeding the brakes as no one is sure how long the brake fluids been in the system and whilst doing this Chris spots a track rod end needs replacing due to the cover starting to split and the bushes at the top of the king pins are looking a bit sad. As always these cars always need something doing.

In the mean time my internet search reveals moss charge £51.70 for a slave cylinder and Sussex Classic car parts charge £18.36 plus postage, so despite the fact moss is just a twenty minute drive away Alex being a student with limited means will be getting his slave cylinder from Sussex Classic car parts.

By now the midget is off the axles stands and the garage is locked up and we decamp to the local coffee shop for a hot drink and a cake to chat over what's been achieved and make a to do list. Such a great bunch of people are members of midget and Sprite club to give helpful advice as well as give up time to help other members with anything to do with midgets and Sprite's the cost of the membership has already saved Alex lots of money and the best part is he's learning about his car as well as enjoying driving it.

Regards

**MIKE DAVIS**

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## DEAR MASCOT

I'm just back from our trip to Angouleme and have therefore read both the September and October editions of Mascot at the same time.

I am glad the controversial subject of the club's internet presence has come to the fore; Tim Lynam,

Alex McKinlay and Terry Horler all make very valid points and I must echo Terry's words of caution.

Without doubt, Facebook is an exceptional service, its ease of use, particularly on mobile devices and its natural networking to bring in others makes it a very powerful service but not without a hidden threat.

I'm not talking about the privacy issues and the harvesting of your data, the cost of developing and running a service like this must run into the hundreds of millions, probably more, so they are not going to do it for free. If you use FB, you must do it on the basis you accept the risks and that your information will be sold.

My concern is the threat from the MASC point of view, and the big threat is FRAGMENTATION. We are a collection of regional groups held together to form a national (international even) club, it is the common offices of the club committee, the excellent MASCOT magazine and the website that provide the glue that makes us all members of the club rather than of a local group of enthusiasts.

Without care, Facebook will start to dissolve that glue, this is not speculation, I am witnessing this happening in another club at the moment and it is very sad to see a long established well respected club suffering a level of animosity and loss of membership. The biggest problem is that some members have a Facebook account, others do not, information published just on Facebook, particularly about upcoming events, therefore only reaches an exclusive group within the club or regional area leading to a sense of being "out of the loop" for the others and resentment sets in.

Facebook is without doubt an excellent shop window for the club and no doubt brings in new members, as such a single club level Facebook group can serve us well, please don't fragment this into separate groups for each area. The argument goes that information posted to a local group is only of interest to that group, that is not the case, it is good to read about what is happening in the other areas, again, it is what makes us a club and not an independent local group.

Every Area Rep has the ability (through the club website) to very easily send emails to all the members in their area to remind them of approaching club nights, inform them of upcoming events and to generally keep them informed, the website also has a calendar with both club level and area level events, which again the Area Reps can update. Please use these as the first port of call to ensure that all members have the ability to know

what is going on, subsequent postings to FB should link back to the website.

Regards

**MIKE BENNETT**  
**WEBMASTER**

**HELLO NEIL,**

We too visited Trebah recently and viewed the serpentine sculpture reported by Graham Kirkup, Cambridgeshire report. Just a point of correction the model in question is a great lump in reception but is not a froggy, would not like to say if its a 100 or 3000 but not headlights in the bonnet so not frog and its out of proportion with incorrect bonnet shuts to be Mk2 sprite.

Regards

**ALAN SPIERS 4415**

**DEAR NEIL,**

Today, the factory hardtops for Mk2 Sprites and Mk1 Midgets are quite rare items - but they do occasionally pop up for sale on ebay etc. Sadly, they almost always lack the vital but easily lost clips which secure them to the top of the windscreen. I do have one set of original clips and I am about to commission the manufacture of a small number of replica sets (parts AHA 6236, AHA6237, AHA 6238 and AHA 6454). If anyone is interested in acquiring one of these sets, they should contact me as soon as possible to register their interest. As yet I have no estimate of what the price per set will be, this is a preliminary notice to gauge the scale of the demand (if, indeed, there is any demand at all).

**JOHN E. DAVIES (MEMBER 3443)**  
**JED2@CAM.AC.UK**



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

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

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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.** We meet on the first Tuesday of the month and from May – September its for a car run, ending in a pub for an evening meal and from October to April we meet at The Six Bells pub, Boreham, near Chelmsford, CM3 3JE. Please contact Tim Wyman tel 07828 245280, e mail: essexmidgetandspriteclub@gmail.com
- 1st Wednesday **CENTRAL AREA.** Now meet each month 8.30pm onwards at the Tame Otter, Lichfield Road, Hopwas, Tamworth, B78 3AF, 8.30 pm onwards Contact: Dave Warren, Tel: 07831 101850. Email: central.masc@live.com
- 1st Wednesday **OXFORD AREA.** Meet at the Blackhorse Pub, Gozards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact 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. 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
- 3rd Thursday **NORTHAMPTON AREA.** The Red Lion, Welford Road, Thornby, Northamptonshire, NN6 8SJ 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 Colin Chorley email: chorleycchorley@aol.com for further information. Northern Irelandoerholmes25@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: 1979 MG Midget 1500.

BLACK, 19,500 miles since replacement unleaded engine and speedo by previous owner, together with electronic ignition and stainless exhaust. I have added new tank, hood, five Tyres, new Minilite spare wheel. Spitfire gearbox with overdrive, electric fan, new alternator, water pump, fuel pump. Additional gauges and clock. Gas bonnet struts, braided hoses, new pads and shoes. Heavy armatures removed from bumpers, replaced with foam. Front suspension lowered. All rust removed from chassis, and replaced. Rear wing panel replaced. All areas re-waxoyled. Troublesome waxstat carbs replaced with MGB units, tuned, and rolling road tested at Tipton Garage, Devon. Now tax and MOT exempt I've continued to test for peace of mind. £4250 ono. Photos available on request. Maurice Pyman, Mauricepyman@yahoo.co.uk 07402 505505. Taunton.



**FOR SALE:** Rear stainless exhaust system for late Midgets. Includes the 2 silencer boxes. £75. Morris Minor gearbox. Ribbed case as Spridgets. Includes various fittings normally missing. For spares or repair. £125. Items for collection from Nottinghamshire. Ian Cooke: ilcooke@btinternet.com



**FOR SALE:** a 1275 engine and gearbox for rebuild, a frogeye gearbox, engine block and crank, carbs, windscreen frame and pillars, front bumper and a hardtop, all for a frogeye except for the 1275 unit. I am open to offers. I am having a clear out. Give me a ring on 0151 645 3018. (Birkenhead) Bob Anderson.

**FOR SALE:** Early Midget & Sprite parts. 1/4 elliptic steel wheel axle casing. good condition £80. 2 steel wheel half shafts. good condition £40. 1 pair rear axle backplates. Require blasting/ refinishing £25. 2 unused wire wheel adaptor hubs/ bolt on. £35. 4 drilled steel wheels (Frogeye) with tyres (perished but ok for rolling resto). Require blasting/ refinishing. £180. 1 plain steel wheel Requires blasting/ refinishing £15. Pair MK 1 Midget Gan 2 doors. Drivers door requires repair bottom edge. Passenger door very good £250. 4 No, 13 inch wire wheels restored, balanced with good tyres suit Triumph Spitfire/ Herald / GT6 £350. Photographs of all items available on request. Based West London. Buyer collects. Ian : 07808 955677. ian@readingandwest.co.uk

**FOR SALE:** Pair of satin finish catches hood or hardtop to screen header rail. AHA7709 I believe. Fit MGB as well as M and S. Excellent condition. £12.50 the pair 01273 833144. Tony Boyle 5103 A/B

**FOR SALE:** Mk3 Midget roll bar with fitted tonneau £80, hardtop, white, good condition, £175, buyer collects, Merseyside. Phone or text 07791 534607. Robert Russell 5818 A/B

**FOR SALE:** 1979 Midget rolling body shell complete with doors, all welding done, rebuild not finished. Asking price is £600. Car is in west Wilts. Mike Worsdworth Tel 01225 287 970, Email: janner826@gmail.com

**WANTED:** abandoned Frogeye Sprite restoration project, anything considered. Cash available!. Contact Andrew Quine on 07508 898817 or E-Mail awquine@gmail.com. Membership 5300

**WANTED:** Frogeye bonnet any condition, Ian Philllips, 01872 270664, Email: ian.phillips150@btinternet.com



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## 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

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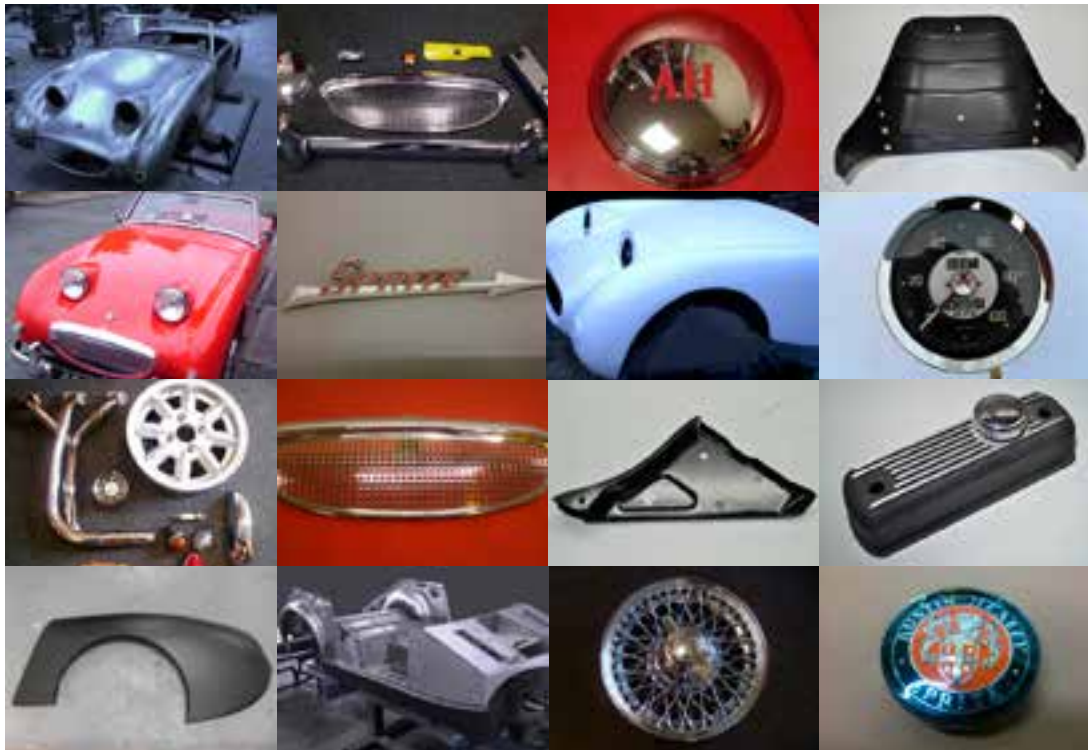
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