

The Magazine of the Midget & Sprite Club

MASCOT

NO. 332

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Also see the Club Nights section on page 4 for new areas and contacts.

Compiled by Richard Flynn (richard.flynn@live.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

Change is a strange thing. Some people fear and dislike it, while others welcome it as a potential opportunity. Changes can be tiny, like this month's front cover, monumental like the events we have witnessed in Libya, or anywhere in between. This last month has seen a few other changes too. British Summer time has gone for another year and the usual drop in temperature means that realistically we'll have less daylight to drive our cars around. However it gives us more opportunity to work on them (assuming that unlike me, you have heat and light in your garage).

There have also been changes to the club's committee as those few members that attended the AGM will have noticed. John Platt who over the last five years has guided the club's membership secretary's job from the chaos that he inherited back then, to the highly organised system that we have now, has stepped down in order to spend more time enjoying his retirement. Stuart Watson has taken over the role of Membership Secretary. This gives us the opportunity to further computerise the system to the extent that it will soon be an almost paperless process. Even now your new membership cards are computer generated (although still made of paper).

Last year's Club Chairman Alan Anstead has stepped down to concentrate on running the

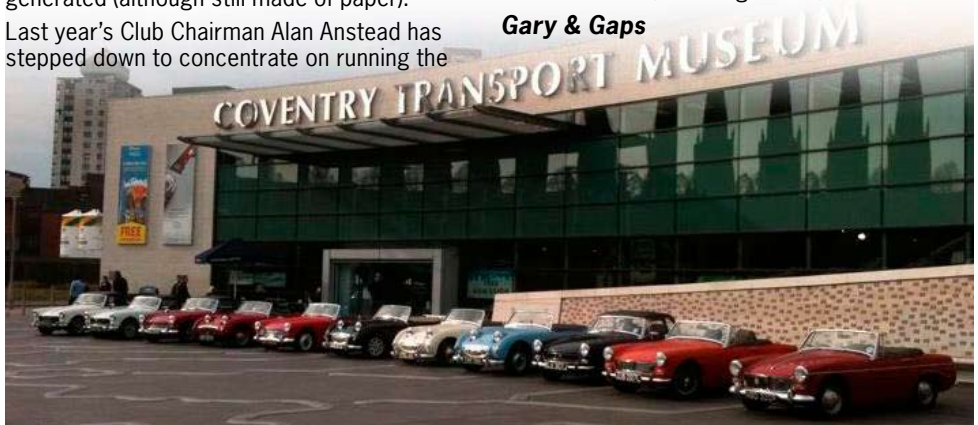
Kent Area. Geoff Hunter has put his head above the parapet and agreed to take over the role. David Dixon has agreed to run Alan's other position as Area Rep's Delegate. Alan Couch has also stepped back from the committee but remains the Rep for the Heart of England Area. While Richard Flynn, who for the last 18 months has been working behind the scenes for the club, has now become the member of the committee in charge of Trade Advertising and Events coordination.

These changes should allow the club the opportunity to continue to improve its healthy financial position, to increase its membership (which it has done year on year since John took over the membership secretary's Job) and to offer a better service to the members, for example an increase in centrally organised events over the coming year.

For those of you reading *MASCOT* for the first time after picking it up at November's NEC Classic Motor Show, we hope that you enjoy the magazine, the Midget & Sprite Club stand and the friendly welcome that you've received from our members. It might make a pleasant change.

Have a great month, Gaps and I will be out and about as usual (no change there).

Gary & Gaps



The deadline for articles and reports for inclusion in next month's magazine is Tuesday the 15th of November

The statements and opinions expressed in each and every issue of the *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.

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Club Nights

- 1st Tuesday **Essex Area** – Now meet at **The Bell**, Beckenham Road, Tolleshunt Major, CM9 8LL. For further details contact Jane Gates Tel: 01255830 509 or email: jgjanegates257@googlemail.com
- 1st Wednesday **Devon Area – The Dartmoor Lodge Hotel**, Ashburton, TQ13 7JW 1930 – 2200. Please contact Dave Price for details, 01805 603133, daveprice@daveprice.plus.com
- 1st Wednesday **South Staffs & Birmingham** – Meet at **Whitacre Ex-Service & Social Club**, 66 Station Road, Nether Whitacre, Coleshill, Birmingham, West Midlands. B46 2EH, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: green_mx5@hotmail.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@unipart.co.uk
- 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 garylazarus@blueyonder.co.uk
- 2nd Wednesday **Heart of England, covers Worcs, Warks, West Midlands and surrounding areas** – Meet at **The Green Dragon**, The Green, Sambourne, Redditch, B96 6NU, at 8.30pm as usual.
- 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.
- 2nd Wednesday **Bristol Area** will meet at **The Rose and Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770
- 2nd Thursday **Notts/Derby border Area** at the **Sitwell Arms** at 30 Wood Lane, Horsley Woodhouse, Derby, DE7 6BN from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilc@bgs.ac.uk
- 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 **Ye Jolly Farmers Inn**, Dalton near Thirsk YO7 3HY – please note new fixed venue – more information at <http://yorkshiremasc.blogspot.com/>
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at Holiday Express, Keith Street, Hamilton 8:00pm. Contact John Pardo on 01698 814791
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.00pm onwards. Contact Mike Gorman, mike@birchwood44.freerve.co.uk Tel: 01737-552256
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00. Contact David Southcott at dandlsouthcott@btinternet.com
- 4th Thursday **Hampshire** –New Venue! Now meeting at **The Fox and Goose**, Greywell, RG291BY. Please ring Terry or Harriet Langridge on 01252 626063 for details.

- 4th Sunday **Kent Area** – Meet at **The Angel**, Addington Green, West Malling, Kent, ME19 5BB at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050.
alan.anstead@btopenworld.com
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.freeserve.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 Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton sub Hamdon at 7pm for those wishing to eat or at 8pm for those not. Phone Ray Darch on 01460 72040 with any queries and to ensure we will be there!
- Last Thursday **South West Wales** – Venue changed. Please contact David Hill for details of new venue, Tel: 01239 811307 or email david@hill.be
- Northern Ireland robertholmes25@hotmail.com. If enough interest, will arrange a meeting.

Club Website

www.midgetandspriteclub.co.uk

Members only pages Password: Monza

Events

From Richard Flynn & Webmaster Richard Mumford

November

- Friday 11th To Sunday 13th
26th
- Join Heart of England group at the Classic Car Show at the NEC. Details from John Platt on 01789 488321 or email john@platt2085.freeserve.co.uk
- East Anglia we are all going to the dogs (Greyhounds that is) Contact Dave Dixon (01733-222810)

December

- Thursday 1st to Sunday 4th
- This year the Midget and Sprite Ladies trip will be to the lovely city of Rome. The dates are Thursday 1st to Sunday 4th December to give two full days for sightseeing. The approximate cost will be £240 for a 3 or 4* city centre hotel (sharing twin rooms) and flights from Gatwick.
- All ladies are welcome, but please let me know by 31st August if you wish to come so I can book as early as possible to keep the price down. You are probably safe from segways, go cars or other dangerous activities this year as there is so much to see in Rome ... unless of course I happen to come across something interesting!
- Helen Ward helen.ward@ahvla.gsi.gov.uk
- 11th
- East Anglia Christmas meal (Sunday lunch) details from Dave Dixon on (01733-222810)

New Members

*Belisarius &
Maurice Blik's
Sprite*



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

2097	Mark Hutchin	Leicestershire	tba
4499	Bruce Lachlan	Hampshire	Frogeye Sprite
4500	Simon & Matthew Ayling	Bedfordshire	Midget 1500
4501	David Beer	Devon	Midget Mk 3
4502	Chris Whiles	Staffordshire	Frogeye Sprite
4503	anon	Essex	Frogeye Sprite
4504	David Dunaway	Buckinghamshire	Frogeye Sprite
4505	Will Eyre	Cheshire	Sprite Mk 4
4506	Adrian & Nathan Askew	East Sussex	Frogeye Sprite
4507	Peter Hind	Cheshire	Sprite Mk 3
4508	Stephen Webb	East Yorkshire	Frogeye Sprite
4509	Jonathan Coulson	Nottinghamshire	Midget Mk 3 RWA
4510	Barrie Williams	Northamptonshire	Midget Mk 3
4511	Susan Stack & Niel Codd	Nottinghamshire	Midget Mk 3



*Simon Ayling and son
Matthew, just before
heading off to watch
the Kop Hill Climb*



Nathan and Adrian Askew starting a complete strip down and rebuild of their Mk1 Sprite



Outgoing membership secretary John Platt with new member Barrie "Whizzo" Williams



Kevin Bishop with "Betsy" his Sprite



Peter Hind's new (to him) Sprite MkIII



Chris Whiles' Mk1 Sprite surrounded by Minis

Tips from Notts

Lowering the front of a 1500 Midget

Having fitted a yellow urethane bush kit prior to MoT last year to the rear suspension, I decided to attempt to reduce body-roll by fitting a front spring pan lowering kit, also purchased from the MGOC.

This consisted of fitting 4 spacers between each wishbone and spring pan on the front of the car. The original bolts were all replaced with temporary longer bolts, then slacked off until I could fit one of the spacers. I worked around the other bolts systematically until all four spacers were in place and tightened securely.

I found this kit easy to fit, and the whole job was completed in around two hours. Although I could see no difference to the height of the car, the handling has certainly improved. I can't believe half an inch would have made all that difference!

I plan to change the front bushes and modify the rear shock absorber set-up next....

Alan Goose

Article sent by Ian Cooke, Notts/Derby area rep. Email: ilc@bgs.ac.uk



The End of An Era For Me



It's finally and really happened, I no longer own a Midget or have any claim to one. The decision was made this month to sell the Midget and buy something larger and thus easier to get in and out of

My association with MASC goes back to the very earliest days when our Midget was spotted on the drive (along with 2 others) in Kingswood, Bristol by Nigel Williams.

The Midget in question LPK577D was actually owned by my late wife Lindy Clifton, but we shared as I mostly rode a motorcycle in those days. We also owned a 1955 Rover 60.

Anyway we went along to what was the second meeting, which turned out to be the one at which those gathered decided that, yes, a club for Midgets and Sprites was a good plan.

Lindy became treasurer, Nigel (Williams), membership secretary and Terry (Horler), Chairman. If my memory serves me correctly.

As we were the first to cough up a subscription we got membership number 1, which I still have.

Many happy years were spent with other members playing with the cars and many long lasting friendships came out of membership of the club. At various times I was Chairman, helped with the membership work, sent out magazines, local rep etc etc

I will continue to be a member of the club as I couldn't possibly give up #1 status and may occasionally pop up at local club nights driving my just acquired Vitesse convertible.

Thanks MASC for nearly 30 years of memories and friendships.

John Ruderman
Membership no.1

Ed's note

We're sorry to hear that your Spridgeting days are over, but glad that MASC will have you as member No.1 for a long time yet.

By coincidence, my first car was a Vitesse 1600. That's the car that taught me more than I ever would need to know about how to recover from a skid!



Martin Ellis

We have been informed of the death in October of Martin Ellis. Martin was historically a member of MASC and the Yorkshire area, and indeed was a committee member for a year in 2006/2007. The club wish to send its condolences to Martin's family and friends and we understand that they are intending to continue the rebuild of his Sprite as a tribute to him.

My Old Midget

I noticed your request for pictures of previously owned Spridgets. Alas, the first Midget I bought is still in my garage having kept it and used it for the past 31 years. I have attached a photo of me and my MkIII Midget taken in 1980 in Robertson Road, Eastville, Bristol.

I managed to buy the car having worked during the summer holidays for Burgoynes Marquees in Lyonshall, Nr Kington in Herefordshire. I worked long hours erecting marquees at local shows and for wedding ceremonies. I managed to save the £500 the seller was asking for a white 1970 Midget. It had no MOT and my heart ruled my head.

I paid the full asking price. I was less assertive in those days! My dad was definitely not impressed. He clearly thought it would end in disaster! I had to arrange for the car to be trailered back to a local garage for the work to be carried out to get it back on the road. This included welding to various panels. I knew nothing about Midgets then and was totally in the hands of the garage. It was also suggested that I respray the car at the same time and it was agreed that it would become teal blue. On the outside that is. Everywhere else was still white! I recall having to scrape together £180 for the additional work.

I will never forget that first drive I had in it having collected it from the garage with its new MOT. I thought I was the bee's knees.



This MkIII was the early facelift model with the early rostyle wheels. Interestingly, during an engine rebuild several years later, I discovered that it had the Nitrided crank that Terry Horler refers to in his great book. I used this car for everything and to go everywhere. I was a keen member of the Bristol MGOC and attended the meetings at the Congesbury Star on the A38 south of Bristol. It was an active club and I often played hockey for the club against other MG clubs. Great fun.

Having finished college I continued to use the car and during this time decided to return it to its original White colour. I even used it to drive to my wedding with my Best Man. However we didn't make it. It broke down on the way to the church! We pushed the car into a gateway and hitched a lift to the church in a passing car. No mobile phones then! Thankfully I had and still have an understanding wife (25 years on). The Midget has remained with us throughout this time. I restored it thoroughly in the early 90's and sprayed it Tartan red. And it is still in great condition despite being used regularly in Europe and Ireland. What's more I still get that same feeling I did when I first picked the car up from the garage all those years ago.

What fantastic little motors.

I have also attached a pic of the car now.



Neil Thomas
Tenby, Pembrokeshire



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Sweatshirt	Red	2	3	2	1		£7.75 p+p £2.25
	Blue	2	2	2	1	1	"
	Green				2	1	"
	Black	2			1		"
T. Shirt	White	1	1				£4.75 p+p £2.25
	Blue	1	1		1	1	"
	Red	1	2	1		1	"
	Green					2	"
	Black					1	"
Polo Shirt	Red	2	1		3	2	£6.25 p+p £2.25
	Green	1				1	"
	Blue	1			1	2	"

Update to 'Speedwell Streamliner' by Tim Saunders in October MASCOT

Graham Hill didn't form Speedwell, the third partner was Len Adams, who was in the Stewart and Arden service department which used to work on my A 35, before we started our own company. W&P did build the first alloy Speedwell front, and the GT bodywork as well, which was on my original Frogeye, which was the Abingdon rally car, PMO 200, which they lent me to drive, and then gave me for the Rally Championship victory.

I have always suspected the John Venner-Pack's car VP7, was my original Speedwell GT, for when I sold out to Graham, part of the deal was buying me a new Frogeye with my old registration number, in exchange for the GT prototype, which obviously wouldn't have been a good fit with my new job at Healeys, running

the Speed Equipment venture in Grosvenor Street.

Graham had joined us in 1958 as manager of our workshops, mainly because while he was running Colin Chapman's racing engine shop, he was much more valuable to Lotus than as a driver. After he joined Speedwell, Colin immediately gave him a drive with great results. Finally, George Hulbert always smiled when he was asked about the record run, for Graham, just didn't fit in the Streamliner.

John (Sprinzel)

Ed's note

I'm always grateful to John for sending in these small corrections, because once something gets into print, it sort of becomes fact. I know that John just wants to see that things are not too incorrect.

BMW 5 Speed Gearbox update

There has been quite a lot of interest from members regarding the BMW Gearbox conversion which was featured in September's MASCOT which has raised a question about exactly which box is the correct one to use.

One member has asked:

"I think there are two Getrag boxes used in the BMW E30 series – the 240 and the 260. Is this correct?"

I assume the box used in the BMW 316/316i/318i/320i with ratios of 3.72/2.02/1.32.1.00/0.81 or the box used in

323i/325i with ratios of 3.83/2.2/1.40/1.00/0.81 will be the one?

Your advice will be helpful

Thanks and regards

Chris Davis"

From: Heinz Schattner

The only BMW gearbox which will fit into a Spridget is the "ZF S 5 – 16".

All GETRAG boxes are a little bit (8cm) too long for the gearbox tunnel. Also important is the outer shape. The bellhousing of the ZF box is very precipitous to the box. This is essential for fitting.

"S 5" means – a long 5th gear with a ratio of 0.81.

For further questions please contact Ruediger: xs.wolters@t-online.de He is the engineer and constructor of this project.

Or info@spridgetcompany.com They also offer the parts for the kit.

Here is my correct email address to pass to other interested Spridget enthusiasts.

Heinz Schattner
aconite1000@hotmail.de

For more technical information please use the following one: info@spridgetcompany.com or Ruediger's: xs.wolters@t-online.de

Hope that helps

Cheers

Heinz Schattner

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The ZF box to the left of the standard smooth case Frogeye gearbox





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Worse Than The Last One?



The Gatsby inspired Midget

Those of you who read about the “Gatsby” styled, Corvette engined monstrosity featured on page 18 of September’s *MASCOT*, may have thought that the image of a matt black MG Midget stretched far beyond its usual length was as bad as it could get.

The red and white leather upholstery, auto box and steering wheel with one spoke removed may well have sent some of you to your GP with requests for a sick note, to allow you sufficient time to recover from the horrific images reproduced in *MASCOT* and forever etched into your consciousness.

Well I feel that sufficient time has elapsed for your rehabilitation, so just when you thought it was safe to venture onto the auction sites of the World Wide Web, I present for your

pleasure this Austin Healey Sprite of 1967 vintage.

It is described as an Austin Healey Sprite Roadster and the seller writes that he was told that the car was built as a parade car! Parading what? I don’t know, but I assume that it would have been driven slowly down the main street of some Wisconsin town a few times a year, possibly carrying the Mayor or perhaps a Prom Queen or two (yes, I’ve been watching too many 1960’s American films).

However I have another theory. I believe this to be a potential reserve Presidential limousine, just in case of a visit from the Chief of Staff who had the misfortune to have



Note the enormous cooling fan

broken down in that particular town.

Why else would the standard grill be replaced by such an extravagant item as seen here? Just look at the size of the fan.

I suspect that underneath the bonnet has been installed a high powered motor, capable of whisking the President and the First Lady away at a moments notice in case of assassination attempts or demonstrations.

The special wheel trims obviously there to draw attention away from the “run flat” bullet proof tyres and the high impact front bumpers, were



The majestic lines conceal a 1967 Sprite



Special wheel trims



Clearly visible signs of the remains of the special equipment side pod



Secret service personnel grab handles

clearly fitted in case the need arose to smash through obstacles and barricades.

I suspect that the two white patches on either door are the remnants of the pods housing the communication and radar jamming equipment. And the raised grab handles on the rear would have been for the secret

service personnel to hang on to, in the event of things getting a bit hairy.

With a starting price of just \$1.00, the seller clearly didn't know that he had a Sprite of such historical importance, however three days and 10 bids later the car sold for an astounding \$510.00

Here is the alternative description in the sellers own words:

"1967 Austin Healey. I was told that this car was built as a parade car.

Some previous owner had installed a continental kit front and rear.

The rear portion has been removed but the front still remains.

The odometer show 45,000 miles, it is thought to be true as the car was only in parades for many years. The body seems to have a lot of body filler on it because of all the forming done for the continental kits. But a lot of the body seems solid.

There is a rust hole through the driver side rear quarter behind the tire. The driver side floor is very rusty. The motor doesn't turn and I cant try to break it loose with the clutch because the hydraulic clutch needs to be bleed.

There are extra custom made rear bumpers with it and a extra steering wheel and column. Any questions please ask.

Thanks for looking. Local pick-up only. No shipping."

I'll do my best to keep you informed of any other similarly interesting Spridget adaptations which might pop up for sale. There is no need to thank me....

Gary



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Footman James Classic Motor Show

11 /12 /13 November 2011

The eight cars for this year's show have now been finalised for display on the MASC stand at the NEC in November which are all highlighted in this edition. We are showing a Midget Mk 1 / Ken Cothliff, Midget Mk 3 RWA / Shaun & Michelle Walsh, Midget 1500 / Alan & Linda Pritchett, The sectioned Midget built by BMC in the '60s for dealer displays from The Patrick Collection, V8-4WD Midget / Stuart Gunn & Rosemary Weston, Frogeye Sprite /Graham & Sandra Goodall, Sprite Mk 2 / Jim & Rosemarie Willis, Ashley Bodied Sprite / Roger & Maggi Byford. The cars owners will be on the stand most of the time to discuss their cars.

Please let me have your items for the Sales, Wants & Message board. Send me your items on a postcard (my address inside MASCOT) either before or on the day and we will pin it to the board.

All that remains to do is work out a rota for the club members who have kindly offered to man the stand over the three days and to set

the whole thing up on the Thursday before the show.

Still time to book the "club advance ticket offer" for Sat & Sun – See the NEC advert in this copy for details of booking online tickets. Please bring all your advance ticket stubs to the stand and the club will benefit £1 each commission.

As before we suggest that you consider parking at Hampton-In-Arden railway station B92 OBJ for free and travel in one stop by train which will avoid the inevitable traffic queues and the high £8 car parking charges at the NEC (not the fault of the show organisers Clarion Events!)

This year's show is even bigger than before spread over seven halls with some 1,400 classics on show. Please do all come and introduce yourselves to us on stand 7C44, buy some half price (clothing only) regalia and take the opportunity for maybe a rest and a chat.

John Platt

Spridgets Appearing on the MASC Stand at the Show

The Sectioned Mk1 Midget Owned by the Patrick Collection

We are delighted to be welcome back, the sectioned or "Cut-Away" Midget Mk1 built by BMC in the 1960's for dealer displays and now owned by and housed at the Patrick Collection.

The Patrick Motor Museum (Patrick Collection) formerly at the Lakeside Centre, is now at Alexander's Wharf, Lifford Lane, Birmingham and is open by appointment. It still contains 50 vehicles, covering 100 years of motoring.



The Cut-Away MK1 MG Midget

Midget Mk 3 Round Wheel Arch "Midge" MAA 427L

Owned by Shaun & Michelle Walsh

Purchased by the current owners in April 2006, having previously been stored in a garage for 17 years. The owners freed the brakes and clutch, towed it home and put in a new battery. After a little TLC on the engine and only three days after purchase it was taken for an MOT and to their amazement it only failed on one rear wheel cylinder.

The car has never been welded and is solid underneath. It has the original ochre interior and the only thing they have done is a re-spray in 2006. Shaun and Michelle also have the original hard top but as they say "who would want to drive this nippy little sports car with the hard top on"?



Austin Healey Sprite Mk1 NMS 530

Owned by Graham Goodall

The car was first registered in Glasgow in 1959. Little is known of its first years except that it was fitted with many Sebring tuning parts, most notably the very rare disc and wire wheel conversion. It was fully restored five years ago and prepared for light competition. Unfortunately the car has had little use and is now offered for sale.



MG Midget 1500 DWP987S

Owned by Alan & Linda Pritchett

This car was bought by Linda Pritchett back in January 1981 and was used as everyday transport for the next 10 years, tours to Scotland and Jersey. The car was regularly used by Linda in the course of her work as a District Nurse.

Not long after their daughter was born, it was laid up, as something more sensible was required.

It was around 2000 that Alan started to restore it, but only as and when time permitted. He came across a leaflet advertising Spridget 50 and decided that this would be the target to get back on the road for. All was going well until it went off to the paint shop in October 2007. It didn't come back until March 2008, so many late nights followed, and it finally passed its MOT about two weeks before Spridget 50.



Austin Healey Sprite Mk 2 468 ELE

**Owned by Jim & Rosemarie
Willis**

CHASSIS NUMBER HAN611838

BODY NUMBER BAL 9390

COLOUR: OLD ENGLISH WHITE
TRIM COLOUR: BLACK SEATS /
WHITE PIPING/ GREY HOOD

REGISTERED IN LONDON: 17TH
JULY 1962

BUILD DATE 13-14TH DEC 1961

This car was bought by the current
owner in 2001, after having been
stored in an out-house for over 20
years.

It was in particularly bad condition,
with every panel needing attention.
After pumping up the tyres, putting
oil and water in, and connecting it to
a caravan battery, they got it mobile
in 20 minutes. The only thing that
did not work were the brakes!

The car spent two years at the
restorers (Goodbrook Motors of
Redditch), and resurfaced in 2003. The car has been White, then Blue, then Red. The Heritage
certificate stated it was Old English White, so the car has been restored to original livery.

There is little history with the Sprite, although the log book states that there has only been
one previous owner. There is a purchase invoice in the documents stating that in Oct 1976 the
car changed hands for £255.00.



V8 4WD MG Midget DWN 482K

**Owned by Stuart Gunn and
Rosemary Weston**

Having owned DWN since 1988,
The Midget has undergone several
changes over the years, this being
the most dramatic.

She now runs a Rover 3.5 litre V8
through a Ford Sierra 4x4 drive
system, which includes all round
disc brakes.

The suspension is double wishbone,
coil-over and fully adjustable.

Used regularly by Stuart, it has
proved very reliable and is used on
club events or just for fun whenever
he can.



"Little Red" the Mk1 Midget 856 XUF

Owned by Ken Cothliff

Ken acquired "Little Red" in May 2009 in excellent condition, having undergone a six month restoration from March to September 2007.

The majority of original components have been sympathetically returned to the vehicle, including the engine and gearbox. In late 2009 the starter motor was replaced, and in 2010 a new hood ordered which was fitted in the spring of 2011, at which Ken found the hood frame was the wrong type, and had to be replaced by true Mk1 type. "Little Red" has participated in many events, including the Yorkshire Dales and Compass runs in addition to attending the 'Midget 50' celebrations at Burghley House.

It has now been confirmed the engine is the original one (No. 9CG-U-h/26048) fitted to the car when built in March 1962. After advice Ken was able to photograph behind the dashboard to find the original production line crayon markings confirming identity (G-AN1/11483), Tartan Red finish, and confirmation of original items fitted. The seating appears to be original too, with carpeting on the back of early type bucket seats, and seat trim of red with black piping. The car also has the rarely seen original black two spoke large diameter steering wheel.

Ken believes her to be one of the most original Mk1 Midgets around, with the only modification carried out – the addition of an electric motor to the screen wash system to help though the MOT (The original pump is still fitted!)



Ashley Bodied Sprite VGD 400

Owned by Roger and
Maggi Byford

This car had been used for racing in the 80s and 90s, and was purchased, still in racing trim, by the previous owner in 1997. However its racing days were over and it was pressed into service for general social events and as a runabout for the magi and Roger's son when home from university.

They bought the car in June 2010 and ran it for general events for a further year, but then, when the MOT demanded some attention to the bodywork, Roger took an Ashley bonnet and hardtop from his store in the shed and had them fitted. A respray completed the revamp, and the car went back on the road in autumn 2011.



The Midget and Sprite Club would like to thank everyone involved with this year's Club stand at the NEC, especially those members who have been kind enough to display their cars as well as those manning the stand.

RWYB or How to Drag Race a Sprite?



by Philip Herrick

Photographs from "Blackett Photography

As some MASCOT readers will remember there are a few Midgets and Sprites that race but do not turn corners. These are the Drag Racers who travel the quarter mile at places such as Santa Pod Raceway and Shakespeare County Raceway.

There are many different classes of cars racing, but all try to accelerate, as fast as possible, from a standing start over the quarter mile distance. The quickest cars are the spectacular "Top Fuel Dragsters". These are Rear V8 engined, Supercharged and Fuel Injected cars, which use Nitro Methane as fuel and produce 8000HP! They cover the quarter mile, 0–320mph, in 4.5 seconds....

However all types of cars are catered for and many road going cars turn up to try the quarter mile in the regular RWYB (Run What You Brung) events. On Sunday Oct 2nd I took my "Super Sprite V8" along to Santa Pod.

It costs £10 to enter and spectate and then 25 pounds to sign on and run on the strip (you must show your Driving License). As my car is out of its MoT and tax I took it on a trailer but most cars are driven to and from the track.

After unloading and signing on I took the spare wheel out and windscreen off, then I joined the queue of cars waiting to run. As we steadily moved forward I looked at some of the other cars, a mixture of "Old Skool Fords" (Escort Mk1s and Mk2s), American V8 Muscle Cars and modern Hot Hatches plus a variety of motorbikes. Each vehicle had a number painted on by a track official before running.

Just before I reached the front a lunch break was called so we waited for another half hour in the sunshine.

Then the time arrived and, strapped in, with my helmet on, I was called to the line. I was to run alongside an AMG Mercedes estate. I eased the car forward into the "Stage Lights" and the waited for the green light – in first gear, clutch down and with the engine revs high ... Green ... Clutch up ... GO!! ... Into second gear ... into third gear ... into fourth gear – And the engine died as the throttle pedal went to the floor!

I coasted to the turn off and the track crew helped me to a safe spot where I lifted the bonnet and re-secured the throttle cable to the carb linkage.

I had previously changed from my Quad downdraft 36IDA Webers to a pair of 38 DGAS Webers on an aluminium Hi-rise manifold, which had run on my previous Pro Rover MGBGT drag racer. Obviously I had put too much force on the pedal trying to go faster! Once the throttle cable was adjusted again, I went out for another run and this time all went well and I recorded a time of 14.25 seconds and 99mph. This was my best time this year as I had run 15.1 and 14.8 at the "Nostalgia Nationals" RWYB in June at Shakespeare County Raceway.

So perhaps more Midgets and Sprites might come along to a RWYB next year and have a quarter mile trip with high revs – as a change to a country road trip with a high tea?



The Super Sprite V8 runs a pair of 38 DGAS Webers on an aluminium Hi-rise manifold



Just after the start



ETA of just under 100mph
in 14.25 seconds



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Spirit of the '60s

Reuniting for one day the cars, drivers and the atmosphere of the Dyrham Park Hillclimb 1961-1966

On Sunday 2nd October, the Bristol Motor Club in partnership with the National Trust, organised a spectacular 'Spirit of the 60s' day at the Dyrham Park Estate near Bath. 50 years ago the National Trust took over the running of the estate. Also in 1961, the then Bristol Motor Cycle and Light Car Club organised the first Dyrham Park Speed Hillclimb. Spirit of the 60s was a celebration of these two anniversaries, which also fall into the year that Bristol Motor Club is celebrating its centenary.

Colin Gale's 1966 Sprite hillclimb car



'The really good table': Andy Cross, Colin Gale, Jill Hansford and Andy Grimm



The Dyrham event developed into one of the most popular hillclimbs in the country and became a regular feature in the National Championship calendar. The course was the front drive of Dyrham Park House, situated to the north of Bath on the A46. The hill was 800 yards long, the holding area was in front of the house and the paddock was at the top of the hill on the right hand side, now the

tourist car park. The record for the course stands at 30.05 seconds, set at the last meeting in September 1966 by Brian Eccles in a Brabham BT18.

Sunday 2nd October was a warm, sunny day and over 100 cars of the age and type that could have competed at the hillclimb in the 60s, were given two runs up the hill, albeit behind a pace car. Dave Hansford's 1961 3000 was the only big Healey there, Colin Gale's 1966 hillclimb Austin Healey Sprite caused a lot of interest and there were Sprites and Midgets from Jeremy Walton, Murray Maclean, Andy Cross, Jim Elsworth and Alan Lo (who has now finished cleaning his car!).

The Wiltshire group were well represented and Andy Cross had brought the full picnic in the back of his race Morris Minor, table, chairs and cold beer. So it was a real end of season atmosphere.

The day was a great success, with an incredible entry of cars including a gaggle of three wheeler Morgans, C type Jaguars, and just about everything that might have gone up the hill in the 1960s. It was very popular with the public, who were able to mingle with the cars and drivers in the paddock and watch the cars speeding up the hill.

Let's hope that something similar happens in 2012.

Dave Hansford



A collection of Spridgely things in the paddock

Yorkshire Area Report

Mike in his Frog passing the Y Type

At the start of October, a group of Yorkshire MASC-ites joined the Yorkshire Area of the MGCC for their Canada Run, on a great route around the various WW2 airfields of the Royal Canadian Air Force bomber group in the Vale of York and Vale of Mowbray. The weather was absolutely stunning, and as it later transpired, it was actually the hottest day of the year. Ken (who organised the event) and Julie were there in Little Red, along with Rob & Jenni in the k-Midget, Caroline & Roger in their Sprite, Mike in his Frog, Claire & Ian in their Midget, and Granville in his Midget. Having just proved that a spridget is an eminently sensible touring car by doing an 800 mile round trip to Islay & Jura in Sarah's Sprite over the previous week, we decided to give Daphne a rest, and so Sebrina had a day out. All cars were well behaved, which given the heat was a major result. Plenty of funds were also

raised for Yorkshire Air Ambulance.

The following weekend, October's meeting at Ye Jolly Farmers was a complete contrast on a wet autumn day, but was well attended with Jason & Michelle, Mike in his Frog (bravely without roof), Ken in Little Red, Steve & Barbara in their Midget, and John in EEV the Sprite.

Our next meeting is on Saturday 13th November from 12:30 at Ye Jolly Farmers Inn, Dalton, near Thirsk YO7 3HY.

Keep up to date with what is going on at <http://yorkshiremasc.blogspot.com>. Ken's Midget is also on the MASC stand at the NEC Classic Car Show, so if you are going, make sure to stop and say hello!

Sarah & Tim

Email: yorkshiremasc@googlemail.com
Tel: 07968261990



Tim & Sarah in Sebrina at the memorial



Setting off

Wiltshire Wonderland!

AND "SEX AND THE SPRITE"



Sprites at Castle Combe

If you think it's all gone quiet in Wiltshire over the last few months, you are very much mistaken, my Spridgetting friends. Au contraire, it's all been happening, I've just been too busy to shout about it.

Having just added "Spridgetting" to my MS Word dictionary, I can move on. And we all did move, on our famous Vine Tree Run.

We moved on, and on, from one pub to another, until we found one that would have us. It was a great country evening drive in the heart of the summer and through best villages in Wiltshire.

Zooming down the old part of the Roman Fosse Way, at about a two mile straight, we hit the railway crossing bridge a bit quick. Wheee! Graunch; that was the exhaust grounding, badly.

There were all the plenty of hot Frogs, Sprites and Midges, from all round Wiltshire and from Bristol too, but the problem we soon found was that the Vine Tree couldn't accommodate us. They had a party on, as their landlady had just climbed Machu-Pichu (with her friend Christine Hamilton – now that WAS a challenge!)

So we headed off to The Salutation at The Gibb. A great pub, I remembered, particularly for food, as by now some of us were rumbling. Or was that my gearbox? A great little drive back down the old Fosse Way (Graunch!) and through Biddestone and there we were.

It was shut. A locked door. Not a Salutation from anyone, but eventually a man appeared. Closed for renovations, the Man said.

Next little jaunt was just down the road to Castle Combe, where there are two pubs, and there we were lucky. A welcome and room for us all in the restaurant. Thank you, The White Hart.

Since then we have had a few more MASC club evenings at the Barge at Seend, and each has been better, livelier, and maybe even wilder than the last.

There are still a few who have e-mailed me and clearly would like to attend, but so far haven't been able to. We would love to see you, you will be well entertained, I promise! And a big thank you for those who have recently joined us and made themselves at home; Andy Williams, Jeremy Walton and Richard Crowther and family.

We often stray far away from the topic of cars, but when we stop laughing we find we have to get back to the subject. We answer the deepest questions such as: How did Colin Gale invert his Frog-Eye hill-climber at Wiscombe and got just a few scratches on the roll cage and still shiny green bodywork, Just exactly what does Colin Biles carry in the boot of his trials Midget, and what could we get for it at an auto-jumble, Why did my Sprite fail its MoT for the horn "sounding like a duck" and which farm animal noises are acceptable, What was the significance of the race number on Moss' Mercedes at the Goodwood Revival, and Just who were "Pierre" and "Shirley" who wrote in to Motor Sport in May 1961, along with several others, with suggestions as to how one could progress one's "honourable intentions" in a Sprite. OK, that last one needs some explanation. I found a 1961 copy of Motor Sport with a lively letters page. The Headline "PIERRE'S PROBLEM – OR SEX AND THE SPRITE" drew my attention!

It seems that Pierre had found a problem with his otherwise wonderful Sprite in that it obstructed his free access to his companion, and the obstacles that separated them cost him a few pairs of nylons at least. I will quote the eager "Shirley"'s response:

Sir,

I was somewhat amused to read Pierre's letter and could not resist the opportunity of refuting what he thinks about a Sprite's shortcomings! Having been a Sprite passenger, I must admit that for some weeks we were at a loss to know just how one could get really comfortable in the car in question, until my partner (who prefers to remain anonymous) had a practical idea which he quickly put into practice, and for Pierre's benefit is roughly as follows:

Method

Loosen the two retaining screws at each side of the base of the passenger's seat and remove the seat backrest, placing the same forward on the floor as far as possible between engine cowling and near side. Remove driver's seat (cushion) and place on top of the passenger's seat, thus forming an angle of approximately 30deg.

Operation time – Five minutes.

Result – Try for yourself and see!

Complete with anti-roll bar qualities, robust independent suspension, coil springs and wishbone connections, lever-

type hydraulic shock absorbers, etc. What more could you wish for? From my limited experience of sports cars I think that the Sprite rates very highly from sports car performance to economy in running with adaptability! Poor Pierre; at 23 years of age he should be making the most of his chances....

Good Luck! I am, Yours etc.,

"Shirley" (22 years old)
(Name and address supplied – Ed.)

There are a number of other letters in a similar vein, which remind us that Spridgets were not just great little sports cars, but also a fine young person's "fun machine" in the days when you wouldn't dream of taking your girlfriend back to your parents' house. I'll quote a few more if Gary has space in another edition. Or you could join us at The Barge on a "last Monday of the Month" natter, and get the full Monty.

Best wishes to all!

Andy

Ed's note

The discussion of Pierre's dilemma continued for many months throughout 1961 within the letters section of "Motor Sport" magazine.

Win Tickets to this Year's NEC Classic Motor Show

MASCOT has seven tickets to give away for this year's Classic Motor Show.

The tickets give access to all three days.

The first seven correct answers to the following question received by the editor, will each win a complementary ticket to the show.

Question: Which sponsor of the Classic Motor Show is also an advertiser in MASCOT magazine?

Answers must be submitted by email to editor@midgetandspriteclub.co.uk

The editor's decision is final and the competition is open only to paid up members of the Midget and Sprite Club.

Surrey Area Report



Coffee, croissants, seven Spridgets, a Traction Avant and a tractor in France"

When I joined the club in the mid eighties I thought at that time how good it would be to form a local meeting group to enhance our enjoyment of the marque we all enjoy. However what with work and an interest in other post vintage vehicles, as well as a bit of procrastination, my thoughts did not evolve in to anything.

For that reason I was delighted to support David Wright when he founded the Surrey Area all those years ago. He created a great and thriving branch from which other areas have sprung up and it is great to see the increasing membership and activity in Kent and more recently Sussex. Alan has been a great successor but to do so has had to spread himself thinly particularly of late particularly bearing in mind the European tours he organises.

For all of these reasons I was pleased to put myself forward to do what I can to help the club and the Surrey area in particular. Having taken up the post I promptly missed the September meeting because Pam and I were in France for Angouleme, unfortunately not in the Sprite, however we did host seven Spridgets for coffee and croissants on the Monday following the racing.

Sue and Jim Judd kindly stood in for me at the Blue Ball for the September meeting, but unfortunately the majority of our regular attendees were also in France.

The October meeting was however reasonably well attended. I made the effort of getting there early but I was still behind Alan Anstead who was just finishing his meal when I arrived. I was followed in by Helen and Tim Ward in their Frogeye, the first of three in their Spridgets with their hoods down.

Colin Aldridge then arrived in his Midget and he was followed by Pete and Hills Stevens in their Frogeye again sans hood. Look out for their car on youtube as it was featured in Angouleme.

The next to arrive were Colin and Nay, then Linda Southcott, no David as he was at a historical photographic meeting in London. Next to join us were Jim and Sue Judd with the Surrey sail which was passed to me.

Later we were joined by Ashley Hinton clutching a heater motor, having wisely decided to ignore a request to attend an EBay event. David Gibbons was the latest arrival, he would also have had his Frogeye but for the lights failing him.

Colin Carpenter's laptop provided a slide show showing the substantial progress made with his Midget which we look forward to seeing at the meetings soon. I had Pam's iPad so I could show the Angouleme pictures we took.

Having spoken to the Kingswood Arms I suggested we hold the Surrey Christmas meal re-visiting that venue on Tuesday the 20 December and all were in agreement that I press ahead with the arrangements details of which will be emailed to Surrey members and surrounding areas. Looking forward to seeing more at the Surrey Meetings.

Mike Gorman

Email: mike@birchwood44.freemove.co.uk

Tel: 01737 552 256

Ed's note

Congratulations Mike on your "promotion" and also our thanks for taking up the mantle. Alan's stewardship has, I'm sure passed into safe hands.

Kent Monthly Meet



On 25th September Kent Section moved away from its regular meeting place at the Angel, Addington Green, to Bearsted Green for our monthly meet. I hope people had been reading their monthly e-mailed updates and did not venture to the Angel by mistake. Our meeting was to be held at the 4th Classic Cars on the Green show, organised by Phill Hill, to raise monies for the Kent Air Ambulance Service. If, as I have over the years, anyone has had the benefit of having an air ambulance attend the scene of an incident to medivac an injured person they will know that the work, of the Air Ambulance Service, is truly astounding.

Without a designated parking area, on the village green, the nine Masc Spridgets were scattered amongst a large number of mainly MGBs.

In all there were about 150 assorted classic cars on display on this sunny Sunday. There was a farmers market and other trading stands and the Lenham Motor Co, of Harrietsham in Kent, so long associated with Spridgets, since 1962, had a stand displaying their Lenham Le Mans Coupe, which was first designed and produced in 1963. Ian Langford Lenham's race driver, who currently leads the MGCC Midget Challenge race series, was kind enough to show me around the car – replicas of which, in de-tuned spec, may be made for road use.

Alan Anstead
Kent Area Rep.

Mail to: alan.anstead@btopenworld.com
Tel: 01322-384050 (answerphone)



*The Lenham Motor Co's Lenham Le Mans Sprite
Engine and under-bonnet concealed wiring*



NW Area Report

Oulton Park Gold Cup Race Meeting

On the Sunday and Monday of the August bank holiday several members attended the Oulton Park Gold Cup race meeting which this year celebrated 50 years of the E-type Jaguar. As per usual the weather was mixed with sunshine, showers, strong winds, heavy rain and cold winds. But the North West boys and girls laughed at the elements, huddled together and downed pints of hot tea or Lemsip. Fortunately we had the smart feather banner to gauge wind strength and the very smart dome to shed the rain but I have to report envious glances were made in the direction of Andrew and Rachel who had thoughtfully brought along boy-shaped hot water bottles.

And the racing...? I hear you impatiently ask. Well, 18 races and 7 practice sessions featuring some fabulous machinery and talented drivers was enough for the most ardent fans of historic motorsport.

A couple of Spridgets were entered in the very first race but thereafter we had to content ourselves with E-types, single seaters of all ages and sizes, classic saloons, sports racers and even some rally cars misbehaving themselves on their own course.

The Martini trophy had several two litre sports racers from the 70s, but lurking in the entry were a couple of Can Am cars which caught our attention. One was a Chinook driven by a Canadian who appeared to have great difficulty in keeping the beast in a straight line and all four wheels on the track. It really was a handful and in the paddock the driver said he had wheelspin in 3rd, damage to the gearbox and little experience of driving it in competition. Ah, well another enthusiastic amateur trundling round. A very charming and polite gentleman but not a real racer.

But since then I've seen him at Goodwood. The man put in a fantastic drive in conditions as bad as, if not worse than, Oulton. He and his team from Rishton in Lancashire performed miracles and they won! But we saw them first. Can't wait for next year!

lan

Loton Park Hill Climb



MASC in the sun at Oulton Park for the Gold Cup

A new sub-centre recently held its first outing to the hill-climb at Loton Park near Shrewsbury, Shropshire. The members of NoSSoS (North of Stoke, South of Stalybridge) branch met in Newcastle, where fuel was taken, and then set off.

The initial run was uneventful with young Peter Vass leading the way in his black Midget. But on leaving the main road at Shrewsbury the route became much more fun. True sporting lanes with downhill plunges through woods, twisty sections past farms and villages and mini climbs were perfect for Spridgets. And yes, the sun shone. As racing went on there were showers which dampened the track which made driving (and spectating) interesting. A late lunch break gave Peter the opportunity to investigate the less-than-perfect running of Ian's Sprite and Dr. Vass prescribed a new coil which was duly fitted.

The competition provided fine entertainment at various spots along the track and the paddock revealed unexpected levels of technical sophistication and expense. The run homewards was as entertaining as the trip down and a break for liquid refreshment and sporting analysis was taken on entering Staffordshire. All-in-all a good day's Spridgeteering thanks to Peter's choice of venue and route.

On Sunday 25th September was the High Legh garden centre Leafy Lanes Run. This is the second year it has been run and once

again we made up the majority of cars; there were seven of us, a rally prepared Opel Manta (he also went last year) plus two of the garden centre employees in a Mazda MX5 – I think to make up the numbers! Don't know why this event is undersubscribed as it's done in conjunction with the Knutsford and District Car Club – where were they all?

So once again the MASC led the way, there were all the usual suspects i.e. me and Diane, Mike and Karen, Neil and Shelly, Janet and Rob, Bernie and Lynne, David and Heather plus Mark with young son Mathew navigating.

We had breakfast before starting the run. Halfway stop was at a sister garden centre, the Astbury Garden Centre near Congleton. Here we had lunch served by the very efficient and friendly café staff – I think they were time served at the Kilton!! Is it me or do people in Cheshire that can't get a job at B&Q end up working in pubs or cafés? To say they were slow and disorganised is an understatement.

Finishing point was back at High Legh for a coffee. The run itself was excellent and well

organised and took us down some lovely roads. I think we all enjoyed it and I would be happy to do it again next year.

October club night was 'Ian's quiz'. Once again this was excellent. The quiz consisted of various categories but by far the best was the one relating to the IKEA Catalogue, I didn't realize that Ian actually spoke Swedish! – Brilliant.

Somehow Bernie and Lynne managed to win, I think they were more surprised than anyone. But it was a close run thing as they drew with Mark and Andrew so it went to a tie breaker, real nail biting stuff. First prize was a tin of chocolates which they very kindly shared with everyone – as if they had a choice! Plus, as they were worthy winners they now have the privilege of hosting next years quiz. A fantastic night with a very good turn out. Once again many thanks to Ian.

Well that's it for another month. See you at the Kilton on 9th November.

Les

Tel: 01772 432128

Email: lesrobinson@blueyonder.co.uk

Market Place

Adverts to Alan Lo, 23 Charnell Road, Staple Hill, Bristol, BS16 5NE
email: alan@mobuzzing.net Tel: 0117 9572617

FOR SALE – Front wings, bonnet, front shroud and windscreen for Midget 1500. My "Spider project" appeared on page 3 of the September issue of MASCOT. The plan is to make the car as low and light as possible by removing what is not essential and replacing steel with light weight fibreglass where this can be done. The wings and bonnet are all very good with no more than a few small areas of surface rust. The front shroud has some new panels but has been crudely welded and would benefit from some reworking. The windscreen and frame are sound. There is a hood frame which is sound and a hood which is a bit tatty. I would prefer to sell both wings and bonnet as a job lot and am looking for around 50% Moss prices. I live North of Bath between J17 and J18 of the M4.

Please give me a call on 01225 891379 or mob 07762 099256 or email dick@matherwood.co.uk

FOR SALE – Misc Sprite MK1/2 parts – Charity Donation – A mix of large and small

items donated for charity. The main parts are: A pair of doors, bootlid, 3 x Mk2 wheels, windscreen frame, 2 x Mk1 gearboxes in bits; 950cc engine dismantled, rear axle complete, LH/RH wishbones drum brakes and many more. A small donation of the buyers choice would be welcome.

For detail or pictures of the parts, **please contact Petewtaylor@yahoo.com**

FOR SALE – Works style fibreglass hardtop for Midget/Sprite in black, post GAN3 cars. For further details **email Paul Cannon - canpt2002@yahoo.co.uk**

FOR SALE – Frogeye parts – Front bumper, very good condition with over-riders & fixing brackets £75. 4 original steel wheels with A.H. hub cabs complete with tyres (cross ply – were new old stock, minimal use) £250 ono. Original steering wheel £100. Steel bonnet, good condition – full details on request, offers.
Contact: [Larry 01379 652524 \(Norfolk\)](tel:01379652524).

Dorset Area Report



Sue Hall of SSIT receiving the cheque from Dorset treasurer Colin Morris

On Tuesday 27th September, our Dorset area Treasurer Colin Morris handed over a cheque for £2000 to Sue Hall of the Southern Spinal Injuries Trust (SSIT) at The Duke of Cornwall Spinal Unit, Odstock Hospital, Salisbury. The SSIT has been in the news recently following the tragic death of Horatio Chapple who was killed by a polar bear. All monies raised in his memory are also going towards the Jubilee Garden at the hospital. The money raised was from our monthly raffle, donations and our annual Classic Car Event at Kingston Lacy House, and brings our donations to charity in excess of £10,000 since we were formed in February 1999.


Ian Beaver

Email: ian.beaver@btinternet.com

Tel: 01722 326840



L to R Ian Beaver, Chris Beaver, Catherine Oakley, Rob Oakley, Jeremy (Treasurer of SSIT), Vi Morris, Colin Morris

		Dorset Area Midget and Sprite Club Nationwide Building Society PO BOX 8888 Swindon SN38 1NW		00 00 00	
27th Sept 2011					
Pay Southern Spinal Injuries Trust					
Two Thousand Pounds			£ 2,000 - 00		
Cheque Number 000000		Sort Code 000000		Account Number 00000000	
				Signature: <i>Graham Beale</i>	

Somerset Area Report



*Le Bois Coudrais – Peter Young (Midget)
and Malcolm Denman (Sprite)*

Well it's all change here in Somerset with Dave Bearne relinquishing the post of Area Representative after some 12 years or so. As a founding member he has done a great job in holding together a disparate bunch for so many years without conflict; but now as a non Spridget owning "Blue Leader" (an MX5!!) it may be the right time to go. He says, it was due to pressure of work, to which I can only say I'm glad to be retired. As a result I "volunteered" to take over the role. But perhaps to quote or misquote Oscar Wilde, "Work is the curse of the drinking classes" Well the eating and drinking classes, that is which may be more like the truth. Yes, we can't get away from eating and drinking and have just organised the Xmas Lunch Bash for the 11th December at The Flintlocks Inn at Marsh on the Somerset border.

Since we last reported everyone returned safely to Zummerset, for following our successful 2009 trip to Brittany, we decided to do it again this September. Weymouth to St. Malo, curiously via Guernsey for a three hour stay and boat change, which was a slow voyage by fast ferry; very odd but cheap. Thence onward by excellent roads and bad signposting to our favourite self-catering gîtes at Le Bois Coudrais in Cuguen, ½ hour south of St. Malo.

The tourist hotspots had already been done previously, so this year was more relaxed, with lots of pavement café lounging and people watching. We all wandered round the large Combouge and Dol de Bretagne street markets and lovely a country house garden near Fougère. Two couples even spent a day at the Normandy landings beaches and museums, but eating was the major preoccupation as usual. Everyone had a great time, nobody broke down, the weather was kind & we're bound to do it again. We may however, "Go West young man" and sample the Guinness!

We now have our profile on the web site (hopefully) so if you want to learn more about our "goings on" then do have a peep, or better still come along and meet us sometime.

Bye for now,

Ray Darch

Email: raymargaret@lineone.net
Tel: 01460 72420



*No day for a swim –
L-R Valerie Young,
Lesley Shepperd,
Shirley Mansell,
Seated – Elaine
Denman*

Home Counties North West Report

Well, what a lovely sunny end to September. I hope you and your Spridget made the most of it? Unfortunately the weather broke just before the Home Counties North West's last road run of the year. Typical!

Sunday 9th October was the date and as happens all too often I woke in the night before the run to hear rain hitting the windows of the bedroom. This makes me so cross. To my surprise though by the time the alarm went off, never a good thing on a Sunday, the rain had stopped and all that was left were big puddles at the side of the road. That happens often as well.

We were meeting at a new venue, Panshanger aerodrome (ICAO airport code EGLG if you are interested). This is a small airfield on the outskirts of Welwyn Garden City. The aerodrome started life in WWII as a "decoy aerodrome" with a hangers and facilities made by film set experts, complete with dummy aircraft, cars, smoking chimneys and deliberate 'black out leaks'. Those measures were aimed at diverting German bombers away from Hatfield with its large aircraft factory and other nearby industries. It was so successful, that many of our own pilots landed at Panshanger by mistake! In the early forties the RAF Elementary Flight Training School was based in Panshanger and real buildings began to replace the canvas and scaffolding dummies. Since then the aerodrome has become a civilian airfield.

There were a number of scary looking planes that I wouldn't be brave enough to fly, but far more welcoming was the small bar and coffee shop where we all caught up and relaxed before our drive. I say all as we had a bumper turnout of 11 cars including a guest appearance from our editor and his Gaps, but more pleasing for our regulars was seeing the mkII Sprite of members Lily and Vic Beaumont. Lily has been very unwell this year and it was great to see them both and have them join us on the run.

The run itself was a good one. Put together by Chris and Pat, based on a run that Pat and Zara had used before and refined by Mike and Sue. Finishing off at the Rising Sun in Hall's Green; our third visit to this little pub. Our



route took us through a real mix of flat open countryside and hilly wooded areas. Better yet the sun managed to shine for most of the day!

We had one small 'incident', a binding brake on Maurice and Sharon's Frog that decided to trash itself and signal defeat with smoke signals. We stopped to investigate but all that was left was a brake shoe with no lining. M&S limped the car home and returned for lunch in the more reliable Jag. As always the food was good and the company was excellent – a great run to finish of the season.

Thanks go to our organisers and particularly to Chris and Pat. During the day Chris and I had the conversation I have not been looking forward to; after six years Chris has decided it is time to hang up his area reps badge. Chris and I were introduced by Editor Gary at the Silverstone Classic back in 2005. I made a simple comment on the Midget and Sprite bulletin board about there not being an area group close to me and before I knew it Gary was pushing Chris and I together to form what became Home Counties North West Area.

Personally I am grateful to Chris for all he has done during our time as joint reps; I can't count the number of road runs he and Pat have planned for us. We have enjoyed sunshine and rain, car shows, short runs, long trips, Spridgeting weekends away and of course the odd breakdown.

I am sure I speak on behalf of the whole area when I say thank you Chris (and Pat!) and we look forward to seeing you in a non-official capacity!

Mark

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Heart of England Report

Numbers were considerably down at last month's meeting, partly due to the fact that several members were in France.

Chris and Sheila were on Alan Anstead's Miglia run, which Geoff and Janet joined in order to visit Angouleme. Alan and Rosemary were pleased to meet up with the group as they drove over the Millau Bridge and later spent a very pleasant evening with them before moving on to the Pyrenees.

One of the events covered by some of the members of the Heart of England group this month was the Solihull Festival 'Fun in the Park' organised by Solihull Soroptimists, where six cars turned up to give their support for this charity event. Sadly, what was a well organised day turned to be a very wet experience even though no rain was forecast, and most returned home earlier than expected.

Thanks go to Roy for writing about this next event.

Geraldine and Roy Go All The Way

Yep, at the Severn Valley Classic Car & Bike Day on October 9th, Geraldine and Roy went all the way from Kidderminster to Bridgenorth.

The day started with the prospect of rain, in fact the roads were still wet from an

overnight downpour, but things got better as we assembled at Kidderminster Station, and the sun shone on us.

This is always a meeting with a very 'homely' atmosphere, attracting all manner of classic cars. There are regulars like Don, who drives a Morris 8 Series 'E' and boasts that, because of the lack of heater, in the Autumn, he sucks a polo mint to keep warm, but during the Winter season he has to resort to extra strong mints!

Our IOW Frog was billeted at Kidderminster, while John and Anne Platt were at Arley, with Barrie and Margaret at Highley, thus keeping us well apart and minimising trouble. We saw John from a distance, but failed miserably to clap eyes on the Smithsons.

The array of cars was, as usual, stunning, with Austin 7s, Morris 1000s, Rolls Royces, Bentleys and everything in between.

As a concession for exhibiting our cars we were granted half price tickets to traverse the Severn Valley Line and able to alight from the train (steam driven) and inspect the cars at each station, as well as gaining free entry to the engine shed at Highley which houses the mail train from the infamous Great Train Robbery. There was a predominance of Classic motorcycles at Hampton Loade.

Another brilliant day with mechanical feasts for the eyes.



Station Display, Severn Valley Event

Reminders to members

November 11-13th is the NEC Classic Car Show with the MASC stand organised as usual by John Platt and assisted by Heart of England members.

Note for other area members: This Severn Valley Event is excellent and well worth travelling to.

**Rosemary Couch
and Roy Cole**

Bristol Area Report

I have a problem – and for those of you that know me, it's not 'that' problem, no, it's another one. The Bristol branch is suffering a massive influx of new members, a 50% increase over the last two meetings. (Which equates to three people if you really want to know). Now most branches would both welcome and accommodate such a number, but here at the Rose & Crown at Pucklechurch – a problem. The landlord asked for a quiet word as he hauled me over the bar by the scruff of my designer MASC polo shirt. Not wishing to have my left nostril impaled on the 'Local brew' pump handle, I listened intently.

It seems that the R&C has only completed a risk assessment for us to use the large table, plus the 'naughty table' for any overspill of mascites arriving by a non Spridgley thing process. The landlord, clocking some new faces amongst our number, is fearful of having to extend the area of risk with the associate increase in premium of the pubs liability insurance. Being a responsible, recognisable organisation, using licensed premises where normal members of the public have access during our gatherings, I could see his point. (And the point of the 'Local brew' pump handle now worryingly close to my left air intake).

It seems that if we continue to expand at this alarming rate, he will have to carry out a new risk assessment, apply to the brewery for special dispensation and inform the parish council that the premises is being used for purposes other than laid out in the Pucklechurch charter of 1845. I'm not quite sure what this means but they still burn witches on the village green so I am not about to infringe any ancient rites to find out. Also, the cost of hazardous substance spill kits has increased recently and he just a little fed up with having to clean up our sump droppings in the car park, the meeting table fall out area and the toilet after our meetings. (Actually, this last bit is rather unfair; he banned us from using the toilet back in June following a bit of an unfortunate incident) So, as a responsible Area Organiser, it's my job to 'manage' the problem and come up with a pro-active solution, which I have.

Now, the last thing we want to do is discourage new members, they are our future and deserve every right to be at our monthly gatherings. So, it is with some reluctance



Alan Lo's new K Series bar stool was causing some concern to the staff

that I have had to pass the burden onto our loyal, staunch, hard core, stalwart (and generally more elderly) members. The plan is – Any member who has attended more than 10 meetings in the last 18 months, and arrived by Spridgley thing for at least five of those meetings, will receive a **'Request to attend a monthly meeting'** form. In this, the member should state, in not more than 500 words, why they should attend the next meeting, what their aims and objectives are, what positive benefit they can bring to the meeting, where they expect to be in five years time, oh - and their willingness to buy me a drink might help a bit. The applications will be carefully studied, by me, to ensure fairness in the selection process of who will be permitted to attend. In the event of a tie, then any members who have a substantially modified Spridgley thing, such as a non original engine or gearbox, full roll cage and perhaps blue paintwork, will lose points. Tough I know, but a fair and manageable system I think you will agree.

If any of my fellow Area Organisers have experienced a similar dilemma, then I would be only too happy to supply a copy of the form in order that a likewise policy can be adopted. Perhaps the committee would like to endorse this at their next three course lunch on expenses.

Terry Horler

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Tel: 01454 881770

East Anglian Report



Lined up at the secret nuclear bunker

This month's highlight was a visit to the secret nuclear bunker (don't tell anyone), this was a brilliant event organised by Hubie and Sally. We arrived at Caxton Gibbet in good time (we didn't want to keep Hubie hanging around) the others turned up shortly afterwards. We tried to rope in a passing Spridget but sadly he was just calling at the adjacent filling station for fuel (good try though). The weather has not been too kind to us this year and unfortunately the day of this event was no exception, although it was dry and warm enough for our little topless convoy to trundle off along back roads through some very pleasant places all the way down to a secret location in Essex. Hubie and Sally always manage to find us a nice Spridget friendly route for the runs they organise (well done guys).

The bunker is a fascinating structure hidden under a normal looking bungalow and consists of a multi-storey cellar buried deep beneath the ground and constructed of 10 foot thick reinforced concrete bedded into thousands of tons of gravel, all accessed by a long tunnel and sealed with huge blast proof steel doors. The bunker was one of many constructed in the early 1950s in response to the nuclear threat (at a cost of 100 million pounds in today's money), and being the nearest to London was the place the country would have been run from in the event of a major nuclear attack. The place was designed to house 600 people, including our brave government, and provide for their needs for months or even years. Many of the original fixtures and items of equipment remain in place including a WW2 style operations room with a huge map of the UK. There were fascinating leaflets and information items explaining how those of us not in the bunker should protect ourselves,

I was particularly impressed by the Blue Peter style instructions on creating your own miniature nuclear shelter from a kitchen table and a couple of doors (it was very thoughtful of those destined to be hiding in the bunker to work all this out for the rest of us). The place was decommissioned in the 1990s (I suspect replaced by a 5-star version), the whole thing was an eye opener and maybe a little depressing but hugely interesting for all that.

When we emerged from the bunker the heavens opened and even I had to resort to my own protective shelter (or suffer the consequences of major fall out) for only the second time in 12 years. Next stop was a very nice pub and eating place with a warm and friendly atmosphere and a nice meal to enjoy while the storm passed over. Later it turned into a very pleasant evening for a topless drive home after a very enjoyable and very different day out.

See you all at the Ferry Boat and beyond.

Dave Dixon

Tel: 01733 222810

Email: e-dave@ntlworld.com



Scotland Area Report



Spridgets competing at Bo'ness Hill Climb

The Selkirk Show on September 18th was the final organised run of the combined MASC/Blackwood Classic Car Club season. From now until next Spring I have the problem of trying to find things to write about for this monthly article! However, while I wrestle with that problem, I can at least get you all up to date with the recent happenings.

The conditions for Selkirk were far from ideal. The weather on the day comprised frequent heavy rain showers interspersed with short sunny spells, which weren't really long or intense enough to dry up the ground after the rain. Furthermore the weather in the preceding week had been mostly wet. The result was that the low-lying showground area was sodden. By the time the vast majority of exhibitors, including ourselves, arrived the two fields had been pretty well ploughed up by the lorries, commercial vehicles and caravans of the traders and exhibitors who had arrived the previous day to set up their displays and had camped overnight. Indeed when entering through the gate into the show area, it was evident that copious quantities of straw had been spread over the worst of the boggy areas to allow vehicle access. The show marshals simply indicated the general direction in which they wished us to proceed and then said, "Go for it." Most people did successfully manage to make their allotted stances, although one or two needed some muscular assistance from willing helpers. In spite of the conditions it appeared that most of the exhibitors did attend, there being

very few obvious gaps in the club line-ups. It also seemed that relatively few spectators may have been deterred by the weather as it seemed to be quite busy with many well known friends and acquaintances being present. The show itself was up to its usual high standard with a good cross section of vehicles and including some really superbly maintained and restored examples. However, most of the clubs must have independently arrived at the same conclusion that the conditions "under wheel" were deteriorating significantly during the day and by mid afternoon many were choosing to leave before potential egress problems arose.

Following the MASC September meeting, a group of us are now intending to visit the NEC for the Classic Car Show and accommodation and tickets have been booked. Provisional numbers were also taken for a Christmas lunch booking to be made. We have started to think about next seasons programme and agreed that each of the members of the Group would come to the next meeting with a suggestion for a run that they would be prepared to organise and that at the meeting we would make a start on producing a calendar for next year. We have already tentatively agreed that the long weekend away will be a return visit to Arran, time to be determined. When we were last there, in 2010, the weather was superb – fingers crossed for the same again.

John Pardo

Contact: 01698 814791

E-mail: jp1kg@talktalk.net



As a new member of the Midget and Sprite Club you will receive the following:

- ***A CLUB MEMBERSHIP CARD. A copy of the constitution is available on request.***
- ***A WINDSCREEN STICKER displaying the club logo.***
- ***A CLUB TAX DISC HOLDER.***
- ***OUR MONTHLY MAGAZINE “MASCOT” containing news, views, events, technical articles also cars and spares for sale or wanted.***
- ***Club discount with insurers.***

As a member, you can always be assured of every possible help and support from the club in order for you to be able to enjoy ownership of your MIDGET OR SPRITE to the full.

The Midget and Sprite Club registered address ONLY:
Woodfield Cottage, Blakeshall Lane, Wolverley, Worc's. DY11 5XJ

Registration Number: 06422998

Application for Membership

Name _____
(Block Capitals)

Address _____

Postcode _____

Tel. _____ email _____

You may include Family Members for an additional £1.50 per person
Or one Joint Member at £1.50
Please note the club magazine will only be sent to the applicant.

Name of Family or Joint Member _____

Car(s) _____ Registration No. _____

Chassis No. _____

HOW DID YOU HEAR ABOUT THE CLUB ? _____

Signed _____

Membership is renewable annually from the date of acceptance. Your Membership pack will be sent to the above address along with the next issue of "MASCOT".

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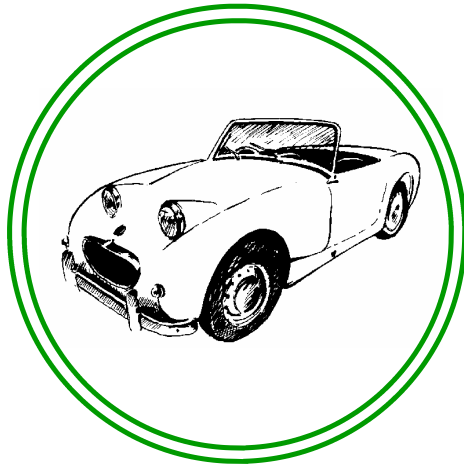
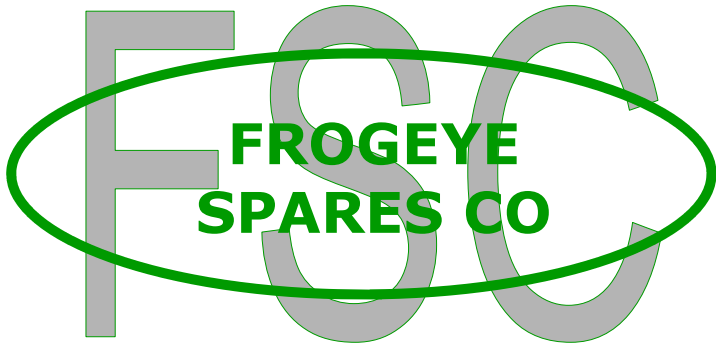
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