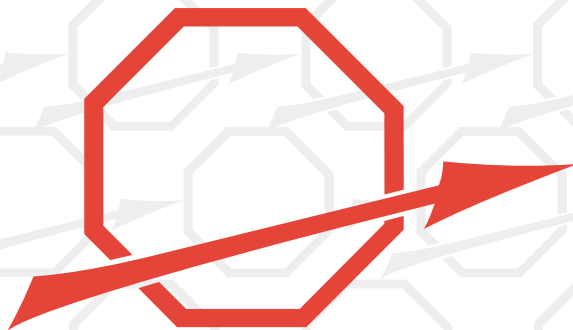


MASCOT

THE MAGAZINE OF THE MIDGET AND SPRITE CLUB



Election News: Frog gets to No. 10!

ISSUE NO. 256

JUNE 2005

www.mgcars.org.uk/midgetspriteclub

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

COMMITTEE

CHAIRPERSON

John Ruderman, 24 High Street, Kingswood, Bristol, BS15 4AR. Tel: 0117 967 8351
email: johnruderman@blueyonder.co.uk

GENERAL SECRETARY

Terry Horler, 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770

TREASURER

Pauline Walters, 18 Lodway Road, Brislington, Bristol, BS4 2NR. Tel: 0117 971 3092

DEPUTY TREASURER

Brendan Joyce, 18 Lodway Road, Brislington, Bristol, BS4 2NR. Tel: 0117 971 3092

MEMBERSHIP

Nigel Williams, 7 Kings Ave., Hanham, Bristol, BS15 3JN. Tel: 0117 961 2175
email: nigelwilliams7@tiscali.co.uk

MAGAZINE EDITOR

Mike North, 123 Devonshire Road, London, NW7 1EA. Tel: 020 8343 2817
email: Mike643mnp@aol.com

OFFICERS

CLUB ARCHIVIST

Terry Horler, 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770

TECHNICAL ADVISER

David Smith, Doric Lodge, 10 Mansfield Terrace, Budleigh Salterton, Devon, EX9 6EN.
Tel: 01395 446353 email: j4ye55@tiscali.co.uk

WEBMASTER

Chris Nevard, Tel: 01932 847933, Mobile 07798 743922 email: nevardmedia@yahoo.co.uk

EVENTS CO-ORDINATOR

Website: <http://www.mgcars.org.uk/midgetspriteclub>

Alan Barton, 10 Wrens Park Avenue, Walmley, Sutton Coldfield, West Midlands, B76 8LP.
Tel: 0121 351 2513

MEMBERS ADVERTISING

David & Jenny Smith, Doric Lodge, 10 Mansfield Terrace, Budleigh Salterton, Devon,
EX9 6EN. Tel: 01395 446353 email: j4ye55@tiscali.co.uk

MUTUAL ASSISTANCE

David C. Hill, Penrallt-Y-Cordde, Glynarthen, Llandysul, Dyfed. SA44 6PE.

CO-ORDINATOR

Tel: 01239 811423 email: david@hillnet.clara.net

DATA HANDLING

Dave Symes, email: Spritelydave@aol.com

TRADE ADVERTISING

Ian Rider, Tel: 01793 695351. Email: ianrider@ntlworld.com

Trade Advertising Rates

Full page one issue £30. Half page one issue £15.

Full page whole year £300. Half page whole year £150.

AREA REPRESENTATIVES

BRISTOL

John Ruderman, Tel: 0117 967 8351 email: johnruderman@blueyonder.co.uk

BUCKINGHAMSHIRE

Simon Jennings, Tel: 01296 482573

CAMBRIDGESHIRE

David Dixon, Tel: 01733 222810 email: e-dave@ntlworld.com

DEVON

David & Jenny Smith, Tel: 01395 446353 email: j4ye55@tiscali.co.uk

DORSET

Pete Downton, Tel: 01202 515544 email: pete@phc.co.uk

HAMPSHIRE

Ian Swinden, Tel: 01202 623002 email: Eswinden@aol.com

LONDON

Terry Langridge, Tel: 01252 626063

SOUTH STAFFS &

Gary Lazarus, Tel: 020 7700 5696 email: garylazarus@blueyonder.co.uk

NORTH BIRMINGHAM

Bill Mohan, Tel: 0121 353 7211 or mobile: 0798 461 6371 email: bill.mohan@btinternet.com

CENTRAL SCOTLAND

Carson Thomson, Tel: 0141 245 6327 day or 013606 22334 evening
email: carsonthomson5@hotmail.com

NORTH WEST

Les & Diane Robinson, Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk

NORTHERN IRELAND

Barry Stanage, Tel: 02890 401726 or mobile 07769 705497 or email barrystanage@aol.com

SOMERSET

Dave Bearne, Tel: 01823 412004 email: dave@quintins.freeserve.co.uk

SURREY

David Wright, Tel: 0208 642 4789 email: dandcwright@ukonline.co.uk

WARWICKSHIRE

Alan Couch, Tel: 01564 773302 email: alanrosemary@acouch.fsnet.co.uk

WILTSHIRE

Chris Yates, Tel: 01608 665066 email: Sheila@sheya.fsnet.co.uk

YORKSHIRE

Ian Rider, Tel: 01793 695351 email: ianrider@ntlworld.com

Anita Lachowicz, Tel: 01423 862738 or mobile: 07720 725429 email: spridget.girl@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

Compiled by David Hill. 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

© Midget & Sprite Club

Ed Says

Hi everybody, great weather, well I hope it is where you are. Had my first club run of the year at the Surrey meeting earlier this month. My 'reserved' Surrey seat failed to show but I was rescued by a Surrey guest. David had invited the London congestion zone boys and I was lucky enough to have a run out with them in Bob's 1500 fuel injected Midget.

Fuel injected? I hear you say. Yes, and what's more, Bob made it himself!! As a result the car goes very nicely indeed. However, my navigating wasn't in the same class and within 5 minutes of leaving the Blue Ball we were on the wrong road heading away from the run. Perversely this gave us a clear road ahead and an excellent excuse (!) to floor the old girl in an effort to catch up. We were only 5 minutes adrift of the main group back into the Blue Ball's car park with tall tales of an heroic drive to counter the expected tirade of abuse regarding our (mine) navigating skills, but on the whole people were very kind. No blame attaches to Bob, who drove with skill and authority.

Elaine mused that my performance didn't bode well for either our attendance at the annual Surrey Area Tour later this month, which this year is in Kent, the Garden of England or my tour of Sweden with Valve Bounce Tours. Fortunately the latter has as many ferry sea miles as road miles so at least I'll get our car to the right country. One of these days I'll get another car and release myself from navigation duties ... but until then I must get one of those hand held Sat Nav thingies (or a ball of twine)

Meanwhile lots of other stuff coming up, the Goodwood Festival Of Speed on the 25th of June, also Brookland have invited Surrey for next months natter with the MG club as hosts. GWR is also due soon (see advert elsewhere in this issue) and it's an old MASC favourite. So the diary is quite full, how about yours? If you can't find something to do in May, June and July you might as well sell the car ☺

Before I go, just a word on the elections. As you can see from our front cover MASC has punched above its weight again and managed to get a Frog to No. 10. Well done John Larrington. Excellent work!

Finally, an observation and an appeal. Notice how many of our brethren double stack their cars in the garages? Again this month's contributor has a shelf in the garage with a Frogeye on it! Neat idea, when I purchased the engine for 643MNP back in the 80's the seller had two Frogs stacked one on top of the other. Must be the thing to do. The Appeal? YOUR GARAGE photo and story, come on show the world...

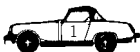
Hope you enjoy this issue, the weather, the car and your friends in the Club.

Mike 'Ed' North
Editor at large



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.



Robsfrogs

Austin Healey Mk1 Frogeye Sprites fully restored to Original specification



Servicing, welding to MOT standard, re-sprays
All work undertaken on all Sprites & Midgets
Contact Rob Tel: 01264 790744 or 07778 667458
Email: robsfrogs@classiccars905.fsnet.co.uk
Visit my web site @ www.robsfrogs.org.uk

D J Grove Restoration

Phone/fax:
01256 768678

Hampshire
based,
worldwide
customers



For friendly expert advice from an ex F1 engineer and Sprite and Midget specialist, with a longstanding reputation in concours, race preparation (i.e. Goodwood Revival), complete restorations, servicing, chassis rebuilding, and obscure parts traced.

Frogeye, special body, Speedwell and Sebring Guru

STOP PRESS!

In the workshop, 2
Frogeye chassis
rebuids, original
Speedwell rebuild,
modified race Sebring
construction
Car supplied for Ch4
TV filming



CLUB NIGHTS

- 1st Monday **NEW! London Area** (Congestion Zone) – Meet at **The Mulberry Bush Pub**, Souwark (200 metres or so East of the London Eye) 7:30pm. Also generally meet at the Ace Café on 2nd Tuesday together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garylazarus@blueyonder.co.uk
- 1st Wednesday **Wiltshire** – Meet at **The Forresters**, Leigh, near Cricklade. NOTE CHANGE OF NIGHT
- 1st Wednesday **South Staffs and Birmingham** – Meet at the **The Green Man**, Middleton Village, 8.30-8.45pm
- 1st Thursday **Lincolnshire Area** – Meet at **The White Hart**, Lissington, nr. Wragby. 8pm. Contact Brian Sumner on 01507 328128 brains@redimps.com
- 1st Thursday **Notts/Derby border Area** (note change of day) at the **Sitwell Arms** near Horsley Woodhouse from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilc@bgs.ac.uk
- 1st Thursday **Yorkshire Area** –Thursday 2nd June – **The Royal Oak**, Main Street, Staveley, Knaresborough. HG5 9LD – meeting from 7.30 pm onwards. Details, call Anita on 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com
- 2nd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.45pm. Details: David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk
- 2nd Wednesday **Warwickshire** – Meet at **The Green Dragon**, The Green, Sambourne, Reddich, B96 6NU, at 8.30pm as usual.
- 2nd Wednesday **North West Area** meet at **The Kiltren**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **NEW! Bristol Area** will meet at **The Star**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact John Ruderman 0117 9678351. johnruderman@blueyonder.co.uk
- 2nd Thursday **Cambridgeshire** – Meet at **The Mad Cat** pub in Pidley Village, midway between Huntingdon and Chatteris, 8pm
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole 7.30pm
- 3rd Tuesday **Central Scotland** Meet at **The Garfield Hotel**, Stepps, East Dunbartonshire. 7:30pm in the Lounge. Check first with Carson on 0141-245-6327 day or 013606-22334 evening.
- 3rd Thursday **NEW! Northern Ireland** – Venue to be decided. Please contact Barry Stanage on 02890 401726 or mobile 07769 705497 or email barrystanage@aol.com
- 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 June

User name: bodgers Password: corner



EVENTS

From David Hill and Webmaster Chris Nevard
Events organised so far for 2005

June

- Sunday 5th 2005 New Forest Run. This old established run starts in Ringwood and costs £15 per car. Details from Ian Swinden Tel. 01202 623002 or email: Eswinden@aol.com
- Sunday 5th Harewood Hill Climb, Leeds. NW Area are going. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk
- Saturday 11th Classic Car Action Day at Castle Combe. Club stand and a chance to drive on the Castle Combe Race Circuit. Details from Terry Horler Tel: 01454 881770
- Sunday 12th Dorset Area are supporting the Windwhistle Motor Club Classic Run. Our friends and members, Peter and Valerie Young have once again invited us to take part in this scenic run through parts of Devon and Somerset. Details: Valerie or Peter Young (01460 62182) Peteryoung81@aol.com
- Tuesday 14th Surrey Area are the guests of Brooklands Museum. 7pm onwards so no meeting at The Blue Ball. Details: David or Chris, 0208 42 4789 or email: dandcwright@ukonline.co.uk
- Sunday 19th Classics at the Castle (Sherborne), Show and Run. Dorset Area will be there. Details from Ian Swinden Tel. 01202 623002 or email: Eswinden@aol.com
- Sunday 19th Warwickshire Area are going to the Vulcan Fast Taxi and Car Show. Details from Maureen Sawyer, 01527 579511
- Sunday 19th Yorkshire Area – Harewood's Fathers' Day Show at Harewood near Leeds. We have booked space for 10 cars at this very popular event. Lots of activities of interest for the whole family. Contact Anita for more details and to book your place. 01423 862738 or 07720 725429 or email: spridget.girl@ntlworld.com
- Saturday 25th & Sunday 26th Wincanton Classic Vehicle Show. Dorset Area will be there. Auto Jumble, Crafts, Trade Stalls etc. Details from Ian Swinden Tel. 01202 623002 or email: Eswinden@aol.com
- Sunday 26th Surrey Area Victory Run part 2. Run to Portsmouth leaving Dorking 11am. Details: David Southcott email: dsouthcott@ukonline.co.uk
- Sunday 26th Warwickshire's "Worcestershire/Shropshire Drive". Organisers, Roy Cole, 01562 885776 and Stuart Watson, 01562 883076.
- Sunday 26th NW Area's Lancashire Run. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk
- Sunday 26th Nigel's Magical mystery tour run (Cambridgeshire MASC) Meet at Ely Little Chef (on the A142 just before the roundabout which joins the A10). Run starts at 09.30.
- Thursday 30th to Monday July 3rd River Dart Weekend. Dorset Area are joining this popular event organised by the Exeter Area MGOC. This is the 10th anniversary. Details from Ian Swinden Tel. 01202 623002 or email: Eswinden@aol.com

July

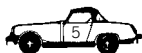
- Saturday 2nd NW Area are going to Oulton Park for the MGOC Midget Challenge. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk



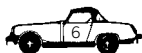
- Sunday 3rd Cambridgeshire Area Event; Dave's Treasure hunt starts from Haddon Services near Peterborough on the A1at 10am contact Dave Dixon for more details (01733 222810)
- Saturday 2nd & Sunday 3rd Dorset Area Orienteering Event. Kev Blayney has organised this unique event at Bovington Tank Museum. We will be joined by members of the Scrumpties Motorbike Club. BBQ and overnight accommodation available. Details from Ian Swinden Tel. 01202 623002 or email: Eswinden@aol.com
- Saturday 9th Symphony at the Tower. Evening event and NW Area are going to be there. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk
- Saturday 9th & Sunday 10th Surrey Area are going to the Ardingly County and Classic Car Show. Club stand. Details: David or Chris, 0208 42 4789 or email: dandcwright@ukonline.co.uk
- Saturday 9th & Sunday 10th Warwickshire Area's "A weekend in the Peak District" Organiser: Dave Parker, 01564 784766
- Saturday 16th & Sunday 17th Great Western Rally. The Midget & Sprite Club National Event at Bowood House, Wilts. In association with the Atwell-Wilson Motor Museum. Full details were in May's *Mascot* or phone 01249 813934.
- Sunday 17th Dorset Area are attending the Motoring Extravaganza at Breamore House, nr Fordingbridge presented by Poole Bay Classics. 5th amazing year of one of the best events of the year featuring a huge cross section of marques. Details from Ian Swinden Tel. 01202 623002 or email: Eswinden@aol.com.
- Sunday 17th Surrey Area BBQ Chez Laura and Chris. Details: David or Chris, 0208 42 4789 or email: dandcwright@ukonline.co.uk
- Sunday 17th Hoghton Tower Classic Car Show. NW Area are attending. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk
- Sunday 17th Cambridgeshire Area are going to the Charity classic at Kimbolton Castle (MASC Stand and area). Contact Dave Dixon for details and tickets (01733 222810)
- Monday 18th Dorset Area have been invited by Francis and Yvonne to Badger's Green for our now traditional summer gathering and BBQ. Bring your own BBQ food and chill out. Details from Ian Swinden Tel. 01202 623002 or email: Eswinden@aol.com
- Sunday 24th Warwickshire Area's "Mystery Tour". Organiser: John Platt, 01789 488321
- Sunday 31st Warwickshire Area are going to the Austin Healey Prescott Hill Climb. Organiser, Dave Parker 01564 784766

August

- Sunday 7th Dorset Area are joining the MGOC Picnic at Atherlhampton House. Nigel's big fund raiser for Dorset Scope. Having the date this early, there is no excuse for not attending! Details from Ian Swinden Tel. 01202 623002 or email: Eswinden@aol.com. See www.1020mg.org.uk
- Sunday 7th NW Area are going to the Ripley Castle Classic Car Show., Harrogate. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk
- Sunday 7th Cambridgeshire Area are attending the BMC Rally and spares day with MASC Stand and parking area at Ferry meadows near Peterborough. Advance tickets available or pay on the day from 10am, contact Dave Dixon for details (01733 222810)



- Sunday 14th Surrey Area are attending the Annual Furzewood Auto Jumble and Frolic. Chez Jacqui and Chris Harding. Details: David or Chris, 0208 42 4789 or email: dandcwright@ukonline.co.uk
- Friday 19th
to Sunday 21st Dorset Area are attending the Purbeck Rally and Auto Jumble near Wareham. Details from Ian Swinden Tel. 01202 623002 or email: Eswinden@aol.com
- Sunday 14th The Pendine Dash. Organised by the Pembrokeshire MG Car Club, this event starts at the end of the M4 and ends at the Museum of Speed, Pendine via some wonderful scenery. Entries by July 15th via www.pembsmg.co.uk or from Neil Thomas, The Hollies, Gumfreston, Tenby, Pembs. SA70 8RA. SAE please with all enquiries.
- Sunday 21st Surrey Area Cliveden Run. Details: dsouthcott@ukonline.co.uk
- Wednesday 24th Ace Café, London. MG & Rover Day. Meet from 12:00. Details from Ace Café, www.ace-café-london.com
- Saturday 27th
to Monday 29th Hampshire Pageant of Motoring at Broadlands, near Romsey. Dorset Area will be there with the Club stand. Details from Ian Swinden Tel. 01202 623002 or email: Eswinden@aol.com
- Sunday 28th Cambridgeshire Area are attending the Little Gransden flying day. Great event with a combined classic cars and aircraft ticket, only limited numbers so contact Dave Dixon for details (01733 222810)
- September**
- Saturday 3rd NW Area are joining with the MG Club for their West Lancs Club Run. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk
- Sunday 11th Warwickshire Area's "Shelsey Walsh". Organiser: Stuart Watson, 01562 883076
- Sunday 11th NW Area are going to the Hoghton Tower Classic Car Show. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk
- Sunday 18th The Club have been invited to The Annual Vintage and Classic show at Turweston Airfield. This is an informal day giving each owner a chance to look at the other vehicles present and for a good natter about things mechanical! Event covers cars, bikes, tractors, military vehicles, commercial vehicles and aircraft. Parade of vehicles at 13:00. Gates open at 09:30. Turweston is near 3 miles east of Brackley, off the A43.
- Friday 16th
& Saturday 17th Warwickshire Area are going to the "Goodwood Revival" meeting. Organiser: Chris Yates, 01608 665066
- Wednesday 21st Dorset Area are visiting The Ringwood Brewery. Tour includes "Unlimited Tasting!", a Ploughman's Supper and Souvenir all for £9.50. Tour starts 6:30pm. Book with Vi Morris, morris@vic-col.freeserve.co.uk
- Saturday 24th
& Sunday 25th NW Area Weekend Run to Hadrian's Wall. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk
- October**
- Saturday 8th Dorset Area Barn Dance with 3CCVCC. Details to follow.
- December**
- Sunday 4th NW Area are joining the MG Club for their Christmas Cracker Run. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk
- Sunday 11th NW Area Christmas Dinner. Details from Les or Diane Robinson, Tel. 01772 432138 or email: lesrobinson@blueyonder.co.uk



Tuesday 13th Surrey Area Christmas Dinner. Details: David or Chris, 0208 42 4789 or email: dandcwright@ukonline.co.uk
Wednesday 14th Warwickshire Area's Christmas Dinner. Organiser: Chris Yates, 01608 665066

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

Hi Folks! I have just done a count of the MAD members and we now have 163 members scattered all over the country and overseas, who are ready, willing and able to help fellow members in trouble. Nice to know that if you do suffer a breakdown, the chances are, that there is a MAD member nearby that will help you. And it's FREE! May cost you a bottle of something if someone goes to a lot of trouble but not a bad deal is it?

If you have any stories to tell of members helping members, please let me know. It will cheer up everyone to read all about it I am sure.

If you don't carry your copy of the Mutual Assistance Directory and you would like a copy you can download it from the members only section of our website. However, 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. Please remember that it is constantly updated so to be up to date, download it at least every month.

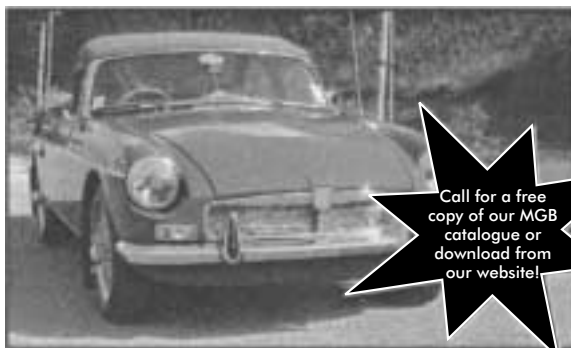
There's lots and lots going on, so, don't be like me, get out amongst it all!

David Hill



Midland Sports & Classics Ltd

Specialists in parts and trim for MGA, MGB, MGB V8, MGC, MG Midget & Austin Healey Sprite.



Call for a free copy of our MGB catalogue or download from our website!

- Extensive parts department
- Complete trimshop service
- Fast worldwide mail order
- Trade and export enquiries most welcome
- Fast friendly service from genuine enthusiasts
- Free advice on maintaining your Classic MG

Price and service that's hard to beat! Just a few minutes drive from Junction 6 of the M5. Open Monday to Friday 9am - 5.30pm and Saturday 9am - 12.30pm.



Telephone 0845 130 4587 Int Tel +44 (0)1905 621331 Fax +44 (0)1905 621797

E-mail sales@mgpartsuk.com Website www.mgpartsuk.com

Unit 2, Woodfield Business Units, A449 Kidderminster Road, Ombersley, Droitwich, Worcestershire. WR9 0JH. UK



Webmonster

Auto site of the month

Latest in the 2005 series of featured sites that help members link to the world of motorcars, motorsport and motor enjoyment! This month is ...

<http://www.chicagolandmgclub.com/home.html>



Back after last month's absence and featuring a rival club!! Before the committee clap me in irons, let me explain. As you have all heard before, we are a broad church in the MASC and aware that our members are often with other clubs as well. More importantly we all share the passion, all share the knowledge required to keep our little beauties on the road.

The Chicagoland MG club comes to us courtesy of John Davies (See Propshafts elsewhere in this issue). John makes reference to their excellent technical reference section. Worth a visit.

Ed



Rally

BOWOOD HOUSE
2005
GREAT WESTERN RALLY

Saturday Road Run

Sunday Events Rally

Official Rally Campsite



www.gwrally.freeuk.com

- Themed route covering 50-60 miles
- 'Monte Carlo' style rally board
- Visit the Atwell-Wilson Motor Museum
- Rally field in front of Bowood House
- Driving events, fun and competitive
- 'Pride of ownership' awards
- Club team events
- Spares traders
- Classic cars of all ages welcome

Bowood House Calne Wiltshire



16th & 17th July 2005

Entries & Enquiries Tel: 01249 813934

Great Western

Yorkshire Report

Daffodil Run

Sorry folks! I haven't completed the report yet. Just choosing which photos to use is difficult enough.

May Meeting

May's monthly meeting venue was chosen by Matt. The Shoulder of Mutton at Breistfield was, I believe, his local pub for some years. Matt got there early to secure an area for us. Martin and Matthew made their first appearance this year in a very good-looking Mazda MX5. Once the weather improves they will be getting on with finishing their 1968 Midget. Tim and Sarah were there in Holly. Jason and Michelle joined us for the first time in their MKII Sprite. Arthur was there. A short trip out for him this time. Mark and I arrived a lot later than usual as we were collecting two eBay buys and viewing a potential purchase en route. MGCC Mike came across from Manchester again. It was good to see Hilary and Tony again. They have been busy on eBay too having bought some refurbished rostyle wheels. Looking forward to seeing them on the Midget soon. Nigel and Simon arrived and chatted about rallies and their common interest in cycling. Nigel gave us an update on the progress with the A40 he and Sue bought recently. They are hoping to have it ready for The Fellsman Run on 21st May. Sue's Midget restoration is definitely on the back burner for the time being. Lizzie too was a bit late arriving and came in her very tidy Mini. Nice line up in the car park but I forgot my camera. Shawn arrived after some had been and gone. This was because he had attended the MGs on track beginner's session at Donington Park. He was still on a high with adrenalin pumping and told us all about his evening testing his and his Midget's ability on the track.

Other

Well, last month's magazine article by Barry has explained why we haven't seen him and Jill for ages. Looking forward to getting a peak at the new arrivals soon.

The Ilkley Jubilee Run saw Nick and Jo come 3rd in class and 6th overall, with Simon and Trevor managing 2nd in class and 2nd overall

Ilkley Jubilee Run



and suffering the least regularity penalties. Ace result for Yorkshire Spridgets, especially as they beat all the other 4 Spridgets in the event. Well done!

Mark and I were on an errand in and around Leeds so decided to see if George and Mary were at home. We were made very welcome despite the late hour and enjoyed the chat and the chance to see the Midget, a credit to George's efforts.

Andrew is back from his nautical travels and is busy building a fresh engine for his Frogeye with a bit of help from Mark, a little more go, but staying with the 948cc basics.

We have booked a club stand at the Father's Day Classic Car Show at Harewood on Sunday 19th June. We currently have space for 10 Spridgets but as 6 places are already allocated I think we'll be asking for more space. If you wish to join us then I need to know asap. Your entry pass cost £4 and entitles you to free admission for 2 adults and 2 children (in a Spridget!) to the show AND to Harewood Bird Garden, Grounds and Adventure Playground.

We still have a steady flow of local interest in the club and it looks like we have enthusiasm for some in-between meetings as we mentioned in last month's report, keep the enquiries coming guys and gals.

Ok, we're off now to take part in the Fellsman Classic Tour in Mark's A35, Anita on the maps this time. More on this in a later report.

Next Meetings

Thursday 2nd June – The Royal Oak, Main Street, Staveley, Knaresborough HG5 9LD

Thursday 7th July – TBA

Anita



London Congestion Zone Report

A couple of images from the Ace Café. Credit goes to Toby Anscombe.



Club member Matt's university's (Imperial College) Edwardian Dennis Fire Engine



Gullwing Merc, worth selling your soul for



Surrey Report

First evening run of the season – 6 Spridgets all set off from the Blue Ball, heading for a scenic view across the Epsom Racecourse, and its magnificent grandstand, and 10 miles later, all rolled back into the Blue Ball for continued chat on various technical matters. The intrepid and recently retired Alan Anstead has been busy assisting the 5-Speed Box Boys with their new gearboxes, and was tightening down Helen's cylinder head in the pub car park after a clutch change.

Good to see Nick Rowlatt from Tooting, with his power bulged Frog, and Bob Tooke and Gary Lazarus again supporting us from the London CZ group. Even more welcome were Rob Marley and Adam Cockman, both having travelled in Rob's F-reg Midget all the way from Reading to see us, after spotting the attractions of MASC on the website! Needless to say an application form was thrust in Rob's hand by yours truly, and we think we all encouraged him enough for him to come back!

Some encouraging pictures here show our cars in various combinations outside the Blue

Ball, together with Alan racing across the camera to get to Helen's Frog to sort it!

In the meantime, we've closed the books on the hotel down in Rye for Surrey Area's annual May Bank Holiday bash, and more details of the events of that trip in the July edition, which should include antics involving trains, buses, dockyards, and model building!

Important note – for those Surrey followers not present at the Blue Ball in May, please TAKE NOTE – We'll not be at the Blue Ball on 14th June – everyone's off to Brooklands for their monthly classic car meeting.

Our next events will be:

26th June – Victory Run part 2 – starting from Dorking

9th July – Ardingly Show – we have booked a club stand

14th August – Clyveden Run, starting from Bocketts farm.

Keep in touch regarding other local runs, but in the meantime, you can catch me on – dandcwright@ukonline.co.uk

All for now

David

Lincolnshire Report

What no notes last time? No! Sorry about that. But I have a very good reason; we could not attend our monthly meet due to other commitments. Anyway enough of that, this is a new month. Brian and I thought we would go Mays meet in the Midget, but of course our English weather put paid to that thought. Whilst I do not mind getting cold, that biting wind was a bit too much so off we went in the Honda. We arrived at Lissington (last as usual) Peter and Mary, and Brian and Sue were already there, drinks in hand. Brian giving us the usual banter about being late. Unfortunately Roger and Shirley cannot attend any of our meetings at the moment, as Shirley is ill. May

I, on behalf of the Group, wish her a very speedy recovery.

Brian and Sue informed us all that unfortunately they were not going to get their car on the road this year. I know that Brian has a few jobs that he would like to do on the car during the year, (dreaded sill replacement amongst them). No doubt his trusty right hand mechanic will be on hand to offer him some much-needed advice. Peter and Mary can always be relied upon to attend meetings roof down whatever the weather. We really ought to invest in a wind deflector like Peter's, it makes such a difference if weather is cold.

See you all soon and good luck Shirley!

Sue Sumner



Bristol Area Report

It is good to report, that the revitalised Bristol group has now had its first evening run. Gathering at our usual meeting place of The Star at Pucklechurch on Wednesday the 11th of May, 4 Spridgley things plus Nigel Williams in his MGF turned up to enjoy the 30 minute drive to the Vine Tree at Norton. A tradition English spring evening greeted us, complete with cricket on the village green opposite the Star, the sound of willow on skull, or is that leather in groin? Anyway that, and the wonderful view from the car park provided some excellent photo opportunities for those with cameras and for the locals to admire (?) the entourage. Andy Cross, a MK11 Sprite owner with a foot in both the Wiltshire and Bristol groups suggested the route and destination, Norton being something of a halfway house between the two groups.

Our journey, which took us through Hinton, a former meeting place for the club, saw a meeting of the Mazda MX5 club now occupying the car park of The Bull. Some friendly waves were exchanged before stirring gearboxes for the stiff climb up to the A46. A drive through some beautiful country lanes and villages soon reminded me how lucky we are to be able to enjoy our cars and countryside in such a way. No sooner had we arrived at the Vine Tree than 2 Midgley things from the East joined us. More photos, which

hopefully should appear hereabouts, recorded the first encounter of the Bristol and Wiltshire groups. Following much Spridgley talk, it was then time to find our own various ways home. Nigel and I followed Alan Lo in his GAN2 Midget onto the M4, but not for long! Alan obviously hadn't read the instructions before assembly, his hood tore away from the windscreen at 60mph. Alan's dive for the hard shoulder saw at least three 32 ton Scania's dancing a waltz with most wheels locked, Eddie Stobart blasted his horn but thankfully, a major incident that threatened to block the westbound M4 for 6 hours was narrowly avoided. Alan has subsequently enrolled at evening class, "Hood erecting for beginners" (Oh – sorry Alan, I promised not to mention that and my keyboard doesn't seem to have a delete key – I'm sure you won't mind).

Our thanks to Andy for organising such a pleasant run. We must do more of this. As such, any members thinking of coming along to a Bristol meet at The Star on the second Wednesday of the month, please Contact either John Ruderman or Terry Horler to check what we have in store, we could be off on driveabouts again!

Terry Horler

Ed says: Also see Revival report.

Bristol Revival

The summer evenings are here! Tops down and sniff the silage!

We had a fairly impromptu run on Wednesday 11th, I'd call it "Bristol goes to Wiltshire". The new Bristol group, comprising Terry in Frog, Nigel in MGF, Gus Gander and his wife in their BRG Sprite Mk 3, Alan Lo's Mk 1 MG and myself in Mildred, my Mk 2 Sprite (no John Ruderman, he must've been tied up) went from our normal meeting point of the Star in Pucklechurch, to a great little village pub, the Vine Tree in Norton, Near Malmesbury. There we met the Wiltshire group of Barry and Annette, and Malcolm and his friend.



(Ian Rider had a visitor and gave his apologies.) The Vine Tree was chosen as it was a good half-way point between Pucklechurch and The Forresters at Leigh, where the Wiltshire group meet. As I'm a regular with both groups, I thought it would be a great little run and a chance to socialise between groups, and so it turned out to be. A great blast through the most gorgeous countryside of Wiltshire, followed by a cosy pub chat session and a brass-monkey moonlit scream all the way home.

I definitely think we will do this again soon.

Andy Cross
01225 743554



Warwickshire's May Report

The summer season has started and our cars are on the road again. We began with a relatively local run. We called it the "Not the Cotswold Run" and did spend a fair amount of time in Gloucestershire. If you added the mileage to and from the start and finish points, most people clocked up about 160 miles. The weather was in our favour again, and the day started with brilliant sunshine and remained dry, although it clouded over in the afternoon. Members seemed to enjoy the day as two of our group felt inspired to go into print.

This excerpt from an ode by Dave Parker captures the flavour of the day:

"Kid's laugh, wave, and general merriment make.

To see us pass through in our multicoloured snake.

Older folk smile and comment at their repose. An MG Midget, I used to drive one of those."

Dave Colclough's account of the drive:

"It was an early start on this maiden outing for Linda and myself with the Warwickshire Midget and Sprite Club, not knowing quite what to expect. My dark green '58 Sprite Mk 1 is looking shiny having spent most of the winter being re-sprayed and cleaned up. The furthest the car has been since I bought it was on the day I bought it, since then it has hardly been past the end of the street. So, this was going to be a real test, even just getting

to the starting point at the Little Chef on the A46 near Alcester.

The weather was kind to us although a little chilly. 11 cars turned out all with the hoods off except John, who must have been worried about his hair do!! We all set off just after 10 am heading down to the Cotswolds through some beautiful villages and some interesting roads. It soon became clear to me that I was supposed to have about 39 horses under the bonnet in my 948 cc, but I think I've got 2 lame Shetland ponies with three legs. Every time we came to a hill, the speed would just disappear and I would have a queue of eager Sprites and Midgets behind me, but everyone was patient and we made good time.

We had a couple of unscheduled stops as Alan was losing power altogether, turning out to be a distributor issue, duly rectified; we were back on the road. I can't believe that on this first trip out, we had no problems with the car and it behaved so well (albeit a bit slow). I can honestly say that if I had known the testing and mechanically stressful nature of the 150 mile round trip from home was going to be, I would probably have chickened out and not gone, but the well organised day and superb route organised by Chris and Sheila made us really glad we went."

Turning right onto the A429, we pulled into the Coach and Horses' car park to meet Roger





“Having received my map and pass from John Platt – I set off in the Midget, hood down- in bright sunshine, no nasty smells of petrol since replacing the perished fuel pump hoses the day before! My smugness soon vanished as it got colder and colder, then started raining! Still I had a good run up to West Brom, and met with John, Ann and the others on the field, around ten cars representing *Mascot* and looking very good too. The worsening weather – hail would you believe – soon had us dashing to raise our hoods – a very impressive display of speed hood raising!

and Sue who had arranged to meet us there, and enable everyone to catch up. Unfortunately Alan and Rosemary’s car stopped completely at this point. With a wait of unknown length, Dave enquired of the pub landlady whether we might use their facilities. In a most disagreeable manner she told us that the pub would not open until 12 noon and that she wanted us off the premises by then. I wonder if the food is as cold and tasteless as the welcome. It was the condenser on Alan’s car, which had caused the problem, and Stuart found a new one in his emergency kit, so we were on the road again without testing the landlady further, perhaps she would have turned us into pumpkins!

We had plenty of dry spells to view over 800 vehicles, including commercials, cars, motorcycles, buses and military vehicles- a very impressive assembly from early 1900s to the mid 1980s. In all some 26, separate classes. This was the 27th show and well organised and laid out, with plenty of variety on the catering front -but no bar!! The autojumble kept quite a few members busy, although some asking prices were rather high. (I managed to stock up on Autoglym products at quite a saving though). There was a very good attendance from the public, despite the storm clouds – a funfair for the kids, toy collectors fair and craft fair were also on offer. Outside the main show area were a model boat club and Sunday market – all extra interest. We agreed the day was rather long, considering the cold weather and we were not allowed to leave the site until after the prize giving at around 5 pm – this was some prize giving though – trophies fit for footballers! They came thick and fast around 48 cups and shields in all!! The funds raised are distributed to several charities so it was good

We met Alan and Chris Barton at the Crown Inn in Cerney Wick where we stopped for coffee. The tour then snaked through the Cotswold Water Park to Malmesbury. When Chris and I checked it out there seemed to be a fair choice of places for lunch. Unfortunately, our delays meant that we did not arrive until two o’clock, when the larger establishments stopped serving. Many of us turned towards the small but busy café, while another party walked much further to find a pub that served food all day, while John and Ann very persuasively managed to get a closed kitchen to make sandwiches for them.



The other event for this month was the Sandwell Rally, organised by John Platt and we have Andy Bourne to thank for the details.



to have taken part. Many thanks to John and Ann for organising this event for us.”

The trip to Holland is our next event and preparations are now complete. Chris decided that our Frogeye would benefit from a professional tune-up on a rolling road, as it has been running with the supercharger for some years now and the settings are reliant on Chris's expertise. As the company is close to the Merry Hill Shopping Centre, we decided to go together so that we would have my car in case of difficulties and could spend the waiting time doing what I am best at. We had only got about 12 miles from home when Chris pulled over because the car was behaving very badly. He discovered a weld in the inlet manifold had cracked open and, without a vacuum, petrol was flowing freely.

Tape produced a temporary repair enabling us to return home. Last time we visited Beaulieu, Chris saw the exact manifold on a stall and bought it because it was there and the seller had no idea what it was from. I was sceptical about it being correct and wondered why he needed another. Well now I know, it was that sixth sense that told him he would need it to perform a quick repair so that he could still manage to keep the appointment on the rolling road. Chris is as proud of the graph produced by the company showing the power curves, as he is with the performance of the car, and showed them to anyone who could manage some interest. I think it's the engineer's version of showing etchings!

Sheila

Cambridgeshire Report



This is it, the start of the Spridgeting season and it's started with a vengeance, first the May bank holiday Sunday and a fact finding trip down to Stondon in brilliant sunshine ahead of the mass gathering on the 22nd (more about that in next month's report). Then a look at a very nice MK1 midget advertised on ebay and situated right on my doorstep. Amazingly this turned out to be the same car that was featured in Practical Classics a couple of years back together with the 1500 car belonging to Brian and Sue Sumner of the Lincolnshire group, an article I had a bit of involvement with. The midget was a bit of a

stunner but Pat put her foot down (three spridgets in the garage would have been a bit excessive) even though this one was well worth the £4000 being asked. It would have cost at least double the price to build a car of the same standard yourself, someone (shortly to become a new MASC member) had an eye for a bargain though since it sold the day after I looked at it.

I entrusted my '66 Sprite to a new local classic car garage for that black art of setting the carbs to perfection and this they did after resetting the tappets, replacing the plugs, points and condenser. All this was in preparation for our trip to France in June and yes the Sprite did run even more sweetly afterwards. Next came a sunny evening for the trip to the Mad Cat, and a good turn out of Spridgets, all but one topless (you know who you are, but it was a very nice hard top). It was great to see John our latest new meeting attendee out at the Mad Cat, we will fill the newly resurfaced car park yet. We had the usual mixed bag of conversation so much so that we didn't get around to the fumble bag. Most important topics were the arrangements for the Cambs convoy on the 22nd and the lunch arrangements and the extra early local event we grafted in at the last minute, the Comberton village show.



Sadly the weather forecast for the village show was not good and we set off for Comberton on a windy but dry morning however we need not have been concerned since the venue was sheltered by trees and on arrival we were met by our usual hot sunny weather. The show was brilliant with a good turn out of Spridgets and maybe thirty other classics including a Healey 3000 (wonderful car and the owner was a great guy too). The event was varied with stalls, shire horses, donkeys, pet shows (I think everybody's pet won something), owl displays and all sorts of things not to mention the chicken catching. We even managed to win the star prize in the raffle, a hamper stuffed with bottles of wine and other goodies (try fitting that lot into a Sprite). The event was set in the grounds of the village school and our cars particularly Diane's Frogeye proved a great hit with some of the pupils who have now decided that their school is a cool place and we are assured of a photo and mention in the school magazine.

After a great day it was time for a topless blast home up the motorway however a few miles from home the engine started to falter and we lost our acceleration, we limped to the next exit before the engine died altogether. I checked all the usual things and found we had no spark, but while poking around in the distributor the spark returned and we were back in business. We managed to get to within a mile of home and she cut out again, it turns out the points had worked loose and

closed up, I must have moved them back into place when I was poking about inside the distributor the first time without realising it. The Sprite was easily fixed and this time the points were tightened up really well.

By the time you read this we will be in France in the Sprite so I won't be at the June pub meeting at the Mad Cat (well maybe in spirit). We will have two events under our belts and



a third in the offing. The third event being Nigel's mystery run on the 26th of June starting from the Ely Little Chef (on the A142 just before the roundabout which joins the A10) at 9.30 should be a great day

See you all at the Mad Cat.

Dave Dixon

NW Area Report

Busy month this month so an unusually long report. Our biggest news must be the return of Andrew's Frogeye. This has been off the road for 18 months undergoing a full restoration. Well now it's back, not completely finished, still a few minor things to sort out but it's on the road and looking really good. Well done.

At the end of April, Diane and I and Peter and Dorothy joined with Anita and the Yorkshire lot on their Daffodil run. This was a fabulous weekend and we had a wonderful time.

Perfect roads around the North Yorkshire moors including one or two rather dubious ones, I'm sure we went across a field at some point which is where my speedo cable was ripped off – exactly 14.1 miles from the start! There were some very steep hills, 33%, which where entertaining in particular coming down. It's frightening how quick drum brakes can fade. Going up the hills wasn't too bad providing we were able to get a good run up. On one of them we started ok but were catching up to Tim rather quickly but thought



as long as he doesn't stop we'll be ok. Yes you guessed it, he stopped, missed a gear or something, Anyway it was lots of revs and slipping of clutch to get going again but we managed, just.

According to my 1984 edition of The Pocket Oxford Dictionary, the definition of a ford is 'shallow place where a river or stream may be crossed'. Well in Yorkshire they obviously have a different interpretation. We came to a ford at which point we didn't cross the river but turned into it and then drove along it for about 20-30 yds. If that wasn't bad enough, we were behind Scottish Bob who decided to stop just on the exit – he flooded his engine, literally. Serves him right, it was St George's Day that day and Bob being Bob, he was flying the Scottish flag. And no you don't look anything like Mel Gibson! So there we were, wading bare footed in the water trying to sort him out – madness, complete madness but I wouldn't have missed it for the world. (See photo courtesy of Anita and **Daffodils and Thistles** story elsewhere: Ed)

There will no doubt be a full account of the weekend in Anita's report so I will finish there other than to say thank you to Anita for organising the whole event.

On the 8th May we went to the classic car show at Cholmondley Castle. Andrew once again very kindly 'volunteered' to get there first and set up camp. This included our new state-of-the-art carbon fibre flag pole (thank you Chris) and flag (thanks to Andrew) or to be accurate, half a flag, second side to be finished for next event. This was the first outing for Andrew's car since rebuild so a momentous occasion.

We were pushed into a small area that was invaded by the American car lot. This meant that not all of us could get on the stand which was a bit disappointing. Not a bad show but it was cold and rain threatened most of the day, not the best day we've ever had at Cholmondely. It didn't help that both Diane and I were feeling a bit under the weather and to be honest we were glad to get home.

For our May club night we had organised a short run, the route ably planned by Ian. I thought that if we get 4 or 5 cars turning up then would be good. Well, there were actually

9 cars, which was fantastic. This included Mike, newcomer from last month, in his very early Mk1 Midget and some other chap who's name I can't remember (sorry !) in his very nice Frogeye.

Important Notice

As mentioned in last month's report we are moving venue for June to the Plough Inn at Euxton (pronounced Exton and meaning Farmstead of a man called Aefic – fairly obvious really!) near Chorley in sunny Lancashire – post code PR7 6HB for those with Multimap or similar or alternatively see directions below. This is a one off change and we will be back at the Kilton in July.

From M6

M6 junction 28 – right at bottom of slip road (major road works here at the moment, although might be finished for club night). Right at lights – A49 towards Wigan Under railway bridge – traffic lights here as road is single lane.

Right at next lights – Bay Horse pub is opposite

This is Euxton. Carry on along this road, over motorway, for about 3 miles or so (I'm guessing distance!) and pub is on your left.

From M61

M61 junction 8 – left at end of slip road. Left at roundabout then immediately right at next roundabout – straight on at lights, this is entrance to Chorley hospital.

At roundabout take last (3rd) exit – you will go past Runshaw college.

Straight through lights

Under railway bridge.

At lights go straight on – Bay Horse pub is on your left.

This is Euxton. Carry on along this road, over motorway, for about 3 miles or so (I'm guessing distance!) and pub is on your left.

On the 26th June is our Lancashire Run. If you are interested then please give me a call. Hopefully by the time you read this I will have planned a route and have it all sorted.

Well that's it, see you at the Plough Inn on 8th June.

Les



South Staffs and Birmingham Report

Awaydays in May

Our meeting at the Green Man was lightly attended in comparison to the April one, but there were seven of us around the table. Geoff, John, Bill2, Steve and Trevor as was our latest visitor Mike and myself!

We discussed the trip to Stondon transport museum to join Gary's Congestion Charge Group and Dave's Cambridgeshire Group joint day out. We arranged to meet at Muckdonalds at 9.00 am to head off down the M6 and M1 for a probable arrival time at around 11.00 am. A report on our trip next month, of course.

Steve is about to take on the task of updating our Branch website, as he makes progress and new stuff appears I will let you all know. Please pay us a visit when he has done the job, progress reports soon when Matthew has time to show him his way around.

Mike is a Marshal at many motorsport events and kept us interested with tales of this and that and his many visits to Le Mans. I will be in that happy throng myself in June, again. I am getting excited as usual, with arrangements being in progress as I write. The ferry has been booked since October!

John has made arrangements for a couple of visits too, one will be to a transport preservation group in Wythall, between Birmingham and Redditch. I will let you know the full details next month, the visit will be in August.

Talking of the Redditch area, we went a'visiting to our friends at Warwickshire on the second Wednesday of the month.

Geoff, John and Mike went from the McD's car park and as I had a family visitor I arranged to meet them there. When I arrived they had already made it to the bar, but outside the pub's car park was "aglow" with Spridgets and the Warwickshire members were outside enjoying the assortment of lovely cars. They even had a Jaguar saloon to "drool" over, a very nice car!

My trip down to them was as usual, topless. Although the air was clear and little trace of dampness the evening was chillier than we wanted, but the Motorway route I took as a roadtest for Lara and her gearbox was quickly covered. Only one car passed us and he was in a big Beemer, so hardly counts!

Inside their meeting I was asked if I had spies in the camp after my notes last month that pre-empted their comments about the last echoes from the "tunnels" trip... I thought I had explained, Chris, I just "knowed". I often do!

They have much on the boil this summer so I will leave that to Sheila to tell you about.

At leaving time Mike decided to run for home along the motorway, while Geoff, John and I opted for the more fun route across country to Staffs, through leafy Warwickshire.

John's Midget has problems so he was in his big green TVR while Geoff was in his red Midget. This being John's first visit to Warwick's (I think!) Geoff led the way over our familiar route through Studley to Redditch and I brought up the rear in Lara. Then we strike out towards Henley-in-Arden and Knowle via Dorridge. At night this is a little used route and gives ample room for enjoyable motoring. As John powered away from the corners and roundabouts I was able to give Lara lots of welly to keep her in contention with the V8 power of the TVR. Great fun driving. John had said he was getting a "hesitation" in the car as he has been using it for short local trips to work and back so I suggested a short blast for him along the M42 when we reached it, so Geoff and I made our way along the A road to Sutton while John went for his "remedial"! He later told me that the clear-out helped a lot, but got a lot of funny looks blasting along the motorway with his roof down

Happy days!

Next month a full report on the Stondon event from our point of view, should be a good day out.

Bill Mohan



Daffodils and Thistles



bitter and a perch by the fire as the other cars burred in to the carpark. A T-bone steak as big as my spare wheel at a price as small as my key fob soon gladdened my Scot's soul, as a happy evening of company passed and we failed miserably in the quiz.

The Sunday dawned fair and we set off first to complete the even more soaring course and head for home, plus Glennie was driving Miss Daisy. There seemed to be host of other classic car clubs on the

As the sole Scottish ambassadors on the weekend, my friend Glennie and I paid particular attention to flying the flag as we trundled over the border on a warm St. George's Day to meet up with the Yorkshire brigade on their aptly titled Daffodil Run. Though with global warming how long will it be before it becomes the Orchid Run?? Hence with our wee saltire fluttering in our slipstream we rendezvoused with a gaggle of Midgets and their proud owners on the bluffs above Thirsk.

Having fitted new springs and re-upholstered the seats over winter I was delighting in the luxuriously comfortable ride whilst Glennie quailed at his first experience of using a Tulip Map to guide us around Anita's meticulously planned and swooping route. It was not Glennie however who was to let us down, but me as I ploughed through a long ford and soaked the engine. This duly conked out leaving us stranded and me with a face as damask red as my car! A squirt of WD 40 and using my socks to dry the distributor got us going again, but not before the magnificent Les had jumped out of his car and waded in to give us a hand.

It was with damp feet but high spirits that we were the first to arrive at the hubbub of the Lion Inn on bleak Blakey Ridge for some rabbit (Scots for weak) but welcome English

Yorks moors that day as Alvis, E-Type and Stags honked past in the opposite direction. Glennie was distracted by the outcome of the last Old Firm game of the season as we tried to get radio reception on the moors, which may explain how we hit the cattle grid halfway up the dizzying 1:3 corkscrew so hard that we left our whole exhaust steaming gently at the roadside! Some gungum and cable ties soon had us on our way and despite closure of the A66 we stormed up the motorway to get home for tea. 580 very satisfying miles and the dusty saltire fluttered still.

Ed says: Sounds like a solid day. Don't forget to dry between the toes!!





adrian flux insurance



midget & sprite insurance package

- o Agreed Value available
- o Any age of driver
- o Fast and helpful claims service
- o up to 15% club membership discount
- o Large discounts for low mileage
- o probably cheaper than any other insurer.

the uk's largest specialist vehicle insurer

LO-CALL

0845 1303400

Open 9.00am to 7.00pm Saturday 9.00am to 4.00pm
Adrian Flux Insurance East Winch Hall East Winch King's Lynn Norfolk PE32 1HH
Independent Insurance Intermediary

What's in your Garage?

Or at least what's in the previous owner's garage?

The previous owner didn't keep up the routine maintenance!



When eventually extracted, my daughter thought it had a transverse engine and front wheel drive!

All's well that ends well.

Ed says: Good recovery (pewh!)



On Installing the Propeller Shaft

Ed says: Nice technical article on our favourite little subject, often neglected. Thanks John, funny and useful.

At first sight, the task of replacing the propshaft on all pre-GAN6 spridgets can appear maddeningly difficult if the engine/gearbox unit is in place. The shaft runs in an enclosed tunnel and the front driving flange is invisible from beneath the car. Note that this problem does *not* exist on the GAN6 cars which all have a handy hole in the tunnel floor for easy access to the front flange: owners of these rubber bumper vehicles do not have to read any further.

A drastic solution to this apparent problem is to grab a torch and burn a GAN6-like hole in the tunnel floor. Many early cars have suffered this unbelievable outrage at some moment in their career and the rough nature of most of these holes – usually all jagged edges and pointy bits – betrays the anger and exasperation of someone who once lost their rag over a humble propshaft.

Less drastic and more resourceful solutions have been proposed over the years by various enterprising owners who obviously never let a practical problem beat them. For example, on the web ...

<http://www.chicagolandmgclub.com/techtips/midget/propshaft.html>

... James Reinhard proudly proposes two different solutions, the first requiring a plastic bag, a coat hanger poked through the gear lever turret hole and a friend. His second fantastic method requires hanging the car “perfectly vertically” so that the prop shaft can be dangled down the transmission tunnel until it mates up with the gearbox (I think this second method is a joke but I am not sure: has anyone tried it?). Closer to home, in his article entitled “Frogeye restoration” in the April 2005 edition of *Mascot*, our own Barry Lowe wisely ignores James and instead proposes an ingenious but admittedly “awkward” solution involving rubber grommets, masking tape, a friend and a pair of long nosed pliers (just how long are those pliers Barry?).

An alternative initial strategy is to seek advice from experts and grab a workshop manual

instead of the nearest oxy-acetylene torch – but be warned, success depends upon which manual you use! Early editions of the Haynes manual give baffled mechanics no encouragement, stating “reassembly is ... a reversal of the above process”. From this I deduce that the person who wrote the manual did so in a comfortable armchair and never attempted the task for real, something which hardly inspires confidence in Mr Haynes and his flock. Later editions of this same manual propagate the myth that the task is a formidable one. For example, on page 157 of the 1998 Haynes manual, Lindsay Porter’s solution is to slide the propshaft onto the end of the gearbox *before* the engine/gearbox assembly is installed in the vehicle. In what must be one of the greatest public bloopers in all Spridget literature Lindsay writes: “there is no access in the gearbox tunnel ... so it has to be done at this stage with considerable difficulty”. In this context, “considerable” is surely an understatement: “immense” would be a better description. A modification of Lindsay’s method (used recently by Alan Lo’s mechanic in Bristol) is to install the gearbox/propshaft combination first and then install the engine in a second separate step – but although easier in some ways, this modified method is not recommended for amateur mechanics because the gearbox can be damaged seriously if the weight of the engine is allowed to rest momentarily on the first motion shaft. All this must leave us wondering whether (a) Lindsay recommends removing the engine and gearbox in order to replace the front universal joint of an otherwise perfect car and (b) whether any Haynes devotee has ever installed engine and gearbox and then said “Oh no! I’ve forgotten the propshaft, this will all have to come out again!”.

In fact, the definitive solution is presented without fuss in the official workshop manual and both James and Barry are close to the truth when they enlist the help of a friend. The small gem-like size of the crucial paragraph perhaps explains part of the problem: anyone at the end of their tether might easily miss it. The fact that very few people ever remove the forward (gear turret)



carpet from their transmission tunnel – and so never admire the helpful lubricating hole – may also be relevant, particularly if their vehicle has the later sealed-for-life universal joints. The small circular rubber grommet sealing the lubricating hole is certainly hard to spot unless you are looking for it: it is surprisingly small and partly obscured by the hand brake lever. It is probably totally invisible on a black painted car. For the benefit of Mr Haynes, Lindsay, Barry and James here is the vital paragraph, verbatim:

“When refitting the propeller shaft a second operator is necessary. With the aid of a screwdriver approximately 8 in. (20 cm) long inserted through the front universal joint lubricating hole in the propeller shaft tunnel, lift the shaft and guide it onto the splines of the third motion shaft and into the gearbox rear extension”.

Easy! Of all the tasks I have performed during the assembly of my GAN2 vehicle, the installation of my propshaft using this factory recommended method was one of the most straightforward and trouble-free. It is almost certainly Donald Healey's original method, used at the factory to install all propshafts. On a scale of 1-10 (10 most difficult), I rate this a one. At the risk of becoming another armchair expert, I am pretty sure that any

attempt by me and a friend to install simultaneously the engine, gearbox and propshaft would score 10+ on this same scale (engine plus gearbox alone scores 7+ and this is not a mark from my armchair!). The extra complication of a propshaft flopping around is surely (?) the last thing one needs while one is fussing around with an engine and gearbox all swaying about at that frightening angle.

If there is a moral to this story, it is surely that the official manuals are best – after all, they were put together with great effort and expense by BMC for service operators entrusted with the correct maintenance and repair of the vehicles. They are masterpieces of simplicity and clarity. For these service operators, time was money and they needed to know how to accomplish properly any task in the best (quickest and cheapest) possible way. So, if you currently rely on an after-market manual, throw it away and consult the proper factory one instead. Finally, anyone previously unaware of the lubricating hole should grab a grease gun immediately and give their front propshaft joint a treat (if it is the early style, with a grease nipple)!

John Davies
Jed2@cus.cam.ac.uk

Twice Lucky

He was an Austrian. In a West Berlin shop, on Kur-furstendamm, where people can hire cars, he had discovered a car which was so low that he could drive right through to West Berlin under the border barrier. Thus he succeeded in getting his fiancée and his mother-in-law (*really?: Ed*) to East Berlin. Soon after that an Argentine discovered the same car in the same shop. He got the same idea. “Isn't that the car we had here earlier?” the guard asked when the car entered East Berlin border control, but incredibly, did nothing to stop the car. The Argentine did not know anything about the previous attempt and he was therefore also very lucky in getting his fiancée to West Berlin. After these stories broke in the Western press, vertically suspended bars were added to the barriers to stop any further attempts. Only a few weeks after each couple gained freedom in the West, they were married.

Original photo/story source unknown, printed here for review purposes only. All rights acknowledged.



Engine Set-Up on Rolling Road



When I restored my Mk2 Sprite (948 cc) a few years ago, I rebuilt the engine and converted it to unleaded fuel. I then spent quite a bit of time setting up the engine. This involved getting the correct fuel mixture and carb balance using a Gunson Colourtune and carb balancer. The Colourtune seemed to give repeatable results but the balancer was a bit temperamental. The ignition timing was set manually at first and then tweaked slightly to obtain a smoother idle.

The result was an engine that appears to run very well, smooth and with no flat spots. The only niggle I have is that under heavy load at low engine speed I get quite a bit of 'pinking'. This could of course be a consequence of running unleaded fuel although I do use Shell Optimax where possible for its slightly higher octane rating. Adjusting the ignition slightly might help alleviate the problem.

What I really wanted to do though was to optimise the engine tune dynamically over a range of engine speeds and loads.

Now fortunately, at work we happen to have a state-of-the-art chassis dynamometer.

This rolling road facility has the capacity for two vehicles which can be tested at the same time. They can be calibrated and tested for performance and durability under different driving conditions. Attached to the rig is the

latest emissions analysing equipment. This is a highly sophisticated facility, primarily used for our own business of developing transmissions but we are also approved for the emission testing of imported vehicles. Combine this with the knowledge and expertise of our engine control and strategy department and there seemed an opportunity here not to be missed.

There is no point in tuning the engine unless it is in good order to begin with, so the general condition of the engine was checked. This should be ok as it was fully rebuilt (by myself!) about 7000 miles ago.

This simple check involved measuring the cylinder pressures and leakage. The results were very reassuring, all cylinder pressures were the same at 210 psi and leakage was well within acceptable limits at 5% or less.

Prior to the big day on the rolling road, points and plugs were changed and gaps set, tappet clearances adjusted and everything checked over to make sure all was in working order.

The next thing to sort out was making a new timing indicator that could be seen from inside the engine bay. The existing one can only be seen from underneath the car, a bit scary when the car is running at 70 mph on the rig. This was easily done with a bit of steel plate stuck to the timing cover with double sided tape and a new TDC mark painted on the crank pulley.

The first thing to be done on the day of the testing was to install the vehicle onto the rig. This type of rolling road uses a single roller rather than the usual two rollers. The driving wheels are positioned on top of the roller and it is vital to secure the vehicle to the floor so it can't move either forwards, backwards or sideways. If this isn't done correctly then the car can be thrown off the roller – yes it has happened !

The plan was to optimise the fuel mixture and set the ignition timing dynamically to get the



best out of the existing set up. So first thing was to establish a base line before any changes were done.

Two rig conditions were run, road load and constant speed mode.

For the road load condition the car is driven through the gears up to pre-determined speeds, in this case up to 70 mph at 10 mph intervals including idle. For each case the % CO, THC (hydrocarbons), AFR (air flow ratio) and ignition timing were measured.



For constant speed mode, the dyno was programmed to run at fixed speeds equivalent to engine speeds of 1000, 2000, 3000 and 4000 rpm. At each speed the car was run at full throttle and the same measurements taken as before but now also the tractive force at the wheels was measured.

What the results showed was that the mixture was massively over rich. At idle the CO should be about 3%. We were measuring nearly 11%. As speeds increased this dropped to a more realistic level but still too high. The consequence of this was reduced torque at low engine speed and increased fuel consumption. There was quite pronounced pre-ignition (pinking) at low speed/heavy load. It was encouraging that this condition identified on the road could be replicated on the rig.

The THC (hydrocarbons) measurement was off the scale which means greater than 500 ppm. Good job they don't do emission tests on old cars.

The fuel mixture was adjusted so that at idle the CO was just under 3%. At this setting the THC measured 355 and the AFR was 13.1 which is about correct. The test conditions were then run again. A few further minor adjustments were made to optimise the settings over the whole operating range.

Overall there was only about a turn of one flat on the carb jet screws but this makes one heck of a difference.

The dynamic ignition timing was correct at 6 deg at 600 rpm and so needed no adjustment. Timing was measured at all conditions but I couldn't find any data on the distributor advance curves for correlation. Have to assume for now that the advance works ok.

So what overall difference did this make ?

- Pre-ignition was totally eliminated.
- At 1000 rpm engine speed, under full load there was a 21% increase in wheel torque plus smaller gains at higher speeds.
- Smoother and consistent idle speed.
- On the road the car feels completely different, much more responsive and a significant improvement in low down torque.

Since being on the rolling road I have done over 700 miles including the Yorkshire Daffodil run and the car runs very well, the increase in wheel torque is quite staggering and fuel consumption is noticeably better.

Les Robinson

Ed says: Thanks for sharing Les. Nice to know it's sorted I bet!



Prescott Hillclimb May 8th



some well earned shuteye. About 3am awake to realise I am bloody freezing but if the sheep shut up I may still get some quality kip. Awake again at 7.00 and get a brew going, still no sign of life, right place? right day? right year? a couple of Sunbeams roll in, Yes it's going to be ok well once they find the key to the ladies and the girls can walk normally again. 9.00 things are starting to look good, Midget in a prime spot with Renault Alpine, Mexico Escort and a T.R. Walk the course with

After seeing this event advertised in the Classic press it seemed too good to be true! Chance to run the Midget up the course for five pounds a run so quick phone call to the organisers the very friendly Sunbeam Rapier club confirmed that this was the case and the Midget would be welcome along with any other classics. So job done. Well nearly just better fit new shocks on the front, back feels funny now! Two new tyres, Fit the oil cooler 5mins/hrs knock the timing back pinking a bit, and check the s.u.s, were ready to roll. Ignoring the AA Route finder down loaded by the wife, Southampton to Cheltenham how could we go wrong! Via Oxford that's how. Arrive at a deserted Prescott for tea time on Saturday pitch tent in near gale force winds and then retreat to the Shutter pub for an excellent meal and a couple of pints. Retreat to the campsite for

Simon 50% owner and midget and co pilot, We both start to get butterflies as we have never done this before and opportunities to go cross country seem to abound just how non competitive is this going to be, Both being sailors, we have been down the it's just a bit of fun no one takes it seriously road before. A conversation with a Fiat 850 owner who tells us he did some hill or other in 30secs doesn't really help.

10.00am cars start to run up the hill, We watch dry mouthed until we can't put it off any more, Lets go for it! No one is going to drive a Midget up here slowly surely this is what they built for Ettoire's bend, Pardon hairpin the Esses semi circle and finish. It's the best fun you can have with your pants on, and you instantly want another go, Simon takes his turn and the girls didn't come all this way to sit and watch.



This is an absolutely stunning venue great value with a genuine welcome. Thanks to the Sunbeam Rapier club for organising a great days entertainment. One other Midget and one Sprite spotted.

Hope to see you there next time think we will use the AA routefinder for the way home.



Ron and Simon May



LUCAS WORKSHOP INSTRUCTIONS

STARTER DRIVE

"SB" PATTERN

1. GENERAL

The pinion is carried on a barrel type assembly which is mounted on a screwed sleeve. This sleeve is carried on splines on the armature shaft and is arranged so that it can move along the shaft against a compression spring to reduce the shock loading at the moment engagement takes place.

When the starter switch is operated, the armature

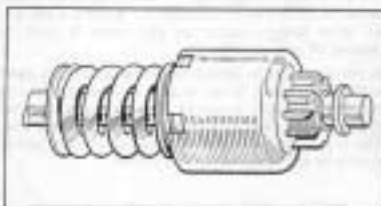


Fig 1.
Outboard pattern

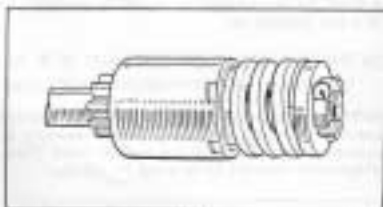


Fig 1.
Inboard pattern

shaft and screwed sleeve rotate. Owing to the inertia of the barrel assembly, the latter is caused to move along the sleeve until the pinion comes into engagement with the flywheel ring. The starter will then start the engine. As soon as the engine fires and commences to run under its own power, the flywheel will be driven faster by the engine than the starter. This will cause the barrel assembly to be screwed back

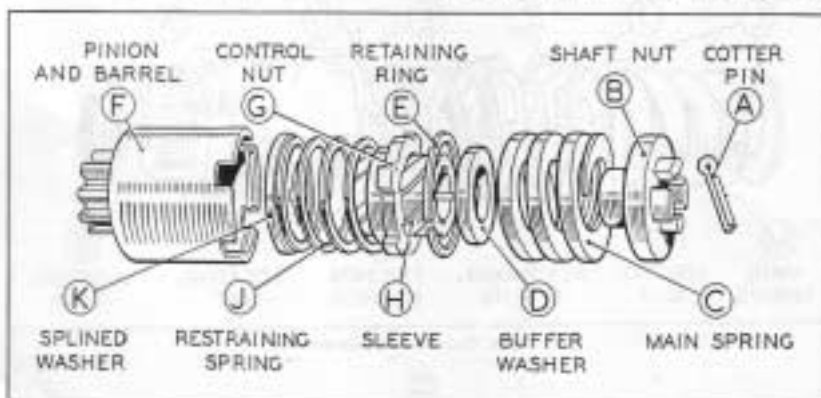


Fig 2. Inboard drive disassembled



along the sleeve, so drawing the pinion out of mesh with the flywheel teeth. In this manner the drive safeguards the starter against damage due to being driven at high speeds.

A pinion restraining spring is incorporated in the drive. This spring prevents the pinion vibrating into mesh when the engine is running.

2. ROUTINE MAINTENANCE

If any difficulty is experienced with the starting motor not meshing correctly with the flywheel, it may be that the drive requires cleaning. The barrel assembly should move freely on the screwed sleeve; if there is any dirt or other foreign matter on the sleeve it must be washed off with paraffin.

In the event of the pinion becoming jammed in mesh with the flywheel, it can usually be freed by turning the starter motor armature by means of a spanner applied to the shaft extension at the commutator end. This is accessible by removing the cap which is either a push fit or is secured by two screws.

3. DISMANTLING AND REASSEMBLY

Having removed the armature as described in the section dealing with starting motors, the drive can be dismantled as follows:—

(a) DISMANTLING. INBOARD PATTERNS

Remove the cotter pin (A) from the shaft nut (B) at the end of the starter drive. Hold the squared starter

shaft extension at the commutator end by means of a spanner and unscrew the shaft nut (B).

Lift off the main spring (C) and buffer washer (D) and remove the retaining ring (E) from inside the end of the pinion and barrel assembly (F). The control nut (G), sleeve (H) and restraining spring (J) will now slide off. Withdraw the splined washer (K) from the armature shaft and remove the pinion and barrel.

OUTBOARD PATTERNS

Remove the locating ring cover (A) from the armature shaft. Hold the squared starter shaft extension at the commutator end by means of a spanner and remove the locating ring (B) from the end of the shaft. Remove the retaining ring (C) from inside the end of the pinion and barrel assembly (D). Take out the peg (E) securing the locating nut (F) and then remove the locating nut (F), friction washer (G) and restraining spring (H). Slide the sleeve (J) and control nut (K) off the splined shaft and then remove buffer washers (L) and main spring (M). **Note.**—On some models the locating nut is secured by caulking the nut into the keyway provided in the shaft and therefore no peg (E) is fitted. When reassembling it will be necessary to fit a new locating nut.

(b) THE REASSEMBLY OF THE DRIVE IS A REVERSAL OF THE DISMANTLING PROCEDURE

NOTE.—Should either the control nut or screwed sleeve be damaged, then a replacement assembly of screwed sleeve and control nut must be fitted. These components must not be renewed individually.

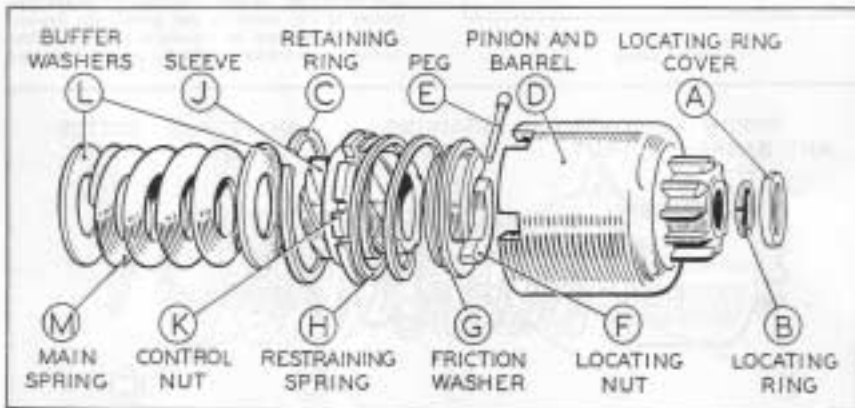


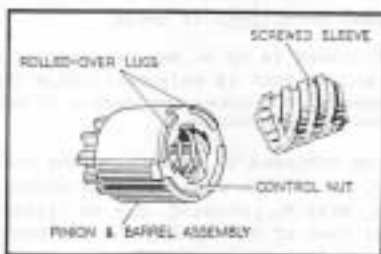
Fig. 4. Outboard drive dismantled



Modified Barrel and Pinion Assembly

Hitherto, the barrel components, including the pinion restraining spring, have been retained in the barrel by a retaining ring. This practice has now been discontinued.

The present assembly is permanently retained by rolling the four projecting lugs at the trailing edge of the barrel over the four notches of the control nut. This assembly cannot be dismantled for subsequent reassembly. When necessary, the complete barrel assembly and screwed sleeve must be replaced as a matched pair, and not individually.



Rolled-over barrel of 'SB' Pattern starter drive

Reproduced from the pages of Marque One No. 45 with thanks.

Letters

Bumpers

Dear Ed

I now have a 1500 Midget and I wonder if any of our members have swapped their rubber bumpers for chrome ones? I would appreciate any advice regarding fitting and adjustments of ride height, assuming this conversion is feasible.

Bill Longstaff

Member No. 3378, 1 The Porch, Barton, Richmond, N. Yorks DL10 6LH. Tel: 01325 377981

Ed says: Seen it done, looks good and works well, but haven't done it so can't help, but I bet YOU can? Drop Bill a line.

Stolen Vehicle

1971 Morris Traveller – Teal Blue – beige interior – tow bar fitted stolen in the Wimbledon area on the 11th of May. Please telephone if you see it 07816 246545.

Ed says: Phone Mr I Garner if you see his traveller, shame to loose it!



Frog Gets to No 10



Please find photos of Frog outside number 10, all of which were taken on my last day at work, I hope you can find something interesting to do with them in the magazine.

I can confirm that all of the attachments are genuine!
Possible captions:

Frogs Rule OK
Another wide mouth frog in
Downing Street

Kind Regards

John Larrington

*Ed says: Great last day.
Local traffic warden looks a
bit serious.*



Invite

Dear Midget/Sprite Club

Pembrokeshire MG Car Club are planning to arrange their first nationally advertised MG event. Many areas now organise Runs to raise money for worthwhile causes and so we thought it was time we did the same.

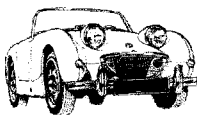
The event we have planned to organise is 'THE PENDINE DASH'. For many MG enthusiasts the name of this Run will already be known from 1992 when Geoff Shirt of the then Roadrunners Club, organised a Run under the same name. The purpose of the Run at this time was to commemorate 60 years since George Eyston set a land speed record of 118mph in 1932 in his Mighty Midget on Pendine Sands in southwest Wales.

This event will be held on Sunday 14th August 2005. It will begin at Pontabraham Services at the end of the M4 and follow a Tulip route through Carmarthenshire into Pembrokeshire taking in the beautiful National Park coastal scenery of the Tenby and Saundersfoot area before finishing at the Museum of Speed at Pendine. Total distance will be in the region of 85 miles. Tea and Coffee will be supplied en route. The cost of entry to the event will be £15 per car and will include a Rally plaque. We request that entries for this event be received by July 15th 2005. Please would you be so kind as to pass this information on to members of your club who might be interested in visiting this unspoilt part of the UK.

Our Website www.pembmsg.co.uk <<http://www.pembmsg.co.uk/>> has an entry form which can be downloaded or one can be obtained from myself by sending an SAE to Neil Thomas, The Hollies, Gumfreston, Tenby, Pembrokeshire SA70 8RA. Thank you for your time.

Neil

Ed says: Nice to be invited, good cause and all that, let's make sure we try and go!!



Market Place – June

Adverts to be received before 10th each month

Tel: 01395 446353 Email: j4ye55@tiscali.co.uk

Or Post to: David Smith, Doric Lodge, 10 Mansfield Terrace,
Budleigh Salterton, Devon EX9 6EN

SALES

Innocenti "S" 1964 (based on Midget/Sprite floorpan, suspension and mechanicals.)

Converted to RHD. Ex USA car, no rust and restored with recent new paint.

Reconditioned 1275 lead free engine, recent new clutch and recon. Gearbox. Featured in "Classic and Sportscar" June 1997. Club valuation £6000. £5000 firm.

Chris 01453 843464 (Gloucestershire)

Frogeye Sprite 1960 Cherry Red, black hood and tonneau, with red trim and carpets. Peasmarsh hardtop, 1275 A plus engine, Gold Seal gearbox, discs, alternator, master switch, electric fan, MOT April 2006, full restoration with photographic record. Call for more details.

Brian 01749 672207 (Wells, Somerset)



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:-

SERVICE PENDING

At time of going to press the committee had not formally confirmed Christine Barton's successor. We hope to have this valuable members' service up and running next month. However, just in case our volunteer has run for the hills ... DO YOU WANT TO VOLUNTEER?

Mike North for the committee

HARDY ENGINEERING

**COMPLETE RANGE OF GEAR BOXES & DIFFERENTIAL UNITS
FOR ALL SPRITE & MIDGETS FROM FROGEYE TO
RUBBER BUMPER HELD IN STOCK.
EXCHANGE OR OVERHAUL YOUR UNIT.
NEW AND USED PARTS FROM STOCK.**



**Working with cars like these since the 60's
actively involved in Club Motorsport at all levels.**

SPECIAL SERVICES

Competition gearboxes built. Limited slip differential units.

Competition crownwheel & pinion

3.7, 3.9, 4.22, 4.875

**HARDY ENGINEERING, 268 Kingston Road,
Leatherhead, Surrey KT22 7QA**

Tel: 01372 378927 Fax: 01372 376794

Visit our Website at: www.hardyengineering.com

Ask for Bill or Neil, Club discount given