

November 2016

No. 392

BY ROYAL APPOINTMENT

Mascot

The Magazine of the Midget & Sprite Club



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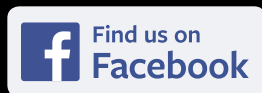
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Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



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

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Also see the Club Nights section for new areas and contacts.

Compiled by Gary Lazarus (editor@midgetandspriteclub.co.uk). 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. The Committee

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November Editorial

By Royal Appointment



A Spridget's view of the Queen's 90th Birthday Celebration at Buckingham Palace

Welcome to the November edition of *Mascot*, A slightly special one.

For those of you reading the magazine for the first time, a very warm welcome, especially if you've just happened to pick up a copy at this year's NEC Classic Car show. You can read a little about the cars displayed on the Midget & Sprite Club stand in the centre pages. How many of you will be attending this year's show held between the 11th and 16th of this

month? Please make sure that you pop along to our stand. The reason this issue is a bit special, is that it's not every month that our cover features a car by Royal appointment. The photo was taken inside the gates of Buckingham Palace, during the recent event celebration Her Majesty The Queen's 90th Birthday. One car for each year of her life (so far), with 1958 being represented by John Clark's Mk1 Austin Healey Sprite being specially invited by the "All Party Parliamentary Motor Group". You can read a bit more about John and Carole's experience elsewhere in this month's magazine.

Also in this edition of *Mascot* are the minutes of this year's AGM, held at the beginning of the month at Donington Race Circuit. Although possibly not as riveting as reading about Spridgets, the Committee felt those of you who were unable to attend might like to read about the matters that were discussed.

Also at the AGM we were pleased to announce that all members of the current committee have agreed to remain at their posts for another twelve months. In addition we welcome Richard Wharmby (who already runs the club's facebook page) along with Ex MASC Chairman Alan Anstead as the Area Reps representative. We're delighted to say that we now have a committee of eleven members.

How many of you will be attending the Classic Car Show? If you intend to go, do pay us a visit in Hall 4 Stand 570 and say "Hello". It will be lovely to see you there.

Look out for important news about *Mascot* next month. In the meantime have a great November.

Gary & "Gaps"

The deadline for articles and reports for inclusion in December's (Yes Christmas) *Mascot* is Wednesday 16th November

The statements and opinions expressed in each and every issue of *Mascot* are not necessarily the considered views of the Midget and Sprite Club. The views expressed by the editorial contributors, letter writers and advertisers are their own and do not necessarily reflect the view of the Club. The Midget and Sprite Club accepts no responsibility for the results of following contributor's advice, nor does it necessarily endorse the services or products offered by advertisers.

Cover shot: Carole gives John Clark's 1958 Frogeye one last dust before greeting Royalty at the Queen's 90th Birthday celebrations at Buckingham Palace. Image © Dominic Lipinski PA Wire/PA Images

COMPETITION

Sprite and Midget Past and Present

Win a copy Of Terry Horler's book

This all-new book written by Terry includes photographs that have never been seen before.

He examines the original factory specification examples of the cars and compares them with those in use today as well as their derivatives and also traces the evolution of the cars from the mid-1950s to the present. This includes the Austin-Healey Sprites Mk I to Mk IV and the MG Midget Mk I to Mk III, along with the 1500 MG Midget.

Terry also includes useful information for owners today or those who are planning to buy a Sprite or Midget, including information on buying and owning. It's both informative and an enjoyable read (I've read it).

Just in case you aren't the lucky winner, you can also buy a copy!

Available in Kindle, Kobo and iBook formats.

Contact Philip James Dean, Publicity Assistant, at Amberley Publishing, Tel +44 01453 847823, Email p.dean@amberley-books.com for further details.

BIBLIOGRAPHIC INFORMATION

Publication: 15th August 2016

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ISBN: 978-1-4456-5553-6

Size: 235 x 165mm

Binding: Paperback

Extent: 96 pages

Illustrations: 100 illustrations

Rights: World, all languages



The Competition.

There are two ways to win. Simply study the image of Terry Horler (itself a rare collector's item) and come up with a caption suitable to be published in *Mascot* without giving too much offence or leading to litigation.

Alternatively reply with a compelling reason why you should forego the caption and just be awarded the book anyway!

This competition is not open to Terry Horler!

Answers to be sent by post or email to the editor (address and email details on page 1) and received no later than Friday 18th November. Open to Midget & Sprite Club members only.

The editor's decision is final.



Club Nights


- 1st Tuesday **Essex Area** – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3LB. For further details contact Gary Knight, Tel: 01376 562172 Mob: 07932 077305 email: gknights@live.co.uk
- 1st Wednesday **Central Area** – Now meet at the **Swan Inn**, Whitacre Heath, Near Coleshill, B46 2JA, 8.30 pm onwards Contact: Dave Warren, Tel: 07831 101850. email: central.masc@live.com
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at grahame _ gibbins@hotmail.com
- 2nd Tuesday **London Area** (Congestion Zone) – Meet at **The Ace Cafe** at 7:30pm together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garyfrogeye@gmail
- 2nd Wednesday **Devon Area** – Meet at **Court farm**, Abbotskerswell, TQ125 NY Devon. Michael Ellis Michael _ Ellis@live.co.uk and telephone: 07527 598091
- 2nd Wednesday **Heart of England** – all welcome at the **Green Dragon**, Sambourne, Redditch B96 6NU for 8.30 start. To check "whats on" please e mail Steve Newton on newton-gemini@sky.com
- 2nd Wednesday **North West Area** meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue. Neil McLeod email neil _ mcleod2@outlook.com Tel 01772 323770 Mobile 07921 089 68
- 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** at the **Sitwell Arms** at 30 Wood Lane, Horsley Woodhouse, Derby, DE7 6BN from 7.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilcooke@btinternet.com
- 2nd Thursday **East Anglian Area**. Previously the Cambridgeshire Area meet at **The Ferry Boat**, at Holywell, 8pm
- 2nd Saturday **Yorkshire Area** – meet each month at lunchtime from 12:30pm at **The Nags Head**, Pickhill, near Thirsk, YO7 4JG – more information at <http://yorkshiremasc.blogspot.com/>
- 2nd Sunday *New* **East Kent Group** meet on the at **Crown Inn**, Sarre, CT70LF from 1230hrs Contact alan.anstead@btopenworld.com
- 3rd Tuesday **Scotland** – Meet at **The Windmill Tavern**, 4 Thorniewood Road, Uddingston G71 5QQ at 8pm. Graham Smith 0141 954 8276 email: smith.grahamf@yahoo.com
- 3rd Tuesday **Surrey** – Meet at **The Chequers**, Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF. 7.00pm onwards. Contact Mike Gorman, mike@birchwood44.freeseve.co.uk Tel: 01737-552256
- 3rd Sunday *New* **North Notts & South Yorks** group meeting is from 10am. **The Courtyard Tea Room**, Womersley, north of Doncaster DN6 9BH. Contact: John Austerfield austerfield.07@btinternet.com 07778 636070
- 4th Monday **Dorset** – **NEW VENUE The Worlds End**, Almer, Nr. Blandford, Dorset, DT11 9EW – 7:30. Contact John Gully. Tel: 07876 334 949 email: john.gully@btinternet.com
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00.
- 4th Thursday **Hampshire** – Meets at The Golden Pot, Old Odiham Road, Shalden, Alton, Hampshire, GU34 4DJ. 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 andy@cross743.freeseve.co.uk
- 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** – Meet at **Windy Miller's Pie & Bar House** @ Haselbury Mill, nr. Crewkerne. TA18 7NY 7pm if eating, 8 to 8.30pm if not. Please contact Valerie Young on 01460 391431 for further information. We may not always be there, especially in the Summer!
- Northern Ireland robertholmes25@hotmail.com. If enough interest, will arrange a meeting.
- South West Wales Non-regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: david@hill.be



Club Website

www.midgetandspriteclub.co.uk

Members Only Pages: Password: *Wheel* (which is case sensitive)

Also follow the Midget and Sprite Club on  Find us on: [facebook.](#)

The “Midget and Sprite Club (MASC) Facebook page has 351 members as of 29th July

Area reps please make Gary Lazarus aware of any events already in your diaries for 2017, so that they can be added to this “Events” section of the magazine and the website.

For the magazine Gary can be contacted at editor@midgetandspriteclub.co.uk

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

Events details needed for 2017

11th -13th Nov The Lancaster Insurance Classic Motor Show 2016 at Birmingham’s NEC. See information on page 8–9 of this month’s *Mascot*.



17th December Central Area Christmas Dinner at the Bull Inn, Furnace End B46 2LG, all Central MASC members would be very welcome. Contact Dave Warren central.masc@live.com

2017

31st Mar–2nd Apr Practical Classics Restoration Show. Contact Alan Anstead for details – enquiries@midgetandspriteclub.co.uk



28th–30th July Historic GP Le Puy de Notre Dame (allow 2 days either side for a Tour). Contact Alan Anstead for details – enquiries@midgetandspriteclub.co.uk

GRAND PRIX RETRO
DU PUY-NOTRE-DAME



1st -10th Sept 6th Miglia Tour. Contact Alan Anstead for details – enquiries@midgetandspriteclub.co.uk

10th -12th Nov Classic Motor Show. NEC

Some dates are provisional

Send your events details to editor@midgetandspriteclub.co.uk

Tech Articles from Steve Keil

Top Trunnion Thrust Bearing Play

Alan, one of our NW Area members, asked at a recent club meeting for any suggestions to address the vertical play that he could still detect even without any packing shims fitted to the king pin. He had already fitted new Oilite thrusts that measured 0.152" but the problem persisted and he requested if it would be possible to make some thicker equivalents.



Trunnion & shims

Oilite in flat washer form is not readily available, so I suggested that a shim could be fitted into the trunnion recess to see if this would resolve matters. And have since therefore set about making a few using some stock 0.020" sheet brass in a hard grade, with an inner bore to clear the 5/8" diameter of the king pin and corresponding to the 30.0mm outer diameter of the original thrust bearing.

The cutting of such thin material to relatively fine tolerances is not readily carried out, so I have indicated the approach that I used in case anyone else may need to resolve a similar issue. The brass sheet was marked out for a number of hole centres making due allowance for final sizing. The hole centre positions were lightly dot punched and the outer diameter marked using a pair of dividers. Using a small Rotabroach cutter of 16mm diameter a series of 'clean cut' holes were made on the marked centres and deburred, before cutting each of the shims blanks to an octagonal shape using aviation sheeps to remove excess material. These blanks were mounted on a 5/8" UNF arbor, made by simply removing the head from a standard bolt, sandwiched between a couple of thick washers and clamped using a pair nuts before lathe turning the assembled shims and washers to the required 30mm diameter. On removal, a light dressing using a fine file removed the sharp corners.

Alan has confirmed that fitting one of these shims into the trunnion recess solved his problem. Final shims and standard trunnion are shown in attached photograph.

There's still life in those old door latches

I was recently asked by Glen, one of our NW Area members, if it would be feasible to repair an early type door latch where the operating arm pivot had become detached.

A replacement pivot was therefore machined to match the hole sizes and material thickness in both operating arm and baseplate with sufficient rear projection to enable it to be secured by deforming the exposed end.



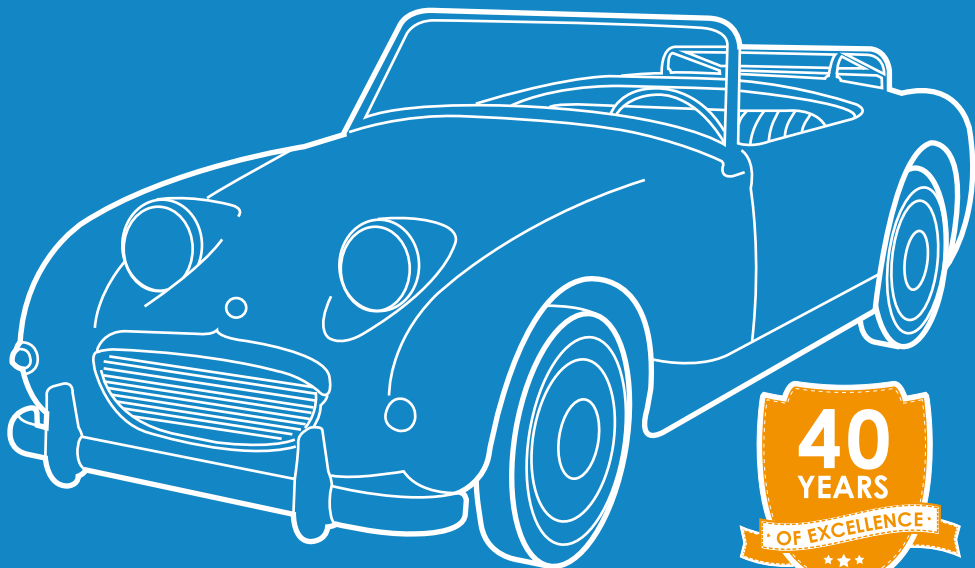
The attached photographs show both sides of the good and failed latches together with the replacement pivot for which a couple of spares were made.

Material used was ordinary mild steel which provides some ductility for forming which can be seen to have split into approximately four equal parts using a centre punch from a centre drilled hole.

We'll see how it performs in use.

© Steve Keil NW Area 4698.

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Prince Michael of Kent Meets John, Carole and the Sprite

The Queen's 90th Birthday celebrations have produced all sorts of events this year but one, possibly of more interest to *Mascot* readers was an assembly of 90 British cars, one for each of her years which was arranged at Buckingham Palace on 15th October. It was all put together by the Parliamentary motoring groups. My Frogeye was fortunate enough to be there representing 1958. Security arrangements in the weeks beforehand resulted in the receipt of invitations for my wife Carole and myself and a 1958 rally plaque the size of the number plate for the Frog.



Preparing the Frog for its big day was a bit harder than usual following its Miglia Tour adventure but all remedial work done, the days beforehand were then devoted to spoke and bodywork polishing. It really did gleam. We were asked to dress in period for the car. Strangely mine closely resembled my current day-to-day wear.....I do get complaints.

Nerves took over the night before. Would it make the 70 miles to Central London? Well it

had just done 2000 miles in France so why not.

We left home at 8am for the 11 o'clock appointment. Should be early enough. The planned tea and bacon sandwich on Blackheath actually took place. A classic Austin 1000 AA van trundled by whilst we munched, it too on its way to the Palace. And then we moved onwards to our assembly point at Wellington Barracks. We were certainly centre of attention. We were early but we weren't on our own. Glorious motors not often encountered at your average car show were there and arriving or emerging from trailers. An enormous 1949 Riley two seater convertible notable for the chrome, was parked on one side with a genuine Metro 6R4 on the other. The two hours until we were on stage passed quickly with a bit more polishing and tea and biccies taken in the Guardroom. And then we were on duty.



Lining up in year order we were in the third group of vehicles driving the 100 yards through the crowds to the Palace. We drove in triumph through the gates and across the front of the Palace, amazingly ending up parked dead central and front row with the main gates ahead and the balcony over us. Any sign of Royalty? Her Majesty was actually at Ascot but we were each honoured to meet and speak with HRH Prince Michael of Kent (appropriately). He spent some 2 1/2 hours inspecting the display. He is a bit of an enthusiast to say the least and we were told by the driver of the early London Transport double decker on display that the Prince had driven one example from their Brooklands museum around the test track just a couple of weeks previously.

Appointment

The Frog rubbed shoulders with all sorts of celebrity vehicles with the first Morris Mini (out of Gaydon museum) to our left and a '56 Lotus racer to the other. We were not sure where 1957 was and it was rumoured that it was a Royal car that hadn't arrived. A 2012 McLaren out of the Wokingham factory display sat behind us with a genuine 1967 Ford GT40 valued at £5m just a few places up. (It sounded great as it later followed us



down the Mall on its way back to its trailer). Unfortunately there was nothing to explain to the crowds why we were there and we were asked continually was the Queen coming down?

Regrettably we were not permitted to take photos within the Palace grounds although a few were smuggled out. The Press Agency photographer was on duty however and we await our special picture. That said Carole did her bit of posing stopping just short of laying across the bonnet, the results of which appeared in the Press the following day. Just check out The Royal Forecourt 15/10/16 in the MailOnline on the web for a good report which was repeated all over the country.

Going home time at 16.30 arrived all too quickly. We were released in groups through the gates and the adoring crowds and headed in triumph down the Mall. Unfortunately the joy was short lived as it immediately started to rain and there was no relief until we found refuge 3 miles later to sort out the hood. We were soaked and back down to earth. But a day never to forget.

John Clark 3385

The Alternative New Members Page

Theresa Mary May
Maidenhead
MG Midget

Alexander Boris de Pfeffel
Johnson
Uxbridge and South Ruislip
MG Midget

Geoff Hunter writes:

This from Carl Drolshagen, a friend for the last 25 years or more and Treffenier. He lives close to Flensburg on the Danish border. I thought you might publish for a bit of fun

He asks

"Has the Midget and Sprite Club two new Members?"



As portrayed on the cover of 'The Economist'

New Members

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

5304	Georges Guggenheim	Switzerland	Sprite	Mk 2
5305	John Shilcock	Worcestershire	Sprite	Mk 1
5306	Bruce Burrowes	Surrey	Midget	Mk 3
5307	Peter & Montira Berkin	Bucks	Midget	Mk 3
5308	Roland Alcock	Worcestershire	Sprite	Mk 3
5309	Rose Bailey	Bristol	Sprite	Mk 1
5310	Stephen West	Hampshire	Sprite	Mk 1
5312	Matthew Thomas	Hampshire	Austin	Sprite



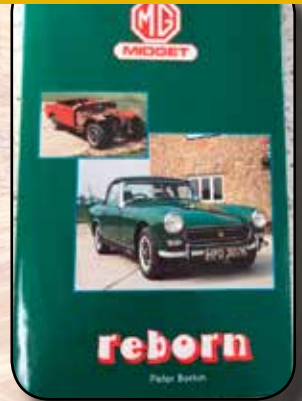
*Rose Bailey in her LHD
Frogeye*

Rose's Frogeye





New Swiss members
Georges
Guggenheim
& his daughter
Madeleine on
the recent
MASC Miglia
tour. Photo
thanks to Oliver
Wilkinson.



Peter and Montira Berkin's Midget. Some of you may recognise Peter and his car from the book he wrote

MG Midget Reborn



Bruce Burrowes' RWA Mk3 Midget



Stephen West with his Mk1 Sprite



Matthew Thomas with his rare Austin Sprite



MIDGET AND SPRITE CLUB LTD

AGM MEETING 16th October 2016

Location: Donington Park, Derby. Time 2.00pm

Committee present: Mark Hall (Chairman), David King (Treasurer), Jim Willis (Secretary), Gary Lazarus (Editor), Stuart Watson (Membership), Glyn Polly (General), Alan Pritchett (General), Richard Wharmby (General).

Apologies: Kate Andrews, Alan Anstead.

Members Present: North West : Karen Bennett, Mike Bennett, Graham Danson, Val Danson, Bernie Higginson, Alan Oakes, Glenn Clarke, Steve Keil, Barry Champken

Heart Of England: Geoff Hunter : Steve Newton, Keith Jewkes

Notts/Derby: Paul Hodgkinson, Nigel Baston, Ian Cooke

Central: Dave Warren

Members Apologies: Terry Horler, Tim and Sheila Hassall

The Chairman welcomed all present, and thanked them for coming.

The committee were introduced, including new committee member Richard Wharmby. Alan Anstead has re-joined the committee, but unfortunately was not able to attend the meeting and sent his apologies.

The minutes of the last regular AGM were discussed and approved by the members.

Matters arising:

The committee had discussed the running of National Events, but due to logistics felt that this was not possible. Local areas are organising events, and these can be advertised in *Mascot*.

In respect of inferior parts being supplied, the FBHVC do not have a system of check for rogue parts.

Steve Keil mentioned that he has a contact who is looking into this question. It was also mentioned that there are a number of forums available for people to mention these parts, and to obtain comments from other members. The committee felt it was not possible to report publicly on these matters due to litigation possibilities.

a) Chairman's report:

The Chairman gave a brief report regarding the status of the Club. He reported that, as members would see from the reports during the meeting, the club is in a good position. The club is financially sound and continues to grow, which indicates we are doing the right thing for members.

He commented that it was the committee's intention to host the AGM in different areas each year, subject to finding a suitable venue.

The committee are keen to organise another weekend in 2017 and that it was hoped details would be published in *Mascot* shortly. The committee is still keen to invest in the area groups and although shelters for the areas had not been supplied this year, it is planned to make MASC branded shelters available to the areas in time for the start of next year's events.

There are other challenges the committee need to think about in the coming year; how we can continue to support the area groups helping them develop and build



on the current successes as well as considering how we attract younger members to join the club. A discussion ensued, regarding attracting young members to the club, and Steve Newton cited the Morris Minor Club who have been particularly active in attracting young members to their organisation. The chairman has offered to contact them to see how they have achieved this.

The Chairman then summarised that the Midget and Sprite Club still remains a successful, friendly and in his view, a great club to belong to.

b) Treasurer's report

The treasurer presented his report, which had previously been published in *Mascot*.

The directors had approved the report, and they will be submitted to Companies House.

Copies of the accounts were available for members, and there were no questions received.

c) Editor's report

The editor reported that Lancaster Insurance have recently ceased to advertise.

Gary reported that he always had to keep a balance between area reports and technical issues.

The magazine is for the members, and the content will always reflect this.

A question was asked by Keith Jewkes as to whether it would be advantageous in terms of cost to produce the magazine in electronic form. Gary felt that this would detract from the pleasure the members get from reading the magazine, and would not be in the club's interest financially.

One member mentioned that it may be advantageous for foreign members.

Geoff Hunter asked who else had we lost in advertising?

1. Scenic Car Tours.
2. H & H stopped advertising 6 months ago.

New advertisers

1. 2Gether Insurance, 2. Robin Lawton, 3. East County Classics



A discussion regarding advertising took place, and Gary confirmed that he has enough advertising currently, and if one dropped out, he would be able to replace it quickly.

Gary confirmed that in December 2016, he will have produced his 100th MASCOT, and he gave notice that he will retire as editor in October 2017. A new editor will be required and he felt that 12 months' notice should be sufficient to replace him.

The committee thanked him for all his work.

d) Membership report:

A full report from Stuart was given and copies of his report are available for members.

Salient points of the report were:

Membership growing steadily and the club maintains a healthy position.

The shows are the main source of new members.

177 new members in the year. £5 waiver of joining fee will continue to be available at the shows.

Renewal retention is good at 90%

Direct debit payment continues to grow.

A question was asked from the floor, does Stuart follow up a lapsed member after a period of time.

He confirmed that due to time constraints this was not possible.

It was asked if we should ask the lapsed member for a reason why they have not renewed. This will be considered.

Geoff Hunter asked if the subs could be reduced due to the surplus currently available in the accounts.

This had been considered, but rejected by the committee due to the fact that if the membership dropped for any reasons, it would soon become impossible to maintain, and subs would have to be increased dramatically to compensate.

Steve Newton asked that if the subs for members were put up to £30, could we then have a reduced fee to attract young members.

The committee will discuss at the next meeting a strategy to attract younger people to the club.

A discussion regarding demographics of members ensued, and Stuart confirmed that he has a table to show where all members are situated, and would be available to any area rep who requested it.

It was asked if a mail shot could be done to members in areas not currently operating, to notify them of a meeting, and pick a pub to meet and see what happened. If successful, then a permanent area could be finalised.

The committee has agreed to produce a professional card for distribution to the area reps for their use. A copy of one was circulated.

It was well received.

A.O.B.

A document was circulated which was the DfT proposal – “Vehicles of Historic interest – consultation on exemptions from annual roadworthiness testing”.

It was agreed that as a club, the Chairman would study the content and comment to the FBHVC regarding our views. All members are requested to read it, and comment. It is hoped that the FBHVC would act in our interest.

Webmaster

Mike recommended that the forum be used, and there was a need to register in order use it. Stuart Watson felt that instructions as to how to proceed should be shown on the website.

Mike recommended that only one password should be needed for entry into the website, and the forum. He confirmed that the area reps can change their area site, and they can put on their own events.

A question was then raised as to whether the committee would be willing to buy a “torque wrench” calibration unit, for use by all members.

The Chairman replied that he felt that a costing for a service could be considered, and then presented to the committee.

In relation to attracting young members, it was felt that we need a public face in media.

We should try to attract younger members at the NEC show. It was agreed that we should act now.


A spokesman from the floor thanked the committee for their work, and agreed that the club was being well run.

Meeting closed at 4.30 pm.

J. Willis

Co. Secretary.


18th October 2016



For some it's the age...



For some it's the iconic status...



For others it's the marque...

Whatever your definition of classic we know you love it.

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Bruce's second Midget (see Where are They Now page)

Bruce Burrowes – Midget MkIII

Thanks for your new members letter, as requested I am sending some details of my car:

It's a Mark III RWA Midget, registered 25th June 74, WMK111M, originally a 1275, now rebored to 1380. I purchased the car in April 2011. When I purchased the car it had a yellow/brown interior and was glacier white with a crazy paving effect. I had a respray in the same glacier white and changed the interior colour to black, which highlighted the original colour was an ochre or 70's yellow. At the time I also replaced wings (it had been orange at some stage) and the bonnet, and it also confirmed that the sills had been replaced at some point, so the body is generally very good now. The engine has also been tinkered, it's had a Weber on but I never felt it was set up correctly (it's been on and off twice) and had the inlets polished. Then the engine itself was showing signs of wear (the piston rings had become worn) so I decided to rebore to 1380 and fitted a HIF44 single carb instead, also fitted a 286 camshaft. Engine now runs very well. When I purchased the car it had wire wheels, it must have originally had Rostyle wheels as the axle was not the wire wheel type, but I've changed this to the correct axle.

I have MOT records for the old system and new from the prior owner. When I MOT'ed I realised the engine number was not being

accepted by the MOT system, so I engaged with DVLA to ask them to alter their records. After spending £6 with the heritage motor centre, the DVLA did alter their records as per the car.

The car has also been to LeMans 3 times, twice at the classic. Thankfully I had no issues on the last trip, but I have had a tyre burst, fuel lines "pop" out and throttle cables "disconnect" which hopefully won't be happening again. I'd thoroughly recommend the trip, it's a fantastic 4/5 days. If anyone is considering Le Mans classic in 2018, let me know.

On my to-do list are upgrade the front Anti roll bar to an 11/16, (although I've also been advised to fit the biggest thing I can find), and the fit frontline suspension type kit. If anyone has experience of these please let me know. I'd also like to put on some slightly wider tyres, currently I have 155/70 on but I think 165/70's can be used on the same wheels, again I'd be interested to hear if anyone has done the same thing. Unfortunately I'd completely blown the budget so I may have to wait a while. I plan on doing some track days and if any Midget owners attend these then again, it would be great to team up with them.

I also plan on attending the next local meet at Walton on the Hill, great to be part of a club that is about my car, as opposed to pretend to cater for it.

Regards

Bruce Burrowes

New Members



Andrew's new Frogeye

Andrew Quine – Mk1 Sprite

As a new member I'm writing to introduce myself. I first owned a Frogeye with an Ashley bonnet in 1968 a car that had been raced from new by the first owner and it was fitted with 5J wire wheels, girdling disc brakes, twin master cylinders and larger rear brakes from a Riley 1.5. The engine was a well modified 948 unit that went very well. I kept that car for 36 years until I was enticed away by a corporate day at Donington Park driving Caterhams.

The Sprite went and first a pre-lit Westfield and then a Caterham took its place.

It was decided for me that this wasn't suitable for transporting children and it was reluctantly sold.

During my early days with the Sprite I was a member of the Austin Healey Club and was involved with arranging driving tests for the 25th anniversary of the Sprite and subsequently met Donald Healey and John Sprinzel which I still remember very well.

Lots of camping holidays followed in the Lake District and Cornwall with friends who also had Sprites

These days I am rebuilding a Mk2 Midget, run an MGB and recently purchased another Frogeye (to try and appease my son who has never forgiven me for selling 264 JTJ)

Looking forward to many more Sprite years

Andrew Quine



My new wife and I (33 years ago)



3 bedrooms and a garage (35 years ago)

Letters



Badges and Badge Bars

Gary,

I am writing to find out what other members with rubber bumpers do if they want to add a badge bar and badges to their late model Midgets. With nothing on the market, a few years back, I fabricated one from a 3/4 inch diameter piece of an aluminum pipe. I then added 2 inch diameter club badges (I feel the 3 inch badges are too big for the Midget).

Has our club ever sold small 2 inch diameter badges?

If not, is there enough demand to produce them?

I would love add one to my badge bar.

Thanks

...**Ken Samen**
"MeG" 1977 MG Midget
Pennsylvania, USA

Replies to Last Sandy's Overheating Problem

Hello Gary, You'll probably get plenty of responses to Sandy's plea for help with his overheating problem but just in case you don't, I offer my experience of what sounds like a similar issue which we had with our Frogeye and which we have solved as described below.

My wife and I have owned the car since 2009. It was ostensibly a well sorted, non-concours car, which turned out to be anything but (that's another story). Like Sandy's, it is fitted with a 1275cc engine and has the fuel pump on the front nearside wheel arch. The carbs are 1.5 inch SU's and it has an LCB tubular exhaust manifold plus a standard rad.

Initially the ambient temperature did not need to be excessive (not above 18-20 deg C) to cause us to suffer the same symptoms as Sandy. The first clue was the temp gauge rising above circa 160deg F to 180/190 after a brisk run plus stop starting in traffic, which brought on misfiring and cutting out.

Recognising that today's fuels burn hotter than those for which the engine was designed, I checked and adjusted the timing and tried to tune the carbs, since it was clear that the car was running lean. This proved impossible to do due to excessive wear on the butterfly shafts.

Fully refurbished carbs (and £250) plus replacing the original four blade metal rad fan with a six blade plastic one, as fitted to the later cars, solved the overheating problem but not the cutting out.

I then addressed the question of fuel volatilisation and specifically the possible source of heat build-up which could be causing this. The fuel pump mounting bracket fully enclosed the pump body so this fixing was replaced by a narrower one.

The LCB exhaust manifold which is much larger in diameter and longer than a standard cast iron one was wrapped in heat resistant tape and I hand made a much bigger heat shield for the carbs and shaped it to more adequately deflect any manifold heat. I also glued a heat resistant blanket to the rear of the shield.

Subsequently I have deliberately taken the car out when we have had temperatures almost matching those noted by Sandy and I am pleased to say that the problem is solved.

It sounds like Sandy has a less severe problem that we had at the start i.e. his car only ran badly when the ambient temp was very high, and therefore he may not need to do everything we did. In fact he may find that a measure which I considered but didn't install i.e. an electric fan, will do the job.

Hope this helps.

Carol and Malcolm Asbury



LED Bulbs

Hi Gary,

Went to the Restoration Show at Stoneleigh last Sunday and there was a trade stand which had an LED bulb with white light for the sidelight and amber light for indicators.

They were a bit pricey at £12.50 each but I took the plunge and bought two.

Fitted them today and they are really good. You can retain the clear lens for appearance but have an amber flash.

I find that other road users don't see the white indicator lights flashing so in my humble opinion the amber flash improves safety without changing the appearance of the car.

This may be of interest to other Frogeye owners and perhaps worth a mention in *Mascot*?

The guy who developed them is an Aussie classic car enthusiast who was on the stand and a scan of his flyer is attached, together with some pics of the lights on my car.

Regards,

Stuart Admans
Peterborough

Special Fasteners and Midget Transportation



Good evening Gary

A nut and bolt special fastener specs sheet for you to carry on from the info on page 12/13 of the *Mascot* No 391.

Also i have enclosed pictures of the red Midget (now sold) loaded inside a LWB Sprinter van. It was a very interesting loading procedure. Captions please.



Update on my Yellow Midget PRU is now away at Bodyline in Selsey having floor and rear wings made good and then a full suspension rebuild over the winter months in time for MOT April. I will send photos soon as I have received from shop.

Thanks

Keith Hall

11-13 November NEC Birmingham

Here is a preview of the cars that will be on the Midget & Sprite Club Stand at this year's Show.

1959 Mk1 Sprite *owned by Alan Anstead*

341KPK was built on 11th May 1959 and despatched to Lankesters Ltd, Surbiton, Surrey on 13th May 1959.

The vehicle was equipped with heater, rev counter, and toughened windscreen as optional extras. Subsequently it

was fitted with optional twin tone horns. Its history has been lost in the 'mists of time' other than for an invoice for a reconditioned engine, from 'Wimoparts' of London, SW19, made out to a Mr G.P.Johnson of Cannon Hill Lane, West Wimbledon, London, SW20 on 22nd April 1968.

I purchased the vehicle, via an advertisement in Exchange & Mart, on 12-12-1969. When purchased, the vehicle was fitted with boot-rack and a Shorrocks Supercharger. There were the remains of a trailer electrical connection. What, if anything was towed, I don't know.

For many years the vehicle was used for daily commuting. During the 1970's the car was featured in a TV advert for the Anglia Building Society to be broadcast in the Anglia T.V. region but as I don't live in that area I have never seen the advert being shown.

In October 1976 the vehicle featured on the front cover of Thoroughbred & Classic Cars magazine. The vehicle was then used for continental travel firstly with the MSA on Euroclassic Tours.

The car has been driven as far as Czech Republic and Hungary. It has been driven around most major, and some minor, Grand Prix circuits throughout Europe.



In 2002 & 2003 the vehicle featured in the Hungarian motor magazine Veteran Auto es Motor.

Since the mid 1990's the vehicle has toured at home and abroad with the Midget & Sprite Club especially the Kent Area Group, www.masckent.org

Viewers of Mike Brewer's T.V. programme 'Wheeler Dealers' may recognise the vehicle performing the opening sequences to the programme about restoring a Mk1 Sprite.

This year (2016) we have successfully completed an 800+ mile tour in France.



1969 MG Midget Mk 3 *owned by Barrie Smithson*

The early history of this car is not known until it came into the possession of my son aged 23 in 1988. Following a differential failure while on holiday in Italy the car was returned to my garage where it remained unused for a long period of time.

The MG Midget was then sold to me as a long term rebuild project in 1991. A very protracted rebuild by myself required many of the structural pressed panels and components to be replaced.

The main objective of the build was to have a practical touring car compatible with modern traffic conditions and with reasonable luggage space for short holidays, not always possible with many classic cars.

In 2004 the Midget was finally completed after a 14 year restoration, having been fitted with a 4 speed Ford gearbox, servo brake assistance and a road tuned engine. My wife and I have now completed some 30,000 plus miles in the car driving in the UK, France, Germany, Ireland and Norway to date only experiencing minor mechanical problems which were fixed easily.



1965 Austin Healey Sprite Mk3 owned by Bernie Higginson

MMF474C is a 1965 Mk3 Sprite which I have had since 1967. It was my daily driver until July 1971, when I had a big accident in it. I was unhurt, but the Sprite was a write off.

I recovered the wreck and stored it for 37 years. I rebuilt it over 2006/07 and it has since been fitted with a Ford type 9 gearbox, MGTF seats and a few other mods to make it a bit more civilised.

In 2014 I took it to the Healey Museum near Amsterdam and this year, along with some other MASC members went on a tour of France, including a visit the Le Mans Classic. The car has now covered about 20,000 miles since the rebuild and I continue to use it as much as possible.



1968 Austin Healey Sprite Mk IV owned by David I King

I have owned this car since June 2009. It had been stored for many years before that but put back on the road early in 2009. Manufactured in December 1968, it was not registered until August 1969, hence the "H" registration suffix. Its first few years were spent in Essex but by 1975 it was registered

to owners in Birmingham and remained there until I bought it.

A substantial amount of body restoration was carried out in about 1980 and some work is needed again now. I rebuilt the engine in 2013 and this year I have had the gearbox refurbished by Hardy Engineering. At that time I replaced the clutch and fitted an Alan Anstead manufactured clutch release bearing – something I would recommend.

I use the car regularly all year round, and enjoy taking it to shows in the summer. My sons covet the car (the youngest used it for wedding transport last year), so I doubt it will leave the family in the near future.



1978 MG Midget 1500 owned by Les & Diane Robinson

Extensive body rebuild around 10yrs ago, resprayed in original Pagent blue. Re built Engine/ suspension/steering/braking system (one of the first to have dual circuit brakes), new fuel system/stainless steel exhaust system/ new grey interior trim/Carrelli carpet set.

I have had "Bluebell" about 2yrs now and. Some of the things I have added are ASI 40mm Alloy Radiator/ Relayed H4 Headlamp conversion/Full electronic ignition system and a Sunvisor kit, great when driving into a low sun.

I will be changing Dashboard back to standard crinkle black with a few electrical upgrades this year.

Am looking forward to my "Free" road tax in 2018

Where Are They Now?



Sprite TAH 174N

I wonder if you can help me out.

I was at a conference last week when talk turned to classic cars. After showing pictures of my Sprite (like a proud dad) one of my colleagues mentioned that his parents had a Sprite back in the day.

A couple of days later these pictures dropped into my in box.

I've done a DVLA check and the vehicle hasn't been taxed since 1994. It may have gone to the great scrap yard in the sky but on the off chance, I wondered if it was known to any club members or listed on the registry.

Any info gratefully accepted.

Kind regards

Pete Turner

Sprite JHT 465D

Fellow dog walker/classic car enthusiast Steve Allen owned many years ago a 1966 green Sprite registered JHT 465 D. He wonders where it is now.

A DVLA enquiry shows the car still MOT'd (expiry 10/3/17) & "taxed" (expiry 1/5/17) - good news - is it owned by one of our members? and if so do they want putting in touch with Steve?

Thanks & best wishes

Peter Houghton



Midget UYK 180M

New member Bruce Burrowes (see page 16) writes to ask: I previously owned a white MK III RWA Midget, reg number UYK 180M, very standard (except someone had added a rather garish red roll bar). I sold this as I couldn't afford to keep it, but it was also a rust bucket. If anyone knows what happened to this car please let know

Regards

Bruce



Devon Area Report



September Wednesday 24th our monthly get together at Court Farm Abbotskerswell making the most of the late sunshine and diminishing light evenings, we decided to have a run out to another hostelry at Chudley, the Highwayman's Haunt Inn. We were all made very welcome and would do a return trip again.

All our cars behaved themselves as usual and a great time was had by all

Regards

Chris Wood and Mike Ellis
michael_ellis@live.co.uk

Dorset Area Charity Presentation

At our regular monthly club meeting last night we handed over £1500 to two charities. £750 to St. John Ambulance, Bournemouth and Poole Unit, with a further £750 to Dorset & Somerset Air Ambulance.

The monies were raised at our annual Classics in the Park show earlier this year and topped up with funds raised from our monthly raffles on club nights.



All members of the club should be proud of the contribution they made in running our event and increasing the total raised for charity since the Dorset Area was founded to £17,500!

Dorset Area MASC started in February 1999 with 25 people turning up to the first monthly meeting. We hold our monthly meetings on the 4th Monday of each month at The Worlds End, Almer, Nr. Blandford DT11 9EW from 7.30pm. We welcome all Midget and Sprite owners and other 'sympathetic' owners of other classic cars and there is no membership fee to join us on club night.

John Gully Tel 07876 334949 email john.gully@btinternet.com

To find the Dorset area facebook page, look for DORSET AREA MIDGET & SPRITE CLUB



Dave Chalk with his IOW Sprite, photo clearly taken with a box brownie

Following on from an acclaimed "Audience with A.C.Dodd" that took place at 'MASCKent' .H.Q in July - four Sprites, of varying marks, and an MG Midget made their way to M.L.Motorsport, on Saturday 3rd September, for A.C.Dodd to examine the cars and examine for engine faults.

First to be examined was Dave Chalk's Isle of Wight 'Super Sprite'. The session was cut short when a geyser, taller than Yellowstone Park's 'Old Faithfully' burst from the cooling system.

Next in was Mel Collin's Midget. Worn carburettors were discovered so no tuning was possible. A.C. fortunately also reconditions carburettors.

Clive Talbot was next with his Sprite. Timing could not be done due to incorrect markings. The carburettors were of the wrong sort for a Sprite and knackered. A change to a 45D dizzy was recommended together with an ignition service - plugs, leads etc.

Then Mark Mathews Sprite. We knew that the car had the wrong Dizzy but were also made aware that it had too much vacuum advance. More worrying was that the crankshaft bearings were rumbling.

With hose clips tightened Dave Chalk presented his car again. The Dizzy was swapped for a reconditioned one with modified advance. The needle from the single HIF Carburettor was removed and modified to improve fuelling, replaced, tested, removed, tweaked some more, and replaced. The smile on Dave's face as he drove the car

on test gave testament to the results of the modifications.

A classic Mini, not with our group, was next in. The engine had been built by Andy Davies who runs M.L.Motorsport with machining done by A.C.Dodd who also supplied one of his camshafts. This was a tune after running in and after A.C.Dodd cast his wand over the engine it ran very sweetly.

My Frogeye was last of the day. The timing had slipped a couple of degrees and the mixture had richened so the car, after rectification, ran more sweetly on the way home.

A.C.Dodd has been invited for another "Audience" on Sunday 4th December 2016 and can expect a request for another session at M.L Motorsport later.

The Monthly Meet was on Sunday 25th September 2016 at the George in Yalding. Mel & Barb brought along their brand spanking new MG saloon. Two toned in red and cream it matches their MG Midget.

The 2016 Miglia Tour entrants, now safely home after 1800+ plus miles (see www.masckent.org), all chose to attend in moderns.

Gary Puxty came in an MGF a snip at £100! Fortunately some members actually came in Sprites and Midgets.

Miglia Tour 2016 took part from 9th - 21st September. Our Tour took its name from the great Italian Road Race the Mille Miglia - the Mille Miglia Museum, at Brescia, being visited on the first tour way back in 2009.

Plans are already being made for next year when a new format is to be tried, of taking a Hotel in Switzerland, and venturing out for drives / visits daily. There is a Swiss connection to the Mille Miglia in that Piero Taruffi, the winner of the last Mille Miglia to be held in 1957, won his only Grand Prix on the Swiss Bremgarten (Berne) Circuit in 1953. Both achievements were whilst driving Ferraris!

On this year's Tour four cars represented the U.K., two Switzerland, & one France. Places visited included the Armistice Carrage, an Abarth / Aircraft Museum; a Roman Ampitheatre & Arch, a Knights Templar Comanderie, & the Circuit des Remparts

Motor Race, whilst roads driven included the Col de Granier and Napoleon's Highway.

Expats at Angouleme John & Jayne Le Mar provided a BBQ whilst Tony Santer took us on a scenic drive around the Angouleme Countryside.

I must mention Graham & Teresa Brunt of the Circuit des Remparts organising committee who assisted with our Classic Car parking they, and the many people that we met along our way, contributed to a great event.

Team work played an important part of the Event. Ron & Vic's MG Midget suffered overheating and 'pinking'. Retarding the ignition brought about a minimal advantage as did un-obstructing air flow to the radiator so Mt Ventoux and the Vercours Mountains were substituted by a gentler gradient by-passing the highest peak and substituting a day in Orange. Oliver & Peter Wilkinson's MG Midget expired with serious engine noises.

They, and their luggage, were transferred to other cars to continue whilst their car returned to Switzerland on a flatbed. Oliver however, joining me in my Sebring Coupe, failed to leave his 'Jonah' behind as not before the end of the day my car came to a halt, atop a mountain, with a completely flat battery. A small lead to the carbon brush had broken and my alternator would no longer generate. (The alternator has already been repaired to now serve as a spare on the next long trip). After a long hot day I was all for getting recovered to the Hotel and sorting it on the morn. The boys would have none of it. My battery was swapped to John Clark's car to be charged whilst my car took on his charged battery. John, with Peter Wilkinson, led with lights as nightfall drew down. I followed minus lights, with Oliver as passenger, whilst Dave Chalk lit up the rear whilst bullishly preventing any other motorists from joining our 'train'. Imagine my surprise and relief, later that evening at our Hotel, when Vic, whom with Ron, Georges & Madeleine had, at my request, gone on from the first break down, announced that he was carrying a spare alternator.

This is just a taster of the tour. To write a full story would take a whole book, or be serialised in *Mascot* over several months, but if you have a thirst for a little more then our

log, filled by each participant for at least one day, is available at the Kent Masc Website www.masckent.org. Better still join us for the next Tour!

East Kent Meeting. Kent's easterly meeting day dawned wet although those on the west of the County were treated to much better weather and indeed it was sun for all by the start of the meet. Hence numbers of Spridgets (just 4) were down but member attendance was way up at 25. Comments by the brave ones varied. "Got here despite monsoon" whilst "Found windscreen leaks" was another. One with a message to us all was "Hood down didn't get wet". My own personal excuse was that the Frog was in outpatients following Alan's Miglia Tour and needed a seized front damper replacing.

Whilst there was not too much car checking or indeed any repairing in the car park a good lunch was apparently had by all, a new member expressing the comment "Smashing venue". Potential new members who I met at a local car show came along too and seemed to enjoy our get together. Unfortunately their newly restored leaf green Frog was not available on the day having suffered a broken half shaft on the way home from that show. It is notable having the genuine Healey wire wheel conversion. A nice car!

Discussions took place on how to add to the attraction of the East Kent meet with suggestions as previously that we could start earlier perhaps with a breakfast meet, do a visit on the way and then take a later lunch. The Spitfire Museum at Manston may be the first trip. Probably an idea for the summer months but.... Anyway suggestions on a post card or even e mail.

The meeting finished with the exchange of sought after parts after which everyone went on their way.

What came out of the meeting was that it was a pity that the pub was not further west as we are having a bit of trouble finding somewhere which members like and serves our needs in West Kent. Unfortunately the landlord of the Crown Inn is not prepared to up sticks for us, thankfully for those east of Canterbury.

John Clark

Alan Anstead Kent Rep

www.masckent.org.enquiries@midgetandspriteclub.co.uk

Scotland Area Report



Two iconic masterpieces

At our last beer & blether evening Lindsay rather surprised us all by turning up in his new acquisition. He had traded one of his Midgets for a 1952 MG T.D. It came as a bit of a surprise to us all, as no one had an inkling he was looking around for an older MG. However, we all trooped out for a good look at his car and it wasn't long before we were drooling over it, as it is in concours condition.

As we all trundled back inside to our drinks, Lindsay told us what he knew of the history of the car. It would appear it had started out in the Greenock area of Scotland. From there, it was shipped to the USA. It spent a good number of years on the eastern seaboard, around the Maine area, before eventually returning home and into Lindsay's safe keeping. He has already been to a couple of shows with it so it won't be a museum piece but it will be well used. He is keen to know more of its history and is in the process of obtaining a heritage certificate, however if anyone can help please let us know.

Currently he is trying to find a bit about it's American history as he is over there at the moment, driving the historic Route 66 (not in the M.G. but in a modern car) and he thinks it could have been owned by a US serviceman

who took it back home with him, however time will tell.

On e-mailing all the members to advise them of the next beer & blether it transpired that a few of them are far flung this month, some more being in the States and one in India so I think it might be a quiet night this month.

Progress seems to be happening on the good Frog after its little altercation a few months back. Apparently, for what seemed a minor bump, the repair costs have escalated considerably; however it hopefully will be going in for repair during the months when it does not really get much use.

Work on the other two cars seems to have stalled, and I fear I am being left behind in the restoration stakes. I gave David a spare dash that I had for the Frogeye at last months meet (his car was a left-hand drive) and I am fully expecting to be informed soon that it has been rust-proofed, new leather-cloth put on, all gauges refitted on it, and reinstalled in the car.

Next month will see me back at the NEC on the annual excursion to the classic car show. I have raided the piggy-bank and taken out a second mortgage to pay for the probably unnecessary goodies I will buy. **Graham**

Notts & Derby Area Report



Eddie Brown's far from standard Midget at Pistons & Props

The Sywell Classic Pistons and Props event in September at Sywell Aerodrome, Northampton has been a favourite of the club for the last few years. The event is a good mixture of car show, cars on track and vintage planes on display and also flying in and out. Richard reports that“after a damp start 9 out of 10 turned up for the MASC club stand on Sunday. Apart from a sharp shower at midday, the weather stayed calm enough for the Battle of Britain Memorial Flight to do a flying display. There was action on the drag strip with plenty of horsepower racing up the short runway, although I'm sure Eddie Brown and Kate Andrews fancied giving them a run for their money in their modified Midgets.”

Mel + Kev recently took part in the Teesside Yesteryear Motor Club Eskdale Road Safety Run.....

“It is held annually on the first Sunday of September and covers just over 100 miles, We drove up on the Saturday stayed over Saturday night, did the event Sunday, The hill climbs were some of the most challenging we had ever done. The route took in a steep descent of Ingleby Greenhow, Rose Dale Abbey and Fryup (now there's a village name to make Mary Berry choke on her chips) with a lunch stop at Grosmont. The afternoon saw climbs up the Rosedale Chimney Bank, with a gradient of 30% at its steepest, and a popular challenge for many cyclists too.

Although the weather was against us and very foggy on some single track roads....



MASC member David Bruzas' Climax engine Braham Midget

had we had a good day I am sure that the views + photos would have been outstanding!”

I was unable to make the Notts/Derby September meeting due to travelling to the Goodwood Revival, but that didn't stop our intrepid band venturing out into the depths of Derbyshire for the third month running. Nigel had suggested a fish + chip supper in Matlock Bath, a popular destination for bikers and tourists throughout the year.

The local roads offer a great driving experience for motorcycles, bikes and Spridgets alike, and Paul Hitchings reports that after fuelling up on some great fish, chips and sausages, they had a great run from Matlock Bath to The Hunters Arms in Kilburn to wash it all down with some excellent beer – not too much I trust in my absence!

Gary Hendon drove up from the Central area in his Midget to meet the others and Jim also dropped in but not in his Frogeye.

Whilst attending a conference recently at the Williams F1 centre, Paul Hitchings reported spotting a Purple 1500 Midget in the employees advanced engineering car park! Was it yours....?

Next meetings at The Sitwell Arms, November 10th and December 8th

Ian Cooke
area rep. ilcooke@btinternet.com

Heart of England Stuff

Helpful and Knowledgeable Chap

Sometime last year I was having trouble with the fuel gauge on DVJ and decided that the problem may be fixed with a new Voltage Regulator. I set about finding one on ebay and selected what seemed to be a trusty supplier with a reasonable price. For some reason I looked at the supplier's contact details and saw that the address was two miles down the road from my home address! I called the supplier, Spiyda Design and asked if I could call in person and collect said item and was told that I could.

I dropped by that day and met with the founder of Spiyda Designs, Chris Horne and got to chatting about Classics etc. as tends to happen and Chris enquired as to the nature of my fuel gauge problem. I briefly explained, at which point Chris gave me a Rheostat and told me to go away and test the sender and gauge with it and find out for sure where the problem lay. This I did and saw that the problem lay with the sender which I later removed and fixed.

Suffice it to say, that Chris is a very helpful chap and lent me tools and information so that I could fix my problem for free, whilst at the same time doing himself out of a sale of a Voltage Regulator!

As soon as I took over as H of E Area Rep this year I sounded Chris out re coming over



Barry and Geoff delve into electronics

to an H of E monthly meet which he did at our October gathering.

He brought with him boxes of sample products and told us how his business had developed from a hobby (he built a Mini with a fuel injected and supercharged Suzuki engine!) and then into a business as he used his knowledge of electronics to solve the most common problems that crop up when trying to make our Classics a bit more reliable and user friendly.

He disassembled and reassembled various electronic gadgets and explained how they worked including a device for enabling any Spridget Fuel Sender to work with any Spridget Fuel Gauge, plus a device which enables an RVI Tachometer to work perfectly with electronic ignition. Many technical questions were fired at Chris from the floor and he had a ready answer to virtually every electronic issue. I think everyone appreciated the depth of Chris's knowledge and it was a really lively I informative evening. I thank the Ladies present who, while perhaps not having quite the level of interest in the gadgets as the guys did, still gave Chris their attention and listened to what he had to say.

Chris has kindly offered a discount code (midgetandsprite) which can be used by any MASC members who visit www.spiyda.com and want to buy anything between now and Dec 31st 2016.

The most Spridget relevant items are:

Fuel Gauge Wizard. Enables any sender to work with any gauge. Includes "anti-slosh" and can be calibrated

Tachometer kit. A replacement internal mechanism for RVI Tachos which works with electronic ignition or ECU triggering.

Ongoing Fitness Drive

The H of E drive for fitness continues and Les Jeans has been "Clean and Jerking" the rear end of his 1500 Midget to his credit bearing in mind the extra weight in the Bumpers

I must urge that this should not be tried at home, especially as Les recruited the help of the Russian National weightlifting coaches, redundant now banned from Rio and apparently he had access to "hydraulicjack steroids".

Steve Newton

East Anglian MASC Report

Part 1

August 2016

The main event this month, apart from a very well attended FBI night (this time with all the 10 or so topless Spridgets parked in a row) was Hubie's run. Unfortunately Hubie has left the club having sold his Sprite, Hubie was at my first ever meeting all those years ago when I first formed a club area so we have a lot of shared history. People do move on and as I count Hubie and Sally as friends as well as club members, I hope I will still see them both around. The good news is that for every active member who moves on we get 4 or 5 replacements.



As always Hubie and Sally did a brilliant job. The run was a mainly 'B' road jaunt through some picturesque and historic villages mainly west of the A1 between Peterborough and Leicester. We met up at the Eagle at Normans Cross (commemorating the prisoner of war camp that was there in Napoleon's time) on a glorious sunny morning. We soon had a good complement of topless Sprites and Midgets, and after signing on, each car was issued with a Tulip route book.

I must admit I have never used one of these before (even though I understand they are commonly used on major events), so this was to be the little bit of spice to add interest to the day's proceedings.

Pat was away in Plymouth so I was on my own, and as each car really did need a

navigator I had to follow another car so as to sort of share navigators, I had no hesitation in picking Mick and Trish (knowing Trish would keep us on the straight and narrow!). My faith was rewarded by a very pleasant and easy drive with us arriving at the coffee stop ahead of everyone else, even those who started before us (we had had a staggered start to put some distance between the cars).



We continued our brilliant drive passing under the wonderful Seaton viaduct (maybe a few too many times) this is also known as Harringworth viaduct (and you will find evocative images of the Flying Scotsman crossing it on the net) and through some brilliant villages, with only the odd small and quickly corrected error (Very well done Trish).

Eventually we arrived at our final destination, the Cuckoo at Alwalton, for a well-earned meal (Alwalton is famous for being the birthplace of Henry Royce of Rolls Royce fame). Despite the fact that this fine old stone inn was known as the Wheatsheaf for maybe hundreds of years (and certainly most of my lifetime) and somebody had decided to change its name (there should be a law against such heritage vandalism) the food (and beer) was actually quite good and reasonable value. A brilliant day out (thanks again Hubie & Sally).

See you all at the oldest Inn in England and far beyond.

Dave Dixon

(AKA Red Leader) e-dave@hotmail.co.uk



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East Anglian MASC Report

Part 2

October 2016



Bluebell outside the Sprite Cavern

Having spent the last 6 weeks in France, Bluebell's first trip to Frogeye cottage and the newly built Sprite cavern, I could have almost titled this "Bluebell goes to France". The little 948 MKII Sprite managed to cover the best part of 2000 miles starting with a 300 mile trip down to Plymouth to catch the Roscoff ferry, making friends everywhere she went (she is a very pretty car). The only real fault she developed was a short in the horn wiring such that the horn would sound all by itself (usually at the most embarrassing moment) I put it down to attention seeking.



We travelled to some brilliant places, mostly in southwestern Brittany and mostly in very pleasant warm sunshine. One of the most

interesting places we got to was the ancient walled city of St Malo, I decided to come home by this route as the ferry docked in Portsmouth three and a half hours earlier than the Plymouth ferry and 120 miles nearer home. Using St Malo involved a much longer drive on the French side and a relatively early morning departure, so I travelled the day before and booked in to a hotel (with secure parking) for the night.

I visited the tourist information office on arrival in St Malo and the very helpful assistant quickly found me a hotel within the walled city, right in the centre of the most brilliant part of this fabulous location. On arrival at the hotel the manager was waiting for me outside, and recognised me instantly (from Bluebell), I was wondering where on earth the hotel car park could be in this small city of narrow cobbled one way streets and ancient but very tall buildings.

It was in an ancient cellar under the hotel accessed by a frighteningly steep ramp, however the very helpful manager, who absolutely loved the car, directed me down the ramp, constantly watching the underside of the car to ensure we didn't catch and strategically placing wooden boards under the wheels when extra clearance was needed.

My room was much smaller than Bluebell's but perfectly adequate and in the perfect location for exploring this wonderful place, I had been to St Malo some years ago but just to catch a ferry and had totally missed this incredible area. The top of the city wall is at about third floor level and you can walk all the way round (about a mile) looking down in to the old city or out at brilliant beaches, coastline and sea. There are some really interesting shops and restaurants inside the city so I was well catered for.

I got back just before FBI night which was attended by the usual motley crew of stalwarts however the nearest thing to a proper car was Stewarts new Porsche (I hope our drooling didn't mark the paintwork!)

See you all at the oldest Inn in England and far beyond.

Dave Dixon

(AKA Red Leader) e-dave@hotmail.co.uk

Essex Area Report

Paul Mutton kindly organised our group weekend away to and has kindly written the following report.



The North Norfolk Run – “England Expects”

Two Frogs, a Midget and an MX5 left Marks Tey on our ‘Dirty Weekend’ to Norfolk. We travelled on one of our usual routes to Long Melford and then headed west on minor roads to skirt round Bury St Edmunds. Our first stop was at an Organic food shop in Fornham, All Saints that had a coffee shop attached, without doubt the nicest coffee of the weekend.

We then preceded on a mix of A and B roads through Thetford Forest and ended up at Castle Acre Priory where we stopped for lunch. (Thanks to English Heritage who allowed us to use their car park and have a picnic on the lawn without paying admission). In addition to being a lovely village, Castle Acre has both a priory and a castle, so well worth a visit if you are down that way.

We then headed towards Sandringham for a tour round the house and gardens (not forgetting the classic car garage). It was while we were in the car museum that the heavens opened and we had our only real rain of the weekend. We spotted a rather nice MGC that was given to Prince Charles by the MG Car Co (do they ever buy anything?). It was suffering from a leak round the timing cover so someone had better see to that.

After a night at a hotel in Kings Lynn and the customary full English we were ready for the next day. We were joined by Owen in his

Sprite who had driven up from Harlow that morning. We did a run round the spectacular North Norfolk coast and stopped at Blakeney for a coffee break and a wander. Thanks to Paul’s impeccable planning, we arrived just as the tide had receded from the car park and the helpful attendant helped us to park in a neat line right by the entrance, where the cars attracted a great deal of interest and comment from other visitors.

We continued on the coast road and then went inland to Holt. From there we picked up the B1110 and B1135 towards Dereham and Attleborough. Apart from Paul taking a detour towards Wymondham the journey home was uneventful. To sum up, good weather, good company and good roads meant a great time was had by all. Given that no one had to lift a bonnet during the trip, it doesn’t qualify as a true dirty weekend. Another bonus was that Helen and Tony both celebrated their birthday on the Saturday so there was extra cake and even some champagne to share!

Thanks go to Tim who did the driving on the recce and a special mention for Owen and his Sprite who did 298 miles in one day!



During a recent holiday in Guernsey, it was interesting to note that they actively encourage the use of Spridgets [and other similar sized cars] by providing dedicated parking places. Not so welcome was the maximum 35 mph speed limit.

Doug Plumb

Somerset Happenings



Back in July at a get together to discuss our impending “Llanerchindda Farm Classic Car Tour” someone suggested a Skid Prevention and Control Course.

So duly booked, we set off to the “Devon Travel Academy”, Exeter. After the introduction we were introduced to the vehicle with four computer-controlled wheels, that took us through many types of skids (I did not know there were so many) during the hour-long course. The experience like the trip to Wales was memorable and I recommend both; in Wales we saw great views and in Exeter we had great skids.

Jeremy Gapper

Goodwood Revival Weekend 2016

We travelled up to Pagham on Saturday afternoon and stayed with friends in a caravan, ready for an early Sunday morning start. We were trackside early enough to get our seats next to the barrier and just across from one of the giant screens, we also had a



good view of the chicane. It has taken me a few years to persuade Lesley that she would like this event, despite her non-interest in motor racing. I am glad to report that she really loved it and is already planning our next visit.

This event is not only petrol head paradise, but also a people watchers mecca. The diversity of costumes and uniforms that are worn by the spectators and workers around the track is amazing and is a reminder of times gone by. The racetrack was opened just after the Second World War, and closed initially in 1966 (hence the Revival). Everything in and around the circuit is from an era before 1966, this includes vehicles selling food, cars, tractors, motorcycles and basically all vehicles other than Emergency ones.

The racing was entertaining, the value of some of the grids adds up to many millions, but the drivers don't hold back and since most of the cars are unsilenced it has an old fashioned feel about it, even if it's a bit hard on the eardrums.

The only problem I would identify is that there is so much to see, you would struggle to see all in three days, never mind one, especially if you want to watch the racing and visit all the stalls and exhibits.

I do recommend you add this event to your bucket list; ticket prices are high, but when you see what there is at the venue, it seems to add up.

Might see you there next year?

Jerry Shepperd

We had two runs in September making the most of the glorious weather. The mid week meander found us crisscrossing Somerset stopping for a picnic near Street and finishing with tea and cake after having travelled almost 100 miles. The end of month run started and ended at Kelways Garden Centre, Langport (see top image), having travelled across and around the Somerset Levels with a couple of comfort stops (and refreshments) along the way. With a few of us attending shows, hill climbs and having holidays it was yet another busy month.

Valerie Young

Dorset Area Report



DAMASC Line-up at Athelhampton

John's Jottings

In spite of the lack of Dorset Area reports in recent editions of *Mascot* there has been a lot going on! With the arrival of autumn events have tapered away to be replaced by 'laying-up' suppers and talk of improvements to be done so cars will be running well next year. Now where have I heard that before ...

The massed ranks of Spridgeteers from Dorset once again invaded the local MGOC1020 event at Athelhampton House and were given pride of place on the front lawns of this lovely location. Eventually 9 cars lined up with two Frogeyes being absent having 'failed to proceed'. Now where have I heard that before ...

I attended the Henstridge Wings and Wheels event which suffered from wind so that the aviation part of the day was somewhat curtailed but nevertheless a good day out and enjoyed by all who ventured out with the threat of thunderstorms.

Earlier this year Pete Downton won the 'Pride of Ownership' award which the club presents

for his well-used Frogeye. Thus encouraged (or embarrassed) he set out to, in his own words, "use the car more". Well he has attended approximately 20 events in a very short time span and has found himself in some interesting company.

Amongst many shows he has represented the DAMASC at Lymington car show, CanAm car club, Purbeck Rally and Quay for my Car, as well as the genuinely named Sandy Balls car show! I hope to get out more next year and Pete has set a high standard.

Our annual PDQ (pretty damned quick) evening run saw a good turn-out for the challenge arranged by last year's winners Chris and Ian Beaver. Overcoming the challenges posed by a low evening sun the winners were Peter and Dee Houghton in their Sprite. A sort of poetic justice really as they set the 2015 event and will once again have to organise the 2017 run!

The long planned, but poorly supported, club weekend in Torquay was enjoyed by the five



Pete Parked at Purbeck Rally



Peter and Dee PDQ run

couples who took part but with two MGBs, an MGF, a Jaguar Mk2 and a 'modern' we were rather shame faced and just muttered about the MG club rather than explain why none of us were in Spridgets or Sprites. We need to gauge the appetite for such an event next year.

Our autumn committee meeting has taken place when we plan next year's activities. We will be looking closely at our Classics in the Park event both to try and avoid clashes with



Didn't they scrub up well!

other local events and to make it more of a draw in terms of what we offer once people have arrived.

I gave my Frogeye 'Vera' a last '3-gears only' outing to display it at the local Wimborne Model Town Steam and Vintage day and my day was made when an elderly lady asked if she could sit in it as she and her husband had owned one when new.

She did become very emotional sitting there and whilst the car has reduced me to tears on occasions it was a reminder that these cars do evoke many happy memories for people. The local newspaper in reporting the event quoted the attraction manager, "We also had a lovely Frogeye Sprite on display, which is a beautiful car", so there you have it – if it is in the newspaper it must be true.

So in a couple of weeks the engine has to come out of the Frog for a gearbox transplant after which I will be back to whizzing around the countryside – well at least until something else breaks!

John Gully

Dorset Area Representative



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from The Bowels of Bristol

As regular readers will know, the B of B bade farewell to their long time meeting venue of the Rose & Crown at Pucklechurch back in the summer. Over the many years we graced Pucklechurch with our monthly presence and endless oil stains, we really became a part of village life. Some of our members joined – well – conscripted into the village Morris Dancing squad – The Pucklechurch Pounders. We gained audience with the village Elders, presented with the gate key to the village green, allowed use of the village stocks and ducking stool. It was even suggested we could burn a witch if we completed the training sessions.

Some of us attended the funeral of Gertrude, the last martyr of Pucklechurch who met her end chained to the village green gates. Fondly remembered by some, although no one can remember exactly what she was protesting about – it might have been us! The man from the RNLI became a regular guest at our meetings. Never found out his name or why Pucklechurch had a lifeboat Being at least 15 miles from the sea, well, river Severn actually, it took over 2 hours to tow the lifeboat behind their 1951 Fordson for launch. Shame they were not able to save the 8 people who drowned in the village duck pond since the Millennium. Although some say that at least 5 of these were dead before they went in.

Then there was the uncanny resemblance of many of the school children to one of our members. Certainly, we were made very

welcome in Pucklechurch, one member rather more than the rest of us it seemed! However, one mystery of Pucklechurch village life always puzzled us. Thanks to Steve Newton of the Heart of England branch (see the October report), we now have the answer.

We could never work out why villagers removed their hats and stood silent and motionless when a JCB drove past. It seems the very first JCB driver lived in Pucklechurch and was taken to his place of burial in the bucket of a JCB. The first driver he may have been, but certainly not the last to take his final journey in a JCB bucket. Oh er!

Since our self imposed removal to the Wishing Well at Codrington, life seems to have become rather 'normal'. Other than a seat on the Codrington Tourist Board committee, we have yet to meet any of the locals or become involved with village life. There are some worrying rumours starting to surface, such as there are no villagers and a stern warning to keep away from the well behind the pub. I stress that these are just rumours, don't let this put you off attending our meetings, we have not 'lost' anyone yet. (Although I am making a list).

As always, a welcome awaits you on the second Wednesday of each month at the Wishing Well (Curry night). Wapley Road, Codrington. Arrive in anything you like, just so long as it is not a JCB.

Terry

rebelwithasprite@hotmail.com



Central Report



Sywell Show, Some of the Central team relaxing amongst the MASC banners

November 2016

The Sywell show, also known as Pistons and Props, has become one of those events in the Central Calendar that members look forward to for a variety of reasons. Some like it for the air displays. A highlight this year being a display by the Battle of Britain Memorial flight, the mighty Lancaster, Hurricane and Spitfire aircraft. Some like it for the motorbikes, rally cars, go karts, hot rods and tyre burning dragsters. Some for the music. The three-piece rockabilly band The Houndogs were outstanding in the main tent, with burning cymbals, jiving a top a double bass and more shakin' going on than Elvis. Some for the Vintage clothing shops where you could buy a dapper pair of shoes or a pith helmet to wear whilst driving your car. However, I mainly went to meet up with other Spridgetly folk. They also had arrived with hot flasks of tea, biscuits, biscuits and more biscuits. Thanks must go to Richard Wharmby for sorting us all out this year. It was also good to see a few different area MASC flags fluttering in the wind especially as they are all different colours. Richard even managed to park us in neat rows so we looked the part.

The October Middleton Hall Sunday day out was the last one before April next year and the Central region was well represented. It turned out to be a corker of a day and organiser John Collins found us all a shady spot under the trees away from the scorching sun. Elaine and Elaine, yes we have two, Bernie, Martin, Gary, Dave and myself enjoyed the excellent coffee on offer from one of those trendy open sided French vans.



Middleton Bugatti, Austin Collins, no speeding allowed

Whilst Andy as usual could be found boiling his kettle for another cup of tea. We were even joined at one point by a very young man in his Bugatti who challenged us to a race around the Hall, but John's son Austin in the guise of Chief Marshall put paid to that, explaining there was a speed limit in the grounds.

The Monthly area meeting was again a busy evening with a full room of chatter and friendly banter. There was a suggestion we might meet up for Sunday lunch before Christmas depending on the weather. We will take a rain check on that at the next meeting and hopefully organise a little run out to keep the wheels turning now we are heading into the dark nights. Belinda Roberts has kindly agreed to organise our Christmas party, well she did volunteer, honest. The date is set for Saturday the 17th of December at the Bull Inn, Furnace End B46 2LG, all Central MASC members would be very welcome. Just let me know if you would like to join us.

Dave Warren
Central MASC

Email to central.masc@live.com

North West Area Report



Weekend of 24th–26th September was the NW Area weekend away, staying at Nent Hall Hotel near Alston in Cumbria.

Neil very kindly volunteered me to write this report so here goes. I was told to keep it to about 500 words otherwise Gary gets bit of a cob on!

We had eight cars in total, albeit two of them were MX5's. There was me, Alan, Bernie and Lynn, Graham and Val, Fraiser and Lesley, Mike and Karen all in Midgets and Sprites. Then there was Neil and Shelly in MX5 number one, Neil's Frogeye engine is in bits – again! Finally there was Steve and Pauline in MX5 number two.

We met at Burger King, Bamber Bridge near Preston. I was first one to arrive which surprised me more than anyone. After about 10 minutes I did check to make sure I was at the correct location! Incidentally, if you ever fancy a Burger King meal then give this venue a miss – on Tripadvisor there are 36 reviews with an average rating of one star!!

Once all assembled we set off to join the A59 at Salmesbury heading towards Clitheroe.

We stopped for a brew at the Inn at Whitewell, not somewhere to go if you want a cheap cup of tea! As we pulled up there was a Ferrari in the car park but once he saw us he was off, obviously felt out of his depth amongst us.

From here we headed off towards Sedbergh and onto the Fat Lamb at Ravenstonedale for lunch. Here there were dozens of Honda S2000's on a day out, this apparently the second group, think someone said there

were 50+ on their event. Anyway, they didn't stay long either after we turned up – bit of a trend developing here!

From here we headed off through Kirkby Stephen towards Penrith. We then joined the A686 – one of the AA's top ten best drives in the country. And we were not disappointed, what a fabulous road. I was behind Bernie and Alan and as we all changed down to second gear for numerous hairpin bends then accelerated away the sound was glorious. We stopped at the Hartside Café for some lovely views over the Lake District although it was very windy and just a bit nippy. One thing that I did find rather sad was the benches with memorial plaques for the bikers killed on this particular road.

Anyway we went on from here to Alston, the highest market town in the country and one that still maintains a very bumpy cobbled high street, and then to the Nent Hall Hotel.

Nice meal, good company, good night's sleep.

Sunday, breakfast, tops off cars, run to Kielder Water reservoir. Sun shining, stopped





for a brew then off on a drive. More fantastic roads. Crossed the border into Scotland where we stopped at Newcastleton for toilet break.

We then went on to the Roman army museum near Haltwhistle, very interesting and worth a visit. Had yet another brew.

We arrived at the museum with tops down but when we came out it had been pouring down – Bernie was not happy.

Then back to hotel for evening meal.

Monday morning, breakfast, check out then off on a final run. It was tops up as weather looked iffy.

Headed towards the Lake District, driving over Kirkstone pass. Down the Struggle, a very, very steep road. I virtually had no brakes at the end – scary. From here we went through Ambleside and Bowness and on to the Lakeland Motor Museum. Had yet another brew, then a look round the museum.

The original plan was to go from here to Blackpool and through the illuminations but by this point it was absolutely pouring down, so we headed for home.

All in all a very good weekend indeed, fabulous roads. We must definitely go back again.

Well that's it, think I remembered most of what went on. Sorry if I've missed anything but wasn't paying too much attention, just busy enjoying the driving.

One thing I haven't mentioned is the number of times we got lost and had to make a U-turn but that can be our secret Neil, I'm sure nobody else noticed.

Len Robinson



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Wanted: Frogeye Carburettors. I am looking for a pair of original carburettors for re-building for my 1959 Frogeye. Please contact **Peter Harwood on 07583 597518 or harwood.peter@btinternet.com**

For sale: A pair of Midget/ Sprite brake callipers in good used condition; £40. **Alan 07474 343643- alan@mobuzzing.net (Bristol).**

For Sale: Austin Healey Sprite (reg WMB 328 J). V5 document, Engine, Gearbox, Rear axle (complete), Propshaft, Set of 4 square hole original rostyle wheels, Windscreen, Quarter glass and frames, Door glass, Dashboard, Dials, Switches, Steering, Steering column, Steering wheel, Starter motor, Alternator, carburettors, 2 seats (original, need reconditioning). Suspension. **Contact: dandjlodge@gmail.com**

For Sale: Austin Sprite (CGD 5K). V5 document, Replacement engine, Goldseal gearbox, 3 square hole original rostyle wheels, Propshaft, Back axle complete but stripped down, Windscreen, Quarter glass and frames, Door glass, Dashboard, Dials, Switches, Steering, Steering column, Steering wheel, carburettors, Starter motor, alternator. I am sure there are other items not mentioned. All bits have been stored in a dry cellar under my parent's house 20 years. The house is now up for sale so I am moving the parts to my own house but realise that I am never going to rebuild these cars (as I have 3 vintage cars). Preferably I would like to as complete groups so that two additional cars can be put back on the road but I realise that I would probably get more selling the parts off individually. **Contact dandjlodge@gmail.com**

For sale: Earlex HVLP Paint spraying kit, model 2900/3900, 240V. Separate high volume pressure tank, adjustable spray pattern, info booklet. Garage clear out, will sell for £25.00, home pick up preferred. Sprayed my MG a while ago with good results. For more info **email lesjeans@hotmail.com West Midlands.**



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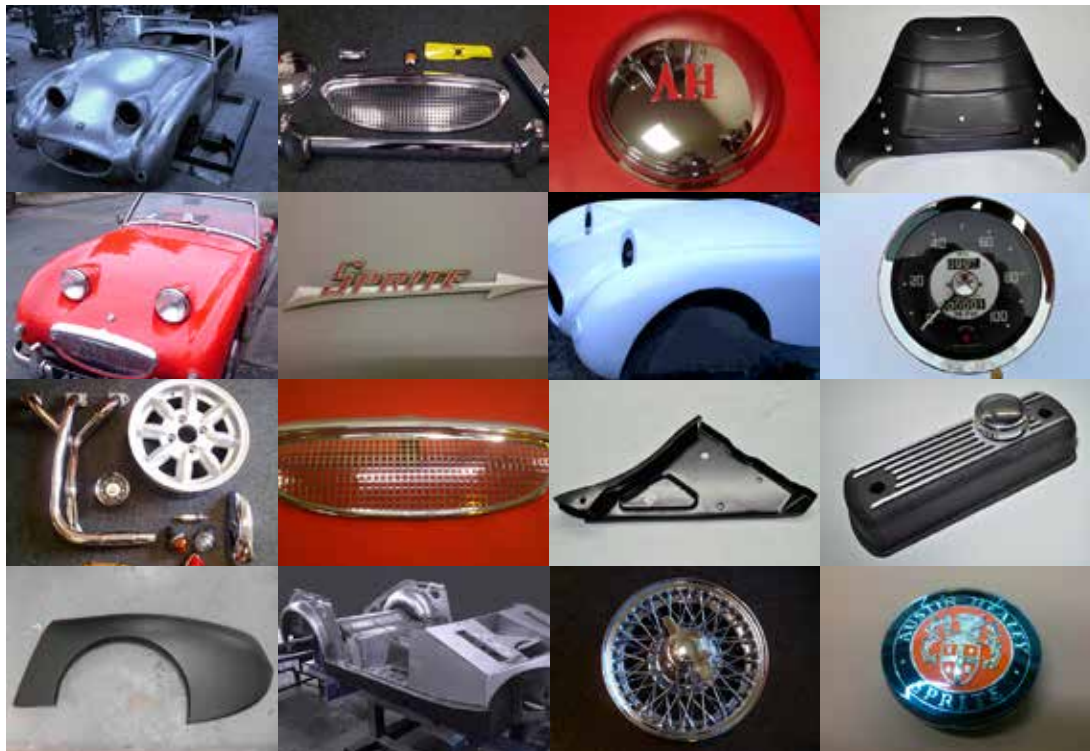
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