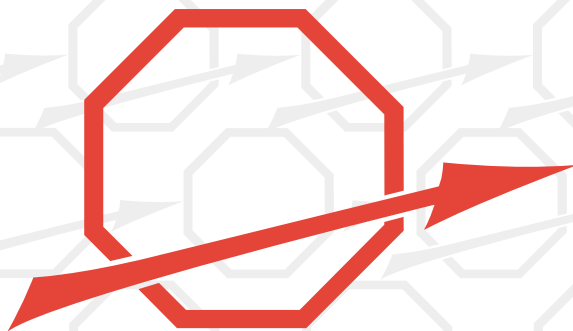


MASCOT

THE MAGAZINE OF THE MIDGET AND SPRITE CLUB



Pete's dry docked Leaf Green Mk1, back on the road. © pete@phc.co.uk

ISSUE NO. 237

SEPTEMBER 2003

www.mgcars.org.uk/midgetspriteclub

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

COMMITTEE

CHAIRPERSON	Acting Chairperson – Alan Barton. Nominations still sought for an elected chairperson.
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Trade Advertising Rates	Full page one issue £30. Half page one issue £15. Full page whole year £300. Half page whole year £150.

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NORTH WEST	Carson Thomson , Tel: 0141 245 6327 day or 013606 22334 evening
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	Chris Yates , Tel: 01608 665066 email: Sheila@sheya.fsnet.co.uk
	Ian Rider , Tel: 01793 695351 email: ianrider@ntlworld.com

Also see the Club Nights section on page 2 for new areas and contacts.

Club Mileage Competition	Contact and Co-ordinator is David Southcott, 29 Skylark View, Horsham, RH12 5EA. Email: dsouthcott@ukonline.co.uk
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Compiled by David Hill. Please advise me of any changes, errors etc.

© Midget & Sprite Club

September Editorial

Phew that was hot (101Deg)! Did you overheat? Did the Spridget? Lets have the story; if it didn't why do you think it didn't? £500 worth of Ally Rad, 'water-wetter' or just a new fan belt.

The month's other big story? Beaulieu of course. By the time you read this it will have happened and with lessons learnt, the committee will already be planning the main club event for 2004. So, was it great, did you go? I hope so, but with so many other runs and events planned for that weekend it was always going to be a GREAT weekend to own a Spridget. Whatever you did, wherever you went, lets have a report and a photo (please). This should keep me going for months!

This month also sees the starts of the first in an occasional series suggested by Carl Warner, 'Midget Roads' (the debate?). Yes we all have one, remember that magic run, when the car was just alive in your hands, the sun was shining and God was in his Heaven smiling down on you and yours. As the miles slipped by you had a warm sharing thought, "I must find an excuse to come back here, to share this with friends, to relive this fabulous feeling." WELL NOW YOU CAN.

SO, send me in your best Midget Road. Obviously directions, but also your reason for the nomination. The Debate? Which is best of course! My nomination would be the A303 Eastbound from Yeovil to Andover, late summer, near Harvest time, late Saturday evening. Sun still warm but traffic light, as you are against it all the way into London. Passing Stonehenge as the sun begins to set, your pace quickening as you try to hold station with the orange globe, the car singing now as you top out in third passing a slow line of traffic, up into top (pre 5 speed!) and a satisfying blip as the exhaust registers the drive slack being taken up again and although the globe is drawing away the smile remains long after the amber glow has faded. Even after all these years the drive is as vivid to me now as it was that evening. If you've been 'there' on YOUR Midget Road you know exactly what I'm taking about. No? Then you need to get out more (in the Spridget ☺)

Also in this month's issue is a fabulous service chart 'nicked' by global consent from our friends down under, so many thanks to Eriks of the Sprite Club of Australia & 'Sprite Torque' magazine. I suggest you photocopy, enlarge, laminate and stick it in the garage! (It's OK really, Eriks occasionally nicked a bit of Mascot!!) Lots of the regular stuff as well plus a NEW LOOK WEBSITE, see Webmonster for details . . . it's all go at the Midget & Sprite club.

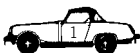
Finally you should all pay attention to the committee announcements (to be posted separately to members) regarding the elections, and VOTE, otherwise the club implodes and we're all out of a job!! Regards to all, enjoy the last of the sun.

Mike 'Ed' North



All articles and photographs for the magazine must be received by the first of the month preceding publication. Articles submitted for publication should be e-mailed to the editor if possible or on disc accompanied by hard copy. Members should be advised that pictures will be returned the month after inclusion in Mascot. Photos will only be returned if supplied with a SAE.

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.



CLUB NIGHTS

1st Tuesday	Wiltshire – Meet at The Forresters , Leigh, near Cricklade
1st Wednesday	South Staffs & Birmingham – Meet at the The Green Man , Middleton Village, 7.45pm
1st Thursday	NEW! Lincolnshire Area – Meet at Heneage Arms, Hainton, nr. Wragby. 8pm. Contact Brian Sumner on 01507 328128
2nd Tuesday	Surrey – Meet at The Blue Ball , Walton-on-the-Hill, 7.45pm
2nd Wednesday	Warwickshire – Meet at The Moat House Inn , Kings Coughton. 8.30pm. From September, we meet at The Green Dragon, The Green, Sambourne, Reddich, B96 6NU, at 8.30pm as usual.
2nd Wednesday	North West Area — Meet at The Kilten , turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
2nd Thursday	Cambridgeshire – Meet at The Mad Cat pub in Pidley Village, midway between Huntingdon & Chatteris, 8pm
3rd Monday	Dorset – Meet at St. Peter's Finger , Lytchett Minster, Poole 7.30pm
3rd Tuesday	Central Scotland Meet at The Wheatsheaf , Torrance, East Dunbartonshire. 7:30pm in the Lounge. Check first with Carson on 0141-245-6327 day or 013606-22334 evening.
3rd Tuesday	Notts/Derby border area – Meet at The Sitwell Arms near Horsley Woodhouse, from approx. 8:30pm. Just a mile north-west of the A608/A609 crossroads. Contact Ian Cooke for further details on tel: 0115 938 3838 or email: ilc@bgs.ac.uk
4th Thursday	Hampshire – Meet at The Lord Derby , North Warnborough. Please ring Terry or Harriet Langridge on 01252 626063 for details
Last Thursday	Somerset – Meet at The Lord Nelson , Norton-sub-Hamdon. 8.00pm

Club Website

Members Only pages for September,

User name: area

Password: 51

EVENTS

From David Hill & Webmaster Chris Nevard

Events organised so far for 2003

August

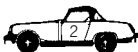
Sunday 31st

Thornfalcon Picnic Party. Dorset Area are planning a run to this event which is held at Hatch Beauchamp, near Taunton. Details from Ian Swinden, Tel: 01202 623002 or Pete Downton, Tel: 01202 515544

September

Tuesday 2nd

Dorset Area Skittles Match with A30/35 Club at the Langton Arms, Tarrant Monkton from 7.30pm for an 8.00pm kick-off. Thanks to Kim Henson for this kind invite. Contact Ian Swinden, Tel: 01202 623002 or Pete Downton, Tel: 01202 515544





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ROLAR



- Friday 5th North West Area visit to the Morgan Motor Company. Details from Les or Diane Robinson. Tel: 01772 432138 or email: les.robinson@breathemail.net
- Friday 5th to Sunday 7th Goodwood Revival Meeting, West Sussex
- Saturday 13th Capel Classic Car Show. Details from David Wright, Tel: 0208 642 4789.
- Saturday 13th & Sunday 14th Warwickshire Area Weekend Tour of North Wales. Please note change of date. Details from Alan Barton, Tel: 0121 351 2513
- Sunday 14th North West Area is taking part in the West Lancs MGOC Classic Car run. Details from Les or Diane Robinson. Tel: 01772 432138 or email: les.robinson@breathemail.net
- Sunday 14th Sherborne Castle Run. Dorset Area are invited to join 3 Counties VCCC on their run to Sherborne Castle. Meet at Hamworthy Club, Magna Road at 10.00am for a 10.30am start. Contact Margaret Jones 01202 532546
- Sunday 21st Wessex Classic Car Show. This Annual Show is hosted by the Jaguar Enthusiasts Club. Depending on the level of interest we (Dorset Area) will either have a Club stand or support MGOC 1020. Contact Ian Swinden, Tel: 01202 623002 or Pete Downton, Tel: 01202 515544

October

- Sunday 19th Invitation to join the Healey Drivers' Exmoor Rut. Limited numbers. Devon Area participation organised by Colin Lennox-Jones. SAE for entry forms to, 6 Trehill Road, Ivybridge, Devon, PL21 0AZ. Tel: 01752 892434. Email: clj@talkgas.net

December

- Sunday 7th North West Area is taking part in the MGOC Christmas Cracker Run. Details from Les or Diane Robinson. Tel: 01772 432138 or email: les.robinson@breathemail.net
- Tuesday 9th Surrey Area Christmas Dinner
- Sunday 14th North West Area's Christmas Dinner. Details from Les or Diane Robinson. Tel: 01772 432138 or email: les.robinson@breathemail.net

Area Reps please let David Hill have confirmed dates for new events asap.

Remember there are Club Night Natters throughout the year and that area events are also open to members from other areas!

Please also note that the above lists only M&SC events or events where we have a presence or an interest. General classic events are listed in the classic press.

Mutual Assistance Directory

Oh dear! Summer is nearly over. Let's hope that we have an Indian summer on top of the wonderful summer that we have had so far. I hope that no one has broken down but if you did suffer the misfortune, please let me know if you have benefited from the MAD scheme.

Don't forget, if you need a copy of the latest MAD you can download it from the members only section of our website but if you do not have access to the web or don't know someone who does, I will print off a copy and send it to you.

David Hill





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Webmonster – September 2003



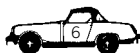
I thought our very own site was looking a little dull, time for a jazz up. Of course it doesn't look that jazzy here because you are seeing it in black and white! A rich blue (with a hint of mauve?) now replaces the rather clinical white.

A new bold graphic replaces the old image that had been knocking about in some form or another for the last 3 to 4 years. The cars lurking behind the 'in your face' text are Sue & Jim Judd's square bodied Sprite (actually snapped whilst they were displaying their car in Swanage High Street as a static exhibit) and John Larrington's speedy frogeye at

Compton Abbas Aerodrome – gosh, the power of Photoshop!

Above you will note Pete Downton's Sprite parked on the gravel and ballast quay at Poole Harbour. **(Also see cover and letters: Ed)** It would be quite nice to feature really good pictures like this from time to time. So, you now know where to send your beautiful artistic interpretation now, don't you. . . ?

Chris Nevard
M&SC WWW Bodger
spridgeteer@yahoo.com



'Bodger's Corner'

The Anonymous Bodger's tip of the month



Having read about the fitting of starter rings to flywheels the whole operation seems a little messy to me. So when I had to replace a ring I used this method: First let 'er indoors go out; then place the flywheel in a plastic bag and place in the freezer for several hours. Heat the ring in the cooker oven for about ten minutes. The ring slips onto the flywheel easily. (Don't forget the oven gloves!)

Lawrence Langley 2921b
THE 'Not so Anonymous Bodger!'

Ed says: Thanks Lawrence, nice bodge! Come on you lot I still need more AND I need it now!!!

Frog Art



I have attached a drawing of my 1958 9-stud Frog airbrushed by my eldest son, Steve. I hope it is suitable for B&W reproduction in your MASCOT "Spridget art" feature. The car now has the number plate in its proper place below the grille, and has minilite replica wheels. It is powered by a 1275cc Mk 4 Sprite engine.

Colin Dimbylow



Surrey Area Report September



Hasn't this weather brought out our cars! Is there anything better than all round, 360 degree air conditioning?

Our August Blue Ball meet is always guaranteed to bring out the cars in droves, and this year was no exception. Martin Bird from Chatham braved the M25 and joined us in his 1275 powered Cherry red Frogeye, which he bought from a proverbial old lady, possessing the name Bogler, no not the lady the car! (Misplaced Direct Object my teacher once told me!)

Paul Binns and partner Jane came in a lovely Triumph GT6, but have a Mk1 Midget shell and needed help in making the decision to rebuild it – Ashley was on hand to give comprehensive advice on panels needed, and we hope that the result is another rare Mk1 joins our ranks, and Paul and Jane join the Club!

Chris's blown Frogeye is now fully running, albeit a little rich, but sounding nice, so we just have to wait for the Shorrocks to run in and we'll see the full Monty!

Great to see John Bentall again, all the way from Chalfont Giles in Bucks – we do pull them in don't we?

Star activities of the evening were furious attempts to determine the sizes of everyone who wanted to order their very own Surrey Area sweatshirt or poloshirt, with Club logo and our area emblazoned on the chest! We've gone for mixed colours, so we'll give a rainbow effect at the next meet. Anyone who hasn't signed up for their new outfit yet, please get in touch – it may not be too late.

But the show was stolen by Reggie, who really starred in last month's magazine, with his personal account of the purchase, and subsequent theft of his MkII Sprite. Our local hero Reggie posed for photos in the car park with his beloved steed, and can be seen here proudly propping it up.

We're off to Chris and Jacqui's Autojumble on Saturday 16th, so no doubt many rare spare parts will change ownership around the field before going home again with a different owner.



See you all at the Blue Ball in September, with tales being swapped of the Great Dorset Steam Fair, Beaulieu and the Southdowns Run.

All for now

David



Scotland September Report

Panopticon. Apparently, this means taking in everything with a single view. It's the name given to a Glasgow Music Hall that was lost to memory for decades.

Stan Laurel first appeared on stage there. The rotten fruit bought from the barrow outside the theatre, was spared him. And then he was off into his remembered future. Beneath the wood constructed Music Hall [that's what's remarkable about it still existing – lot's of scorch marks] was a menagerie and on the upper floor – a best forgotten Victorian taste-a peep show with freaks [apologies; but that's calling it right]. To say the Hall was robust doesn't cover it: urchins perched on the edge of the balcony and played vigorous water spraying games on the audience below! Built in 1858, it closed in 1938, dithering as a crude cinema, overwhelmed by new lush Palaces of the Silver Screen that offered twin seated golden divans. Bliss! The Panopticon became a dark, locked place, a textile sweat shop, hidden and forbidden to all including Stan Laurel's daughter who wanted to see where her father first started his career. Two doors along, with the same multi-ticket you got into a carnival and a waxworks; so, you really did get a panoptic view of entertainment in the world, as it then was. Linda is friendly with stage types and that's how I got in on a limited tour. From so much vibrancy from the past, I'd hoped to detect vibrations, feelings, something. But, having



More Carson chums, Dave and Alan (archive photo)



Is this your car? Carson spotted it and wants to know who you are, please make contact (see front for listing).

once been described as sensitive as 2 flying half bricks, got he-haw, nothing. So, when the next day Bob and I went to an annual old car meeting at Ingelston, there was the wish of having a gifted panoptic visualisation of Spridgets. But cruel is the snow that covers Glencoe and successful the salt wagons that clears it. Dang blasted Scottish salt wagoners! Only a very shakey 6 of 'em. That's all. Anyway, each got one of Bob's terrific new MASC flyers. No response so far. However, we did meet Alec 'Kermit' Spencer who had joined us at The Wheatsheaf natter for the first time the previous week. When he saw me he said 'Let me give you my card' and handed over a small chit profiling the club in Scotland. It's super, neat and in part says 'Meetings, Outings. Support and Advice phone Carson on blah.' Support and advice? I love it! It's finally pay back time for early years of listening to 'Woman's Hour' and secret bedroom studies with 'Woman's Own'. Yes, please do phone – any problem at all will be sympathetically approached and satisfactorily answered. Alternatively and more sensibly, for technical questions, phone Alan, Alec, Alex, Bob, Eric [especially Eric] Jim, Ricky; all of whom carry the Order of MG [mechanical genius] each matriculated from years locked in secretive boyhood bedroom studies beneath the covers with Mechanix Illustrated! HE MEE OORI _ISHT

Carson and chums



Dorset Report

For a lot of other Club members and myself, Branscombe holds a special place in our affections as it combines two of our greatest loves – Classic Cars & (mainly) Classic Aircraft. This is our third trip as a Club, having attended in both 2000 and 2002. In 2001 the Show was cancelled and its very future put in doubt thanks to Foot & Mouth. Well, it survived and is back as strong as ever!

13 Club members had signed up for our Club Stand but I knew a few others were planning to join us there or just turn up on the day. Our rendezvous was, as ever, the St.Peter's Finger car park and . . . as ever, we were one of the last to show up! Well, we've got nearly a mile to travel, you know. I say 'we' because my Navigator for the day was my son, Adam who can usually be enticed out if planes are involved, even if it means spending a day with "a load of sad MG Muppets"!



Route plans were duly handed out – we had 2 'no shows' – Dick Jolly had to work and Tony Culpans was out of action with a bad back. However, Bob Hough and Keith & Olly Hancock turned up to swell our numbers. Roger & June Yeatman had also joined us but sadly without their 'Big' Healey which had radiator/cooling problems. Instead they offered their Peugeot as 'Support Vehicle' and kindly agreed to take the Gazebo, which is always a bit dodgy on a Spridget boot rack! You may recall that the week's weather had been quite wet and the outlook on Saturday

looked grim. But the sun shines on the righteous and we set off under blue-ish skies.

We headed for Dorchester but cut off the by-pass to take the 'old road' through the villages for as long as we could. Our comfort stop was at Eype just outside Bridport. We quickly surrounded an unsuspecting Cavalier owner as we set up our obligatory photo shot. Roger & Sue Parker caught us up at this point, bringing our number to 11. General chitchat & coffee ensued in the (still) sunshine. The remainder of the run was uneventful apart from travelling through the delightful Chideock & Lyme Regis. Is it me, or do we take our scenery for granted?

A few spots of rain just before Branscombe came to nothing and the Showground was already buzzing with activity as we arrived to be greeted by Mike & Dee Grace who had made their own way. Everyone piled into building our Gazebo and getting generally set up. Once we had pitched camp, everyone went his or her own way for a while before lunch. Peter Russell, David Tofts & Peter & Val Young soon joined us together with Dave Bearn, the Somerset MASC Area Organiser – so our final number stood at 15 cars.

There was the usual variety of stalls selling a huge variety of stuff from bric-a-brac through to memorabilia. John Gully was pleased to add to his Imperial Airways collection. The organisers sought me out and thrust a Club Stand Judging Sheet in my hand – each club has to mark the others' displays out of 10. So this kept Adam & I busy for an hour or so, but was an excellent way to make sure you don't miss anything! Our top marks went to 2 MG Owners Clubs stand (no bias, honestly!) as so much thought had gone into all the extra bits and the sheer striking design. I have to admit to have a soft spot for MGM's, mainly the Maestro, and there were some lovely examples on their stand. One had a 'This car talks' sticker – do you remember that gimmick?

The other interest was the 'kit/specialist' stands – Marlin, JBA & Bridport Kit Club. The BMW Club looked decidedly out of place





(literally, they were in a different field) as it consisted of a row of very modern looking saloons. Why DO they all look the same? The military display was impressive with a WWII American half-track centre stage. In total, 400 vehicles were entered – 150 of them cars on Club stands.

The other bonus of Branscombe is that you can wander amongst all the private planes that have flown in for the Event. Most owners are only too willing to answer daft questions! Again, a huge range from 'Moths, Cessna's through to Micro lights.

Flying started around 2.00pm with the 'Utterly Butterly' Wing Walking Duo followed by some stunt flying from a Mirror pair. But the highlight has to be the 'Angel of the Skies', the P51 North American Mustang flying with an unusual WWII war bird – Russian Yak 9. They both performed superbly but the Mustang stole the show! The Spectator line is so close you almost feel you can talk to the pilots – better than any other show.

As in previous years, we had agreed to meet up for an informal bite to eat at the Anchor at Sea Town near Chideock on our way home. Bryan Fox & Adam & I were the first to leave but we were soon joined by Roger & Pam Taylor. The Anchor is literally on the beach and the Dorset Coastal Path – we had the best weather of the day relaxing outside the pub & the return trip was warmer than the morning.

And just to round off a perfect day, the Swinden Midget burnt off the Mobley F on the Dorchester by-pass! Terry blamed his navigator. . .oh yes, you did. . .Happy Days!

Ian Swinden

The Branscombe 2003 Roll of Honour

Dave Bearn MG Midget
 Bryan Fox MG Midget 1500
 Mike & Dee Grace MG Midget
 John & Carole Gully MGC Roadster
 Keith & Olly Hancock Austin Healey Frogeye Sprite
 Bob Hough MG Midget
 Lorraine Miley Big Healey
 Terry & Stephanie Mobley MGF
 Roger & Sue Parker MG Midget
 Peter Russell MGB Roadster
 Ian & Adam Swinden MG Midget
 Roger & Pam Taylor MG Midget
 Janet Webb MGF
 Roger & June Yeatman Peugeot 307 Support Vehicle
 Peter & Valerie Young MG Midget

Cambridgeshire Report July

NGTRAOBRIN (answer to last months treasure hunt anagram) = BARRINGTON

I have been curtailed (but I have a cunning Cambridgeshire plan) rationing is back 500 words and two photos all because you lot mostly just read your own area bit, which I have to say seems a bit illogical to me.

I would have thought you would know what was going on in your own area (if you attend the meetings that is) so do what I do, read the others and see what ideas you can steal. Cambridgeshire guys do get around so we



often get a mention in other area reports so come on guys get out in those Spridgets and let's mix it up a bit. Hubie pointed out since





we have difficulties getting our events published on the website and in the Mascot list I have always advertised them in the monthly report thinking that members from other areas might like to attend. If most members don't read other peoples reports then it is even more important that the website and mascot events list is kept up to date otherwise members will not see the wider picture.

Regarding the pub night, it was great even with a couple of the regulars on holiday we had a good turn out on a glorious sunny evening. We had a Frogeye and every mark of Spridget including Mike's stunning rubber bumpered car (he modestly says he has lots of work to do on it but it looks great to me) and even an Arkley all we needed was Rob's Austin Sprite (one of a thousand or so made without the Healey name) and we would

have had the full set. Everyone came tops down what a glorious sight (I hope Mike can squeeze in the photo). It was a pleasant evening with my now inevitable holiday snaps from my recent Sprite down to the Dordogne (sorry Surry another 1500 plus miles on the clock), Roger's discovery of a great venue for a future run (that's two of next years events outlined already) and Chris and I comparing suntans and French holiday stories.

On Sunday the 13th of July we met up at Swaffham for the Two Dumpling drive on what promised to be the best weekend weather of the year. We were not to be disappointed a good turn out with some interesting cars including Stephen's Alpha Healey Sprite, all two glorious litres of it (what a machine and sounded great) and the other Stephen's V8 Stingray (honorary Sprite for the day since his Sebring was not working properly) what a second choice that was! Funny thing Chris (Stephen's dad) also had a little mechanical trouble with a throttle spring but nothing that couldn't be fixed with the aid of my 3 quid Esso tool kit. To sum up it was a perfect day enjoyed by all.

Run out of words so see you at the BMC day and the Mad Cat

Dave Dixon

Cambridgeshire Report August

For those of you who wondered, there was a little glitch with communications and deadlines last month which resulted in no Cambs report in Mascot hence the double dose this time. Some thought the rebuild thing was in place of the report but in actual fact the timing of that was just a coincidence. We have learned from the experience though and have some contingency plans for future reports so we will have no more problems (will we Mike).

Getting back to the nitty-gritty a few of us checked out a country fair and classic car day at Kimbolton Castle which turned out to be a great event and will be firmly on the menu for next year, together with a Norfolk run, a

treasure hunt and a regional if not national event also in Norfolk. The BMC Bash was a great success (and also looks destined to become a regular annual event for us) on a glorious sunny day with 10 cars on our stand despite a few of the regulars not being able to make it. We had Frogs from each year of manufacture (one with the original rubber



mats), an Arkley, an Austin Sprite and two rubber bumpered cars one having travelled from Shropshire.

It was great to meet up with some MASC members we had not seen before, but will see again and it was also great to talk to the many visitors to our stand and hear comments like “this is great must have missed you last year” and “it’s wonderful to see so many Sprites and Midgets together”. We have almost certainly added to the future attendance of our events and meetings and may well have tempted a few non-members to join. What did become apparent was that we need to make more of our identity as the Midget and Sprite club and desperately need a club banner and gazebo so we can have a real presence at this type of event and better publicise the club.

The Mad Cat meet was a great success with one side of the car park being claimed by club cars all but two being Spridgets. Dave Hawkes who is nearing the completion of what is going to be a stunning red Frogeye (Time we gave Nigel a bit of competition) is of course excused. Stephen who has made a habit of turning up in *mouth watering exotic foreign multi litre sports cars* (for those of you reading in black and white that last bit was typed in green) is of course not excused and is on the brink of persecution, last chance to come in his Sprite next time, hell we may just persecute him anyway.



The main business of the evening was to set up Gaydon Getaway this is a club run to the Heritage Motor Centre (great opportunity to order your heritage certificate). We plan to meet at the services at junction 13 of the A14 at 10 am on Sunday 5th October arriving at Gaydon about 12 noon. Despite rumours that they have sold off all the cars including the sawn off Sprite this should be a great day since they still boast the largest collection of classic, vintage and veteran British cars in the world.

Run out of words so see you at Gaydon and the Mad Cat

Dave Dixon

Ed says: Double helping from Cambridge this month as they missed the cut last month.

Birmingham and North Staffs Report

The August meeting sans Bill (working again!) Courtesy of Geoff Mears

Hi Bill,

Wot a luvverly evening to go topless . . . sorry you couldn't make it.

When you send the report in, please note that the webpage still shows Johnny and Si as our illustrious leaders. Suggest removal of same to be replaced with your goodself. Also, can you get them to put start time as 2015 hrs or 2030 hrs, as no-one (apart from potential new bods) turns up at that time. Oh, apart from Johnny, that is (or was).

I think Lawrence1 is meeting me at MacD's next week – we will see. Not sure about Gavin – he said he would let me know. Lawrence2 has threatened to come as well. Apparently he went the night of the power cut, turned up late to find totally deserted (we had already moved on), so went home. I will email Steve & Arthur to see if they want me to call at the pub for them en route.

What a scorcher. No procrastinating over whether to put the hood up, do I need a coat etc. Totally clear-cut. Only need the Factor



50, oh, and a coathanger mouth, as I hurtle (sorry, I'm doing it again), tootle down the now famous Middleton Mile towards the Greenman. On arrival, I am treated with the usual indifference by bar staff more intent on avoiding serving you than actually doing their job – we MUST do something and find another venue. Having eventually got a drink, I departed to the car park, shortly to be joined by Trevor, followed by Brian and his son Mark in their F reg Midget, having driven over from Harborne. Brian has owned the car for 3 years, and had brought the photo rebuild with him, which told that familiar tale that many of us have had to deal with in the past. Then followed Lawrence and Bill2, still off the road after a miserable MOT man decided that wibbly-wobbly front wheels meant that he should get new kingpins. That has been done, but he still needs to sort the brakes out before putting the car in for the MOT again. Huh? I always thought the rule for effective braking was “perm any two from four”. A fanfare of trumpets and an excited buzz (no, not the Tiger mosquito) greeted the arrival of our illustrious chairman Alan, and Christine, who had come to join us once more. Good to see you – we will invade Warks next week in

return. Late arrivals were Gavin + Dawn and Lawrence2. We were also pleased to see Vince again (from Coventry), still in re-build mode. I spoilt the evening by announcing that next month we were actually going to have an agenda for the first time (we are not normally ones for formalities!). This was greeted with lame excuses of “won't be there cos I'm on me hols”, “feel a headache coming on”, “I'm sure I'm doing something that night”, “Wot's an agenda – didn't Hillman used to make one in the '70s?”.

Anyway, it is only to start planning our assault on Le Mans 2004. Apparently Bill1 is keen to go again, I'm up for it, and so is Rob of Westfield fame, so maybe we can have our own convoy . . . I hope some others are interested. We will see.

Oh, and I've made a commercial decision – I'm fed up with tootling, smelling burning engine oil and watching oil pressure needles flickering in downward directions out of the corner of my eye. Engine needs to come out for rebuild at the end of this summer, especially if I'm off “en France” next year...

Geoff Mears (in Bill's absence)

Warwickshire's August Report

This month our section visited the Haynes Museum in Sparkford near Yeovil. It was of great interest to many, although the ladies in the party left after lunch to visit Clark's Retail Village in Street. A few of us also attended a Classic Car Meet at The Old Royal Oak in Hockley Heath. It occurs on the first Tuesday of each month and if you are in the area it is well worth a visit, but unless you arrive before 7.00 pm you will not get in. Admittedly, the weather was particularly good, but you will normally find a wide variety of classic vehicles.

Warwickshire's Monthly Meeting

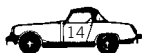
The number attending our monthly meetings have continued to grow and I have given up counting people and concentrate on the cars instead. There were 19 Spridgets this month. I took numerous photographs, as after each attempt another car appeared. We were also



pleased to see representatives from the South Staffs group again. We will meet at our new venue next month, the Green Dragon in Sambourne. If you can't find it on the map, do contact Alan or Chris.

We plan to support the club at Beaulieu and visit the Goodwood Revival, but we have, for a number of reasons, cancelled the Welsh Weekend, which will now be on the agenda for next year.

Sheila Yates



NW Area September Report

Unfortunately I missed August club night as I was away on business. I haven't spoke to anyone since returning so have no idea what went on!

On 20th July we were at Houghton Tower. An excellent turn out with 7 cars, including two new members. Chris once again took his barbeque to keep us fed throughout the day.

This event coincided with the British Grand Prix, so not to miss out we took a portable telly with us, a left over from our caravanning days. This at least kept us men quiet for the afternoon while the women folk did their knitting or what ever it is they do on these days out.

Do you know what worries me? Not only do I now keep folding chairs in my boot, and a plastic backed picnic rug, but Diane suggested that we should get a folding table – scary! This must be an age related thing. Anyway I've told her, when I suggest going to a garden centre for Sunday lunch and get

excited by the latest model Nissan Micra then that's it, just lock me away somewhere.

We were at Holker Hall on 16th August (complete with chairs and rug, but no table yet) for the motor museum's 25 anniversary. This was a lovely day out. Fantastic weather, nice location and terrific museum.

Joint event with Scottish centre – still short of final details, however the date has now been fixed as 27th/28th September, staying over on 27th. If you are interested then please contact me.

Finally, do you have any suggestions for next year's events? If so then let me know.

I have one, how about a visit to a garden centre for Sunday lunch!! Diane, help me quick, get me off the computer.

See you at the Kilten on 10th September.

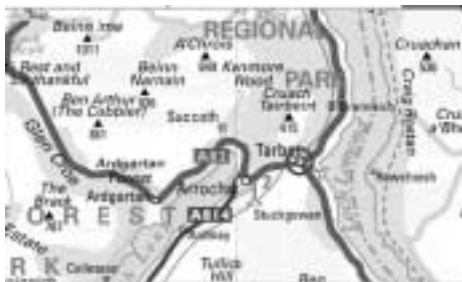
Les and Diane

Midget Roads

First in an occasional series suggested by Carl Warner (Mascot August 03)

First suggested route from our old friend Carson, Scottish spell check rules apply!

Leave Glasgow for Loch Lomond A82. Turn left at Tarbet A83. Over the Rest and be Thankful to Inverary where instead of a no football sign it's 'no shinty' [just for the tourists]. Stripped of the tourists, Inverary is lovely. Lochgilphead, Ardrishaig with Loch Fyne on your left to another Tarbet. Natural harbour. Picturesque. Now it gets good with long straits you really want to batter along with the sea to your right and out there, the paps of Jura, Gigha and beyond Islay. If you can hit this on a summer evening with the sun sinking towards the sea you've got it and you don't want that road to end; but the A83 finishes at Campbeltown – anyone know the song 'campbeltown loch i wish you were



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whisky, campbeltown loch och aye?' the ferry to Ireland from there isn't running this year, but if it's on in 2004, that's how we are going on our Irish tour.

Carson

Ed says: 'Rest & Be Thankful' indeed! What's YOUR favourite MIDGET ROAD? Tell me and I'll tell the world, it's good to share ☺



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The 17th Great Western Rally

Or the sunshine sandwich as this year's event at Bowood House in Wiltshire might also be known. Rain and wind on the Friday as we set up gave way to two sunny days followed by an almighty downpour on the Monday. Yes, we were very fortunate to have selected the 19th and 20th of July for this year's event. More especially as we had a record number of cars attending on both days.

The Saturday Road Run saw around 70 cars setting off for the 80 mile run. This year's theme being the battlefields of Wiltshire (and I always thought that Wiltshire was such a peaceful county!) The two stop off villages of Wellow and Doynton looked more like scenes from 'Heartbeat' with hardly a modern car in sight. The Rally had come to town in both style and numbers. Fortunately, the villagers all seemed pleased to see us and offer helpful advice when asked for the answers to the Treasure Hunt questions. However, devious organiser Steve Neathey asked questions that even the locals couldn't answer. With around 80 answers to be found from both the villages and the Road Book, it was no small task. Eventual winner turned out to be the Dimbylows in their very early red Frogeye, dropping just One and a Half points overall. Brilliant!

The Road Run finished at the Atwell-Wilson Motor Museum in Calne. A chance to examine a large collection of mostly, very large cars. The museum is a spin off from their Wedding car hire business, rather than sell on their old cars, they are retained in the museum along with other cars which they acquire. A high percentage being from across the Atlantic. In all, a fascinating collection that is well worth a visit. A BBQ finished off the day whilst Steve Neathey got to grips with 70 answer sheets and 80 questions from each to check, no small task!

Onto Sunday and Rally day in front of Bowood House. This year our theme was 100 Years of Ford. Suitably, we had some interesting Fords on display. From 2 Model

Ts, a GT40 replica, a Mk11 Escort RS1600, a Crayford Capri to a modern Mondeo. I even forsake my Sprites and turned up in a Mk1 Escort 1300GT – but I don't think anyone saw me! At least I did the Road Run in my 1967 Sprite. As always, a lively programme of events filled the day with the first of the two driving tests hotly contested. David Baldwin and Peter Hawkins set a cracking pace from the Masc contingent but then the RS1600, prepared to Rally spec, appeared. Despite completing the course at 90 degrees to everyone else and showering his Lordship's



Gary Higgs driving, supervised by master timekeeper, Terry Horler

grass over the multitude assembled, it really wasn't anywhere as quick as our Spridgley things, just a lot more spectacular – and noisy. As the grass dried (and disappeared after the RS1600), times became quicker. Then along came a 1953 MGTD. Were our watches faulty, did we miss something? Both MG and driver knew what they were about and set the FTD in a very undramatic style. Our MASC drivers were ruffled but sadly, time was against making any further runs. Peter is the usual MASC champ in his green Midget but this year turned up in a very pretty Lenham Midget. A rare sight these days but certainly a very nice example based upon a 1500 shell. Interestingly, two other 1500 Midgets were also de-rubber bumperised and looking more traditional. David had driven all the way from Invernesshire in his 1970 Midget and carried off our 'MEMBER FROM



AFAR' award for his 500-mile jaunt. Especially hard earned as David's dynamo failed on the way to Bowood with just one amp of power left in the battery. David and Peter set off to scour the scrap yards of Wiltshire, successfully relieving a Metro of its alternator to perform a dynamo to alternator conversion as curious sheep looked on. The



Unusual front end on Gary Higgs' Midget

conversion obviously proving successful as David finished his first run of the driving test with 50 more amps than he started with, not bad in 2 minutes eh?

Both the Team Events also drew much competition. Unfortunately for two teams, they recorded identical fastest times for the Car Push. Hence a second push was required to decide the winner. The Marcos Team subsequently winning both this and the Wheel Roll.

The Parade of cars was rather a protracted affair with just so many interesting cars and clubs attending plus the special display of Ford cars. Not often you see a Model T and a GT40 on the same lap!

Although this years GWR saw a record number of cars attending overall, the MASC contingent was somewhat reduced in comparison. Hopefully, you may be saving it all up for the Club's 20 Years celebrations at Beaulieu at the end of August. Lets hope the weather pays us another favour for then.

Despite our sparse MASC appearance, the local newspaper, *The Wiltshire Gazette and Herald* gave the rally a good report and

featured photos of Colin Dimbylow and Roger Chittock from the club. Winning the title SPECIAL SPRIDGET this year was Steve Deeble from nearby Chippenham with his 1968 Sprite Mk1V. Surely he couldn't have expected to win our MEMBER FROM AFAR? Chippenham to Bowood is only 2 miles and the choke knob was still partly pulled out.

Our thanks once again to the Atwell-Wilson Motor Museum of Calne for supporting the Great Western Rally and to Bowood House for the use of their wonderful venue (Sorry about the grass – it was the RS1600)

P.S. The following weekend I paid a visit to the Festival of Motoring at South Cerney and what should I spy, Peter's Lenham and two Frogeyes lined up much like the photo on page 30 of our August organ. Turned out to be MASC Hampshire on one of their regular jollies. Wot – no club banner! We shall have to do something about that. It did give me chance to have a good chat to Peter about his interesting Lenham. Peter still has his Green Midget which he states, "Is far better, and



Nice Spridget GT!

cooler for Driving Tests." Hopefully, Peter will tell us all more about his Lenham through the pages of Mascot. (There, you're dropped in it now). Before you ask, no I didn't arrive at this show in the Escort, er – it was a Wolesley 1500, cries of traitor out there I know.

Terry Horler
All photos © Brendan Joyce,
with thanks



Reggies Story – Saga of a Sprite

Part 2



Continuing the Saga of my Sprite I have just been leafing through my invoice file to jog my memory of salient occurrences; I will not bore you all with routine events like servicing or routine replacements, otherwise it really could take the next 48 copies of MASC as David Wright jocularly remarked.

As I have worked in various parts of the country I have of course used many garages and when I originally worked in London there were quite a few B.M.C. Dealers. One which springs to mind is University Motors, a well renowned organisation which is sadly no more. The factory owned showroom was in fact on the ground floor of the office block in Piccadilly that I worked in, so I always got a preview of any new models coming out, saloons as well as sports cars. Healey also had a showroom in Grosvenor Street, where I remember I had my hardtop fitted which was included in the purchase price. I always thought that this a more attractive design than the B.M.C. one, and blended in better with the body lines.

I have just come across an Invoice which I have misfiled. Dated January **1964**, this was for a clutch replacement at B.M.C. Service Ltd and at the time a colossal sum of **£26.14.10** or so it seemed to me, as it was only a few months outside the guarantee period. Quite why this should have failed so early in the cars life I couldn't make out. I was always very careful about disengaging the clutch when stationary, though of course even in those days driving in central London

was a stop/go affair, and consequently hard on clutch items. Looking back, the standard of service was uniformly good and it never occurred to me that it would be otherwise. I remember a small one man band near my flat in Hampstead that I took to using; he always used to my Sprite as “your racer”: It always amused me. I remember that he told me that the clutch pushrod was a bit short and he had welded a bit on. This comment left me a bit glassy-eyed, but whether he did or not I can't say. I have had no clutch problems over the long term.

You will have gathered from the foregoing that I am not a very good mechanic, but carry out basic maintenance and can do things like decokes. Mainly I use the services of the local “mobile mechanic”, with whom I have a very good arrangement: I do the easy bits, and he comes round and does the difficult bits: For instance last year a head gasket blew and when I had got it all dismantled he came round, looked at the head and carted it off somewhere to have it skimmed, and then replaced the timing chain and the front oil seal which had worn and as a result was throwing a thin film of oil all over the front of the engine and the ignition. Replacing this made a surprising difference to the oil consumption. He then left me to put it all back together again. It would have been a much more costly exercise if I had taken it to the local garage, which is very competent but of course charges a higher rate per hour, and of course would have done the dismantling and replacement. If my mechanic's van is parked outside the local pub I usually stop and have a pint with him, when he usually regales me with all the horrors he has been dealing with that day! He was telling me the other day about dealing with stretch bolts on a K series engine, which I had never heard about. It was in an MGF, and he told me that the early ones had a habit of blowing head gaskets, which put me right off one or two thoughts of buying an early MGF!

Thanks for sharing Reggie, MORE next month: Ed



AUSTIN HEALEY

1954-63 Sprite Mark I, II, III, IV

M.G.

1954 Midget Mark III



SERVICE AT INTERVALS SHOWN BY SYMBOLS

COOLING SYSTEM

Fill Without Washer
 All models
 Cooling system pressure, 7 pounds

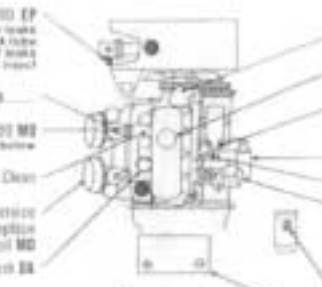


CRANKCASE "M1," "M2" or "M3" M8
 Above +32° 30 100A-01
 Below +32° 70,200A 100A-01

CAPACITY: 4 pts., except Midget, Sprite IV 5 1/2 pts.

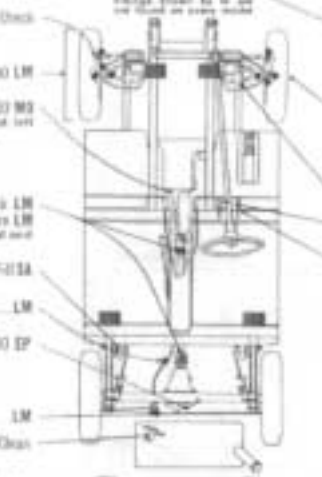
DRAIN and REFILL
 See Service Instructions or below

- Steering Gear** M1 EP
 See low pressure. Check rubber boots for leaks. Insert default box, plug on steering rack tube. Wash with 100 cc engine oil. If leak and abnormal, lockers right axle head and road nut more than 1 point lubricant.
- Carburettor Suction Chambers and Pistons**
 Clean, reassemble and top-up
- Carburettor Jets** M1 M2
 Adjust jets, maintain level of 1 mm below top of inner hollow shaft.
- Fuel Pump Suction Bowl and Screen** Clean
 Not fitted to all models.
- Air Cleaner Elements** Service
 Dry type Replace
 Wire gauze Wash and oil M2
- PCV System Valve** Wash M1
 Also wash head and hose from filter.



- Water Pump (plug)** Springs 140 EP M1
 Not fitted to all models.
- Oil Fill Cap** Replace M1
 Models with filler cap only.
- Generator**
 Oil hole 30 M3 M1
 Alternator, not service.
- Oil Filter (under car)** Replace M1
- Crankcase Dipstick** Check level M1
- Distributor**
 Cam bearing (under table) Springs M2 M1
 Release mechanism M2 M1
 Lubricate appropriate pins, hole ground cam
 Cam surface Light touch LM M1
- Brake and Clutch Reservoir(s) (top)** M1
 Fill to within 1/2 inch of bottom of filler neck.
- Battery** Check and fill M1
 Mixture filled with information, Neg. Grid, others Plus, Grid.

- Disc Brake Pads** Check
 Inspect and replace as required.
- Front Suspension and Steering Linkage** M1 or 2 fittings LM



- Front Wheel Bearings**
 Drum Brakes LM M1
 Disc Brakes M1 M1
 Check for looseness or roughness.
 See Service Instructions.
- Front Shock Absorbers** F-1 SA M1
 Check and top-up if note evident.
- Speedometer Cable** Light touch LM M1
 Not fitted to all models.
- Accelerator Cable** Light touch LM M1

TRANSMISSION 30 M2
 Reach 10 and level plug thru opening of left side cover. Rear seal.
 Maximum level of oil plug hole.
CAPACITY: 2 1/2 pints
DRAIN and REFILL
 See Service Instructions, page 2

- Universal Joints** Replace LM
 Early models (change) Use low pressure LM
 To reach level plug fitting, lift floor seal and remove rubber plug on left hand side.

- Rear Shock Absorbers** F-1 SA
 Check and top-up if note evident.
- Hand Brake Cable** LM

DIFFERENTIAL 30 EP
 Maintain level to fill plug hole.
CAPACITY: 2 1/2 pints
DRAIN and REFILL
 See Service Instructions, page 2

- Hand Brake Balance Lever** LM
- Fuel Pump Filter** Clean
 Not fitted to all models.

FUEL TANK Gallons
 All models 6

TYRES Pressure Front Rear
 5.0A-13 16" 20"
 145-12 16" 20"
 *Maximum high speeds over 80 mph; load 24, 100 lb; except Sprite 65, IV and Midget, 22-24 mph and rear.

- Wash lower, Method A, then balance wheels.

- Position for lift adaptor
- Lubrication fitting
- Cooling system drain

SERVICE AS SHOWN

- Every 3,000 miles**
 Change front, balance wheels.
- Every 6,000 miles**
 Wash and oil wire gauze on cleaner elements.
 Lubricate generator.
 Lubricate distributor as shown.
 Replace oil filter, oil filter housing, oil pan, add approximately one pint oil.
- Every 12,000 miles**
 Replace dry type air cleaner elements.
 Clean carburettor as shown.
 Lubricate water pump as shown.
 Replace fibre-type oil fill cap.
 Clean PCV system as shown.
 Check front wheel bearings as shown.
 Lubricate steering gear.
- Every 24,000 miles**
 Lubricate speedometer cable.
 Lubricate front-wheel cable if fitted.
 Clean fuel pump as shown.
 Lash wheels, repack universal joints.

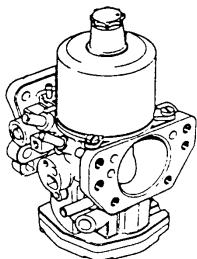
FOR SAFETY, ALWAYS CHECK THE BATTERY, BRAKE SYSTEM, FAN BELTS, LIGHTS, MUFFLERS, TYRES AND WIPER BLADES



M8 CUSTOM FIVE STAR Motor Oil
 EP Multipurpose Turbine EP
 M1 Grease Fuel Soap
 M2 MOTOR OIL
 LM Lubricant
 SA CUSTOM FIVE STAR Motor Oil 20W-50
 M3 Motorized Sprites

CRANKCASE: DRAIN and REFILL
 Favourable conditions every 60 days.
 Severe conditions (city driving, dirty roads, etc.) not to exceed 30 days or 2000 miles.

Many thanks to Eriks of the Sprite Club of Australia and Sprite Torque for this article. All rights acknowledged, printed for review purposes only.



ZENITH

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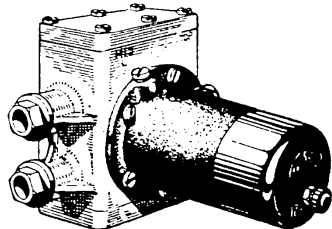
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CONSTRUCTION & TUNING THE S.U. Carburetter

PART 1. Construction and functioning of basic-type carburetter.

The S.U. Carburetter is of the automatically expanding choke type in which the size of the main air passage (or choke) over the jet, and the effective area of the jet, are variable. The variable choke and the jet orifice are controlled by the degree of throttle opening used on the engine against the prevailing road load (which may differ widely from light cruising to heavy pulling).

The automatic regulation of the size of choke gives an approximately constant air velocity over the jet (sometimes called a constant vacuum carburetter), which is sufficient to ensure good atomization at all speeds without appreciably impeding the air flow necessary for maximum power.

Also under these conditions of constant vacuum there is no necessity for a separate idling jet, and therefore a single jet only is employed, into which slides the tapered fuel metering needle. The exact profile of this needle can be varied to suit the individual requirements of particular engines, climates or fuels—or indeed any other changing factor, and it forms a convenient and simple method of effecting a change of mixture strength.

Many thanks to Ray English and Marque One, issue 39/40



Section A.1

CONSTRUCTION AND FUNCTIONING OF
BASIC-TYPE CARBURETTER

The main constructional features of the carburetter in its simplest form are shown in Figs. A.1 and A.2, which illustrate a typical horizontal carburetter. Fig. A.1 gives details of the main body, the butterfly throttle, the automatically expanding choke (generally referred to as the suction piston unit) and the variable jet arrangement. Fig. A.2 illustrates a normal float-chamber assembly.

Turning to Fig. A.1, it will be seen that a butterfly throttle is mounted on spindle (1) at the engine end of the main air passage, and an adjustable idling stop screw (2) is arranged to prevent complete throttle closure.

Towards the other end of the main passage is mounted the suction piston unit (3), its lower and smaller diameter forming a shutter which enlarges or diminishes the size of the main air passage over the fuel jet (5) as the piston rises or falls under the influence of engine suction (controlled by the degree of throttle opening) on its upper and larger diameter moving axially within the suction chamber (4).

As the tapered fuel metering needle (6) is fixed into the piston by set screw (7), the rising or falling piston, in addition to varying the air passage, also correspondingly varies the jet discharge.

The rising and falling piston is guided by the very accurate fit of the hardened piston rod in the cast-iron guide bush incorporated in the suction chamber. The upper and larger diameter of the piston does not touch the bore of the suction chamber, but is held slightly out of contact with an extremely fine clearance (see Section E.5), and similarly the tapered needle, although at idling speed very closely approaching the bore of the jet, should never actually touch it—this is achieved by making the complete jet unit floating in sideways location when its large clamping screw (15) is slackened off; it can then be exactly centralized on the largest portion of the tapered needle and then locked in this final position. (Full details of this jet centring operation are given in Section B.1.)

The piston, falling either by its own weight or assisted by a light compression spring (8), impacts onto the internal rectangular facing called the 'jet bridge' (28), the impact being taken by a small spring-loaded pin projecting about .010 in. (.25 mm.) from the piston face.

The piston rises under the influence of induction depression (which is controlled by the throttle opening), this taking effect through single or twin holes in the lower face of the small diameter and exerting suction on the top of the larger diameter; the under face of this larger diameter is vented back to atmosphere by ducts not shown on the diagram.

These ducts were vented back to 'free air' on older carburetters, but as this led, in some tropical and dusty climates, to the smoothness of the piston travel being marred by deposits of dust inside the suction chamber, in later 'dustproof' carburetters these ducts are taken back into the air cleaner or pipe, using filtered air.

To prevent the piston rising too quickly as a result of brisk throttle opening, an oil-damped plunger unit (26) is positioned inside the hollow piston rod, and this puts a fluid brake on too rapid a piston rise but exerts no restriction on its fall. It provides an appropriate degree of enrichment for acceleration and improves cold starting and driveability from cold.

The oil reservoir in the hollow piston rod in which the damper plunger functions should be topped up periodically, about every three or four months, with thin engine oil S.A.E. 20 preferably (but no thicker than S.A.E. 30), and this topping-up level is not critical; simply unscrew and remove the damper unit and then pour sufficient oil into the reservoir to bring the oil to within about $\frac{1}{2}$ in. (13 mm.) of the top of the rod. Screw the plunger unit back into position.

The jet proper (5) is housed and slides in an upper bearing (13) and a lower bearing (14), and positioned in each bearing is a small cork gland sealing washer (17) which prevents fuel leakage, a compression spring (16) giving the necessary loading on each gland.

A large cork (or synthetic rubber) sealing ring (19) prevents leakage between the main body casting and the jet locking screw (15); this screw clamps the complete jet unit in the necessary concentric position relative to the taper needle (see Section B.1, 'JET CENTRING').

The jet head (21) under normal running conditions should abut hard up against the adjusting nut (18), the position of which determines the idling mixture strength when the engine is fully warmed up. For cold starting this jet head is lowered manually, approximately $\frac{3}{8}$ in. (9.5 mm.) away from the tapered needle, thus giving a larger fuel discharge area and producing the very rich mixture necessary for cold starting.

For winter conditions it is sometimes preferable, after a cold start, to bring the jet only part way back, not reaching the 'full weak' position, so that the first mile or two of running with a near-cold engine is done with a slightly lowered jet giving a mildly richer mixture than normal—the best intermediate position of the dashboard control giving this slightly lowered jet will be readily found after a little experience, care being taken not to run needlessly rich.

The lowering of the jet is done through the jet lever (23), and a tension spring (25) provides the necessary upward thrust on the jet head (21), ensuring that after a cold start the jet always tends to be brought back to 'full weak' and kept there during normal running



Referring again to cold starting: it was normal on pre-war cars to have two separate controls on the carburetter, one of which enriched the mixture, and the other gave a modest degree of throttle opening. In later years, however, it has become usual to have only one hand control combining both functions, so that on the carburetter the lever controlling the lowering of the jet is also interconnected with a throttle opening mechanism.

On an earlier type of this throttle and jet interconnection the two movements, throttle opening and jet lowering, took place together, but in a later type (using a cam operation in place of a rocker) the throttle is opened in advance of the lowering of the jet and also closes after the raising of the jet; this can be an advantage in winter as it prevents the engine stalling during slow speed manœuvring with a cold engine as it enables a generous amount of hand throttle to be used.

With this cam-type interconnection, or its preceding rocker type, the outer adjusting screw should be about $\frac{1}{8}$ in. (.40 mm.) (thickness of a visiting card) away from the cam face or rocker face when the engine is warm and idling on a closed throttle; with the rocker type this figure should not be exceeded, but with the cam type a larger gap can be used if desired.

An entirely different solution of the cold starting problem is given by the thermostatic type of carburetter, where, in addition to the main instrument, a separate and auxiliary carburetter is brought into action to provide the initial very rich mixture for cold starting and also the milder degree of enrichment necessary during the warming-up period. A complete description of this type of carburetter is given in Section A.4. After a matter of two or three miles, when the engine has reached full working temperature, an automatic thermostatic switch (sometimes an alternative hand switch is used) cuts off the current which brings this auxiliary carburetter into action, and the main instrument then provides all the necessary mixture. Section G.1 gives details of the 'tuning variables' on this auxiliary carburetter and Section D.2, para. 3, gives details of the different main jet assembly also used.

The majority of current body castings incorporate a throttle edge union (27) for actuation of an automatic ignition control, and on certain carburetters (generally single-carburetter layouts for six-cylinder engines) there is an additional similar pipe and union fitting for actuating what is termed the 'weakening device' providing a weakened-off mixture for part throttle cruising when the engine is pulling against a light load. This fitting cannot be supplied except as car manufacturers' original equipment owing to the complicated tuning problems involved. The weakening device is dealt with in Section A.5.

Jet air bleed

On some carburetters produced between 1950 and 1954 a small air bleed was added to the chamber housing the main jet assembly. The top of this air bleed unit protrudes at an angle from the side of the carburetter body, and its function is to stabilize the jet discharge under certain conditions.

The jet bleed protrudes through the side of the jet housing to finish with a screwed union and pipe-line leading either to the lid of the float-chamber or to some portion of the air inlet pipe.

To inspect the orifice of this air bleed it is only necessary to detach the pipe-line nut at the union close to the carburetter body, and inspect the actual bleed hole which is part of the bore of the union.

There is nothing that can go wrong with these air bleeds apart from blockage by dirt—and the average driver would not detect the slight deterioration in performance which results. If, however, the screwed union of the pipe-line unit worked loose, then a drastic weakening effect on the mixture strength would immediately be noticeable.

Turning now to the float-chamber in Fig. A.2, it will be observed to be of orthodox construction, comprising a needle valve (9) located within a separate seating screwed into the casting of the float lid, and a float (10), the upward movement of which in response to the rising fuel level causes final closure of the needle upon its seating through the action of the hinged fork (11). (See Section F.1 for various types of seatings and needles.)

It will be seen that the float-chamber is a unit separate from the main body of the carburetter, to which it is attached by means of bolt (12), suitable drillings in the float-chamber, bolt, and body casting leading the fuel to the jet. (See Section F.2 for types of holding-up bolt and washer.)

The fuel level in the float-chamber need not be exact or to a critical dimension (unlike a fixed choke carburetter), but the standard level is $\frac{3}{8}$ in. (9.5 mm.) below the level of the rectangular facing known as the jet bridge, and full details of this and any corrections that may be necessary are given in Section B.5.

Section A.2

TUNING

On the bulk of carburetter installations, which are car manufacturers' original equipment, the type of needle (of which there are many) fitted to a specific car has been settled only after prolonged tests, and therefore it is not usual for the recommended type to need changing in practice.

If, however, unsatisfactory carburation raises a doubt about the correctness of the needle type fitted, it can be withdrawn for inspection after first detaching the suction chamber and piston unit (4), Fig. A.1, and loosening the needle clamping screw (7). The needle type, identified by letters or numerals (or both), is rolled around the shank diameter or stamped upon the shank end—and owing to the smallness of the available space these markings are not too obvious; a magnifying glass may assist.

Having re-inserted the needle after checking that the identification marking indicates a suitable needle form, tuning is confined to correct idling adjustment.

prevent the jet head from correctly abutting the nut. When the idling tuning has reached a satisfactory conclusion, this control should be reclamped in such a position that there is a small amount of cable slack and the taut condition avoided.

The stop screw (2) should be carefully slackened off until the slowest idling speed is found, and then the jet position should be so adjusted, vertically, that for this given position of screw (2) the *fastest idling speed is obtained consistent with even firing.*

If the firing is uneven, with a 'splashy', irregular type of misfire and a colourless exhaust, then the mixture is too weak and the jet position should be suitably lowered;

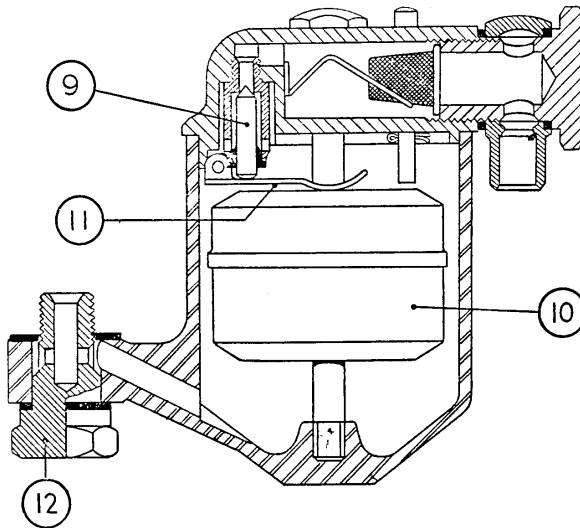


Fig. A.2
The float-chamber

9. Needle valve. 10. Float. 11. Float lever. 12. Bolt.

(When re-locking the needle in place, which should be done firmly, note that the standard needle position is with the shoulder on the needle shank just flush with the bottom of the piston into which it is inserted. See Section E.2 for full details of needle fitting.)

Idling adjustment is carried out by movement of the idling stop screw (2), Fig. A.1, and the jet stop nut (18), but before making these adjustments it is essential that the engine should have attained its normal running temperature.

It is advisable, before commencing adjustments to nut (18), to slacken off the choke cable clamp anchored to the end of the jet lever, otherwise a taut cable may

whilst if the firing is uneven, with a rhythmical or regular misfire and a blackish exhaust, then the mixture is too rich and the jet position should be raised.

Here it may be observed that there are two methods of finalizing the vertical position of the jet to give a satisfactory mixture as follows:

First method. Detach the return spring (25), Fig. A.1, and screw the nut up to its topmost position out of the way and leave it there while the jet proper is moved vertically into the most satisfactory position for idling mixture by careful movement of the lever (23), and when this position has been found screw the stop nut carefully downwards until it meets the shoulder on the



jet head (21) without disturbing the setting just obtained; the return spring can then be replaced.

It must be emphasized that with this first method the lever (23) must be moved with great care as, disregarding possible backlash, a movement of $\frac{1}{16}$ in. (.40 mm.) of the end of the lever on some engines will give an observable difference in engine beat, and a movement of $\frac{1}{8}$ in. (1.59 mm.) a marked alteration.

Second method. In this method, leave the spring in its normal position so that it keeps the jet head (21) always hard up against the stop nut (18), then adjust the nut upwards for weakening or downwards for enriching until a satisfactory engine beat is obtained.

If the return spring on the jet lever is temporarily removed in order to give easier access to the stop nut (18), make sure that the jet head is abutting hard up against the under side of this nut after every adjustment. Bear in mind that really good slow running is critical, on some engines to a sixth of a turn (one flat of the hexagon) of the stop nut.

Having adjusted the mixture strength to suit the originally set position of the stop screw (2), the idling speed may be found to be too fast. A slight slackening off of the stop screw can be made to lower this speed, which may also entail a small alteration to the stop nut, possibly to the extent of one flat.

When the slow-run mixture is correct, lifting the piston by means of the small spring-loaded pin on the side of the body casting (or on older models with a wire nail poked through one of the air vents in the suction chamber mounting flange) will slightly increase the speed of idle to start with, but when the full travel of the pin is reached, giving about $\frac{1}{4}$ in. of piston lift, then the resulting weakening effect should stall the engine.

If any difficulty is found in obtaining a good idling speed with the needle in the 'standard' position, it may be necessary, very occasionally, to vary it, as described in Section E.2.

Note that where an alteration in mixture strength is required for the main throttle range (that is, not idling speed), then a different type of needle should be fitted, but the jet will remain the same.

A Jet Needle Recommendation Folder is published, under Part No. AUC9603, priced at 9d., which gives the standard needle tuning for various models of cars issued since 1933, together with alternative rich and weak needles used in special conditions of climate or fuel, or other variable factors.

There is also a complete folder of needle types with their corresponding sizes, published under Part No. AUC9618, priced 1s. 0d., but this is only necessary to or suitable for those people engaged in the comprehensive tuning of carburetters, including non-

standard and special 'conversion' installations or for racing and competition cars.

Before arriving at the conclusion that a change of needle is necessary in order to restore satisfactory carburation, a careful examination should be undertaken for the detection of other possible faults in the carburetter, for air leaks in flange gaskets, for faults in the sparking plugs or ignition system, or the general mechanical condition of the engine, including sticking valves or defective valve seats.

The influence of air cleaner type should be checked if a change (not usually to be recommended) is made from the standard size or type, as the carburation may be affected—also a carburetter originally tuned with a cleaner will show a pronounced weakening off if run without it.

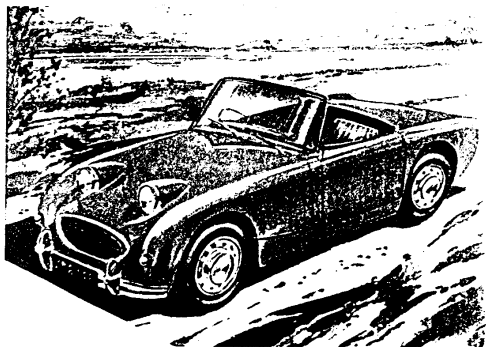
When writing for advice about the choice of a more suitable needle, quote the type identification of the existing needle and indicate whether the mixture appears to be too weak (or too rich) at quarter, half or full throttle or over the whole range.

Effect of altitude and climatic extremes on standard tuning

The standard tuning employs a jet needle broadly suitable for temperate climates from sea-level up to 6,000 ft. Above that altitude it may be necessary, depending on extremes of climatic heat and humidity, to use a weaker tuning.

The factors of altitude, extreme climatic heat, and humidity each tend to demand a weaker tuning, and a combination of any of these factors would naturally emphasize this demand. This is a situation which cannot be met by a hard and fast factory recommendation owing to the wide variations in the conditions existing, and in such cases the owner will have to do a little experimenting with alternative weaker needles until one which is satisfactory is found.

If the carburetter is fitted with a spring-loaded suction piston, the necessary weakening may be effected by changing to a weaker type of spring or even discarding the spring itself and running without one.



The Phoenix Project

Part Two

Having got the front wings in reasonable shape and gained a little confidence with the magic mig, I decided to make a start on the passenger side footwell. My plan was to rebuild the footwell so that I would have something solid to weld the front end of the new inner sill to, so I could get some strength back into the structure.

The first job was to remove the passenger side front inner wing, this was done by drilling out the spot welds and a bit of chiselling. Now I have read that this is the way to go for complete panel removal

however I found this very difficult since some of the welds are difficult to locate and even after drilling out the entire weld dimple the metal remains attached. What you end up doing is attacking it with a chisel which leads to tears in the good panel. I persevered with this process to remove most of the inner wing and the small triangular brace piece which is sandwiched under it at the rear inboard corner, but spent many hours repairing what had been sound areas of the footwell. I was

concluding that if a panel is to be replaced it is best to saw most of it off and then carefully grind the remnants away with an angle grinder.



Having removed the inner front wing I jigsawed out some of the patched up footwell side panel to gain better access to the footwell. It was at this point I discovered that there is a hollow triangular box section at the bottom of the footwell formed by an internal sloping footboard. In my case the footboard was in good condition although the floor from the back of the front wheel arch to the footboard was completely rusted away. I made a cardboard template of the footboard and cut and ground it away to give me clear access to the bottom of the footwell that in effect forms the rear of the front mudguard. Next I made a repair panel for the outer edge remnants of the inner sill as a guide before



cutting away the inner sill, and the $\frac{1}{8}$ thick reinforcing angle someone had seen fit to weld in, back almost to the 'A' post. The repair panel was then welded in place (note the front of the footwell is made of very thin metal and is a pig to weld without blowing holes in it) and the bottom couple of inches of the footwell front inboard of the repair panel was cut away back to sound metal.



Using a paint stripping heat gun and scraper I removed most of the under seal from the now exposed inside front wheel arch and footwell then dissolved the rest using white spirits. The result to my delight was clean red paint on sound metal, the removal of under seal is one of the worst jobs imaginable. The only part of the inner inner wing to have suffered was the bottom closing panel (below the large triangular hole) that forms the box section and attaches to the front of the footwell. This obvious rust trap had been previously repaired (I suspect without a drain hole) but should now be accessible for the fitment of a new repair section. To make sure everything was correctly aligned I removed the last remnants of the rear end of the outer sill, which had been reinforced with the most amazing collection of angle iron off cuts. And test fitted a new inner sill using the jacking point and rear of the old inner sill as landmarks. The result was good with everything fitting nicely and my estimation of the length of the repair section I had fitted to the bottom edge of the footwell where it joins on to the inner sill being spot on.

Next I was off to France in the other Sprite for a couple of weeks and on my return the best summer for years so I have been driving and not doing much restoring for the last couple of months. As I write this it is the hottest day ever recorded in England I am starting to understand how some people spend 7 years restoring a car.

Dave Dixon

LETTERS

A few timely tips for “Bodger’s Corner”

Having not used “Maisie” (1967 Midget) for a month as either out and about in “Gladys” (1958 Austin A35) or “The Duchess” (1967 Riley 4/72), she took umbrage and decided not to start, despite much cranking of the starter accompanied by indignant coughing and spluttering. Then light dawned. An ominous lack of ticking from the fuel pump. So grovel about underneath Maisie’s nether regions and bash the bu**er with a soft hammer. Result – fuel pump ticking away nicely!!! So on our way again, in the hot sunshine of early August.

Do check the tightness of wire wheels very regularly, as they do seem to work loose. But instead of all that unseemly walloping of expensive chrome spinners with hide headed hammers, invest in a Centre Lock Two-Fared Spanner for gentle tightening of the wheels onto the hubs. I got mine from MGOC (Part No. WI 76) for £35.

For those already converted to unleaded going forward juice, do try a few tankfuls of “Shell Optimax”. It certainly made a difference to the converted Riley 4/72 an extra 4-5 mpg and a distinct feeling of a bit more go. (She needs it, weighing in at over 1¼ tons, with only 72 bhp gross!)

Hope these are of some help

Howard Ellis

Ed says: Double helping this month, thanks Howard. On our recent Spanish trip (last month’s editorial) used tip No 1, 47 times on a rather undermaintained MBG GT!! It works ☺

Lucy’s Frogeye

If you cast your mind back, you printed a picture of my oldest daughter Lucy in my unfinished Frogeye in the June 2001 magazine (repeated in full colour for the December 2001 centre spread – thank you very much). Well I am pleased to say that my Frogeye is now finished and on the road.

The only problem is, my youngest daughter Amy has taken quite a ‘shine’ to the Frogeye and insists on being taken to all of her friends parties in it. I am only too willing to oblige of course but there does now seem to be a competition developing as to who goes out in the Frogeye today?



It’s a delightful problem I am sure you will agree, especially as they seem to enjoy polishing and cleaning it. In the photo attached, Amy had done her polishing and wanted a drive.

I hope to write a piece soon with a photo of myself and the original owner of my Frogeye YOL 587. We met up about 8 years ago and I promised him a ride in the finished article, I will let you know how we get on.

Clive Allen 2222

Ed says: Excellent follow up story. Nice to hear it’s back on the road. Look forward to the ‘Reunion’ photo.



Dennis Frog



Finally got the right program and made the picture smaller. The question is where was it taken and what happened next? Answer: The M25 on a Sunday night – 30 seconds later it all stopped – took them 4 hours to get home – Sue and Dennis Hasleham.

David & Helen Brenchley

Ed says: Bad luck, obviously the flash upset 'Lucas Lord of Darkness'!

Cover Photo Letter

The previous owners of the car, Mr & Mrs Cook of Southampton, had owned the car since the early 70's. Mr Cook had lovingly restored the car, returning it to its original Leaf Green. Sadly late last year, Mr Cook tragically passed away. I then purchased the car from Mrs Cook in January 2003. When I took delivery of 66 TPJ, it had not been on the road for at least 2 years and was suffering with the usual problems of being laid up:- sticking brakes, intermittent electrics and a leaking master cylinder to name but a few. I have now sorted most of the problems and the car sailed through its MOT on 4th July 2003!

Ed says: See this month's cover, nice car!

Large Can opened: 'Ed' to eat worms

Remember last month's letters, page 29. Our Terry is as informative as ever! Read on:

As you feared Mr Editor, sir, your comment on page 27 of your August output concerning the age of a vehicle, is coming back to haunt you.

Despite your three lines of lingo, I don't agree. The true age of a vehicle is that of its date of completion. A vehicle's DNA is given by its chassis (car or vehicle identification) number. This number will describe exactly what the vehicle is from its date of birth, its specification and, dependant upon manufacturer, where it was built.

The period between completion and registration is rather akin to defining a length of a piece of string, or perhaps a worm in this case. Certainly, the motor trade prefer to quote the date of registration as this can often make a vehicle look newer than it really is. Sprite Mk1 production finished late in 1960 at Abingdon but dealers trying to sell stock in 1961 were not about to admit to selling an obsolete model from the previous year. Hence, there are a lot of 1961 Frogeyes about. Are they hell, registered in 1961 yes, but built in 1960, makes quite a difference when selling on the second hand market within the first three or four years of life.

As we know, DVLA recognise the date of build when it comes to placing vehicles in the pre 1973 Historic Vehicle taxation class. As many owners who have early 1973 vehicles have discovered to their delight, their 1973 registered vehicle was in fact built in 1972.

How do you like your worms Mr North, fried or curried?

Terry Horler

P.S. In Spridgley folklore, most home market Spridgley things were registered within one month of being flung out of Abingdon's gates. However, there are some that were "held in stock" for many months before finding a buyer. Certainly, the final Frogeyes proved slow to sell with many examples being 6 months old before being sold off by BMC's NATIONAL SPRITE WEEK campaign. This also occurred with the final version of the Sprite, not many takers for Austin



Sprites. The longest period for stock to gather dust was the final Midget 1500. Quite a few on the register with W and X registrations when V was concurrent with the end of production. Dare I say it, but the G-Sec 1972 Escort 1300GT that my father bought new in April 1972, turned out to have been built in August 1971. The dealer didn't tell us that, I found out 25 years later when I wrote to Ford! My father would have been most upset at the time, but 25 years on, it saved paying road tax for a year.

Ed says: Another comprehensive answer from Terry. However I stand by my original comments, regarding 'moderns'. If they aren't registered by the emissions expiry date, they're scrap!! Sell them, buy them, in twenty years nobody has asked me when they were built. Must be an OLD CAR thing ☺

Advertisers Product Report (Received by e-mail)

In case any of you are thinking of a personalised gift or treating yourselves, someone recently had a gift made for me, which was a ceramic model of me in my Frogeye – it really is excellent. They are more of the slightly cartoony, caricature style rather than a scale model but if you look at her web-site and look at personalised gifts you will actually see a picture of my model before "cooking" <http://www.simpleceramics.co.uk> You see I was so impressed that I am passing the web-site on – Not something I normally do! She also does lots of other nice stuff! Cheers.

Laura

Ed says: Thanks for the report Laura, anyone else got anything to say about this product OR other advertisers? It's good to share ☺

'Ashley Enterprises' ☺

Have a look at the photos this is a H frame 28G102 for a Austin Healey Mk1 for someone who has a big rust problem with their car!

Ashley Hinton
e-mail adsanhinton@aol.com

Ed says: Sounds like a free advert for 'Ashley Enterprises', BUT I'll enter it as a member's service bulletin 'cos we all need subframes don't we?



Egg Frog

I have just bought a Frogeye – 991 AOJ which is a surprising colour – egg yolk yellow – not its original colour, it was born red. The man I bought it from had no history other than the name of the previous owner and I wonder if any of your members know anything about this one? Would be interested to know.

Also I want to put seat belts in it and being a 1960/1959 Frogeye it has no mountings – any members got any advice as to how I do this or get it done.

I have joined the Club – not sure if that matters (*of course it does! Ed*)

Thanks very much

barbara.addrison@ntlworld.com

Ed says: Come on gang, new member and all that, let's help her out!



EGL378E my car



I would just like to say here's my car after 10 yrs, 4 girlfriends and a divorce she's back on the road.

We've had history over the years doing allsorts from car shows where an elderly gent lost his top false teeth in my engine bay to road rallying, where I drove my car to every event and home again and under her own steam might I say.

Well in 1992 with the Morecombe illuminations was the last event that she did before she was taken off the road. the dreaded car cancer had got hold of

the shell to such extent that the patches couldn't hold her together.

So to MG Mecca she went and stayed for 10 years waiting for me to save up the dosh. Russel and Howard knew their stuff, cos they've turned my car from a rather beaten little car to howling scolded cat, which is lots of fun to drive.

As you can see RWA aren't the right bits for the yr, but she's been prepared for stage if need be and it was cheaper as the shell is an abandoned project shell from the USA. I think the three wipers are a nice touch of individuality. I hope you agree, I don't know why they had 3. Does anyone know?

My car also has 5 speed gearbox for today's traffic with a high lift cam h4 needles K/N air filter and a RC40 exhaust. She ain't finished yet but she's on the road scaring the local cars when she growls as she goes past. I have one niggle: flooding carbs float chamber valves sticking. They've been cleaned but still happens from time to time can any one help or advise.

I look forward to hearing from the members with any help, info or advice.

PHIL B no 684 Suffolk
bollenbmrb@aol.com

Kermit the Frog

Carson Thomson, of Carson and chums fame, suggested I send you a snap or two of my 1961 Frogeye 'Kermit' on holidays last year.

The first photo is taken at Inverary in Scotland last July, overlooking Loch Fyne, the second in Oban with the Caledonian MacBrayne ferry just leaving the harbour in Oban. Overall, we did a round trip of about 250 miles, taking us through the Trossachs, West Argyll, Loch Melfort and Crianlarich. The Frogeye performed well the whole journey but broke-down about 1,000 yards from my house with a flat battery! The dynamo had failed and needed to be completely re-conditioned.

Alec Spencer

Email: kermit@oakburn.demon.co.uk

MASC Register No: 2411

Ed says: Thanks for the snap, 1000 yds, push or tow? ☺



MG Arkley Mystery

This has come into me from the States, any offers from the membership?

“Could you please help me. I bought this as a 1977 MG Arkley. I notice that the front is different from all the Arkleys that I have seen. Do you have any idea what it is? Thank you for your help.

John Fackelman”

Trevor Scantlebury – Sprite on the road but gearbox knackered!!!!
trevor.scantlebury@tesco.net

Ed says: Long time friend of Mascot, Trevor needs the MASC resource, have we got any answers?



Market Place – September

Adverts to be received before 10th each month

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Contact Gary for list on 07808 828250 or email gdmunford@compuserve.com

5 Minator Alloys 5 x 13 good condition £185 o.n.o. S.U. Twin fuel pump as new £30. O.n.o. 4.55:1 diff – great for rallying or hill climbs £100.

Anthony 01763 260238 (Herts)

Midget Mk III/Sprite Mk IV tonneau cover in black vinyl, good condition £35. Similar in double-duck as new £55. Sprite/Midget 1275/1500 hood cover in black vinyl £25. Midget 1500 NEW 3-piece clutch kit £45.

Frogeye fibreglass bonnet, brand new, unused, in white gel-coat £150. Set of 4 Midget Rostyles, powder-coated in white with almost new Bridgestone 155/70x13 tyres £55. Frogeye original “Works” hardtop, complete with clips etc. £offers.

Dave 0121 7044408/07803 231283 (West Midlands)

WANTS

Fibre glass one piece front for a Midget. All types considered.

Allan 01827 286632 (Staffs)



MIDGET & SPRITE CLUB REGALIA

Be recognised as a Midget & Sprite Club Member with any of our exclusive designer range of regalia items.

Sweatshirts- (In Blue, Red, Bottle Green & Black With embroidered Club Logo) - Please state size and colour required. Each @ £17.00 + £1.75 p&p

T-Shirts- (In Blue, Black, Green, Red & White with screen printed Club Logo) Please state size and colour required. Each @ £10.50 + £1.25 p&p

Grille Badge- £20.00 inc p&p

Cloth Badge- £2.75 inc p&p

Windscreen sticker with Club Logo, in Black, Red & Silver. £1.00 inc p&p

Leather key fob with club logo, in Black, Red & White. £2.25 inc p&p

Midget & Sprite Club **"Buyers Guide"** £4.50 inc p&p

Sprite 40th Anniversary windscreen stickers. £1.25 inc p&p

Poloshirts (Red, Royal Blue, Bottle Green: Embossed Logo)

Sizes: S, M, L, XL, XXL. Please state size and colour. Each @ £12.00 + £1.25 p&p

Fleece Jackets (Black and Bottle Green: Embossed Logo)

Sizes: S, M, L, XL, XXL. Please state size and colour. Each @ £25.00 + £2.25 p&p

Baseball Style Caps (Black brushed cotton with a Red Suede Peak, Embossed Logo)
Each @ £7.50 inc p&p



PRICES SUBJECT TO CHANGE

Cheques and Postal Orders should be made payable to the
Midget & Sprite Club.

SEND YOUR ORDERS WITH CHEQUE OR POSTAL ORDER TO:-

Christine Barton, Regalia Officer, Midget & Sprite Club
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