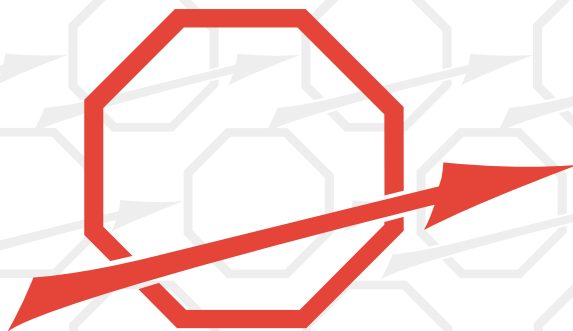


MASCOT

THE MAGAZINE OF THE MIDGET AND SPRITE CLUB



PM0200 Silverstone July 2005. Arguably the world's most famous Sprite?

ISSUE NO. 261

NOVEMBER 2005

www.mgcars.org.uk/midgetspriteclub

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

COMMITTEE

CHAIRPERSON	Bill Mohan , Tel: 0121 353 7211 or mobile 0798 461 6371 email: bill.mohan@btinternet.com
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: 07889 971486 email: Mike643mnp@aol.com
GENERAL MEMBER	Anita Lachowicz , Tel: 01423 862738 or mobile: 07720 725429 email: spridget.girl@ntlworld.com
GENERAL MEMBER	Alan Lo , 23 Charnell Road, Staple Hill, Bristol, BS16 5NE. Tel: 01179 572 617

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 Website: http://www.mgcars.org.uk/midgetspriteclub
EVENTS CO-ORDINATOR	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 CO-ORDINATOR	David C. Hill , Penrallt-Y-Cordde, Glynarthen, Llandysul, Dyfed. SA44 6PE. Tel: 01239 811423 email: david@hillnet.clara.net
DATA HANDLING	Dave Symes , email: spritelydave@ntlworld.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 & NORTH BIRMINGHAM	Gary Lazarus , Tel: 020 7700 5696 email: garylazarus@blueyonder.co.uk
CENTRAL SCOTLAND	Bill Mohan , Tel: 0121 353 7211 or mobile: 0798 461 6371 email: bill.mohan@btinternet.com
NORTH WEST	Carson Thomson , Tel: 0141 245 6327 day or 013606 22334 evening email: carsonthomson@btinternet.com
NORTHERN IRELAND	Les & Diane Robinson , Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk
SOMERSET	Barry Stannage , Tel: 02890 401726 or mobile 07769 705497 or email barrystannage@aol.com
SURREY	Dave Bearne , Tel: 01823 412004 email: dave@quintins.freemove.co.uk
WARWICKSHIRE	David Wright , Tel: 0208 642 4789 email: dandcwright@ukonline.co.uk
WILTSHIRE	Alan Couch , Tel: 01564 773302 email: alanrosemary@acouch.fsnet.co.uk
YORKSHIRE	Chris Yates , Tel: 01608 665066 email: Sheila@sheya.fsnet.co.uk
	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

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Editorial

Hi everybody, the season is drawing to a close as I write this so I hope you made the most of it? But the big news is the committee and the new chairman, alluded to in last month's column. Terry Horler's official results page elsewhere confirms the votes and we have a brand new *Mascot* feature, 'Ramblings from the chair'. So watch for new stuff and 'Ed' would ask that you (the membership) support any new proposals Bill might have for us. Details of the AGM, which I suspect has been awaiting the new vote etc, will be announced soon.

Whilst talking of committees and chairman, a word or two for our outgoing Chairman, John Ruderman. John took the reins at a difficult time and when nobody wanted them, effectively rescuing the chair and the Club! A low profile during this past year didn't fully reflect the tough job in a difficult year. Bill has some big shoes to fill. So although we have Bill listed as Chairman, there is a period of joint stewardship until the AGM and the official hand over of power from JR. A big thank you John for a job well done. NB: JR is also selling his Midget, see Market Place if you want a bargain!

Photo competition is rolling, assisted almost single handed by Anita and the Yorkshire area. So unless you want to be left behind I suggest you get rolling. Area Reps? Come on get your troops organised. Talking of photos, smooth link from Ed ☺, I'm just back from a week in Cyprus and have some 'Seen abroad' stuff for later issues having done this issue's contribution during my trip to Sweden. Again it seems only a handful of members have cameras (or everybody stayed in the UK this year?)

Well, only a few more meetings to close the year down with, monthly natters and the obligatory Christmas dinner meeting. Obviously there is the NEC on the 5th November to which I know at least a dozen members are already committed to attending. Rumour has it that Bill 'Chairman' Mohan will be in attendance and holding court in or around the MASC stand. See his ramble elsewhere in this issue. Ed will be in and around also although I am running with another crew on this visit so will have to share!

Hope you enjoyed last month's Classics Monthly article on the membership's special cars, quite a coup for the Club I think. Trying to get a similar favour from the editor of *Healey Marque* but haven't even managed to get a reply to my e-mail yet(!) If YOU have access to professionally written and produced articles that you think may be of interest to the membership, then please bear *Mascot* in mind. Equally if you have contributed to an article please ask if you can use it for the Club magazine? Thank you.

Well that's it from me for another month. Hope you enjoy the contents and I look forward to receiving YOUR contribution in the fullness of time ☺

Regards to all

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.



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Club Nights

- 1st Monday **NEW! London Area** (Congestion Zone) – Meet at **The Mulberry Bush Pub**, Southwark (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 & 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 3rd November – **The Armytage Arms**, High Moor Lane, Clifton, Brighouse, HD6 4HX. Thursday 1st December – **The Mason's Arms**, Hopperton, Nr. Knaresborough. HG5 8NX. Meetings from 7.30 pm onwards, food available. 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 Kilten**, 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 & 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 Poacher**, South Warnborough. Note Change of Venue. 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 November

User name: bloopers Password: corner



Events

From David Hill and Webmaster Chris Nevard

Events organised for 2005

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

Events organised so far for 2006

July

- Friday 28th Silverstone Classic Event. Dedicated parking under M&SC banner.
to Sunday 30th Details to follow.

Area Reps please let David Hill (email: david@hillnet.clara.net) 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.



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Ramblings from the Chair

Wow, look at me! I'm a chair/person. More to the point I am our chairman and I think you need to know something about me. Not too much, as it is what the Club can do that matters, rather than who I am.



I have owned Lara, my '66 Midget, since 1989. And joined the Club in the very early nineties when Nigel and Terry were kind enough to endorse Lara's credentials in order to get her registered on her own original number plate.

1067 is my number, I wonder if 1066 has stayed the course since that trip to the Classic Car Show?

I have recently retired early from the A.A. and was pleased to accept nomination for this job in August. "Because you have time to do it", I was told.

I have had people take us to task over delays with membership processing, please don't forget that this is done in spare time by a very busy man, if you have a problem I know Nigel will sort it for you and if he needs a hand at any time I will happily jump in and help out.

I am looking forward to working with the committee and I know that Anita and Alan will be too and I will be looking for help from you all, each of us knows what we feel needs changing or reinforcing. Don't keep it secret, tell us and we can look into it.

I intend to help anyone with a problem. Chairman doesn't mean sitting on my bum doing nowt does it?

I have some ideas for regalia issues too, do you? Who has ideas there? To me please, we will look into them. I hope to have the AGM organised soon. I understand that John has started the ball rolling for about the 27th November, same venue as last year. This is near the M6 Junction 6, up the road from

Spaghetti Junction, confirmation to follow ASAP.

I will be at the NEC next month for the Classics Show (whatever it is titled, we know which I mean) on the Saturday. Look for me at the Club stand, come and buy me a beverage or bum one off me. I am on a small pension but I will be using the bars and restaurant at times during the day; someone is bound to time it properly.

I am going to make a point of being available to members to raise questions too. Every day (holidays excepted) I can be found contributing to the Midget and Sprite Bulletin Boards easily available to all members with internet access through our Club website (in links). Just register with the BBS and there is a world of help available both live and through its archives. See you there?

I also have a telephone, the mobile number is 07984 616371 (I think!)

I have the chair, but you have the Club! Talk to me when you need to.

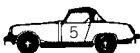
Bill Mohan

Ed says: Nice to have you on board Bill. You have, of course, the full support of the editorial staff ☺

Photographic Competition REMINDER

Calling all areas. December *Mascot* is now only a month away and the photo competition needs your support. Remember preferably previously unseen photos wanted for this popular end of year feature. No re-runs. All original best shots required. Which area is going to have the most photos printed?

However, no rewards for apathy so no complaints that JUST BECAUSE YOU didn't send in any photos the competition was cancelled (you get my drift).



Ballot Results 2005

Many thanks to the 153 members returning their Ballot papers for this year's election of committee members. This is indeed a good return by our usual standard. The votes were as follows:

POSITION	CANDIDATE	IN FAVOUR	AGAINST
CHAIRPERSON	BILL MOHAN	152	0
GENERAL SECRETARY	TERRY HORLER	153	0
MEMBERSHIP SECRETARY	NIGEL WILLIAMS	151	2
TREASURER	PAULINE WALTERS	138	12
DEPUTY TREASURER	BRENDAN JOYCE	136	14
MAGAZINE EDITOR	MIKE NORTH	153	0
GENERAL COMMITTEE	ANITA LACHOWICZ	152	0
GENERAL COMMITTEE	ALAN LO	151	1

The above are duly elected to serve the club from the 1st of October 2005 to the 30th of September 2006.

At this point we welcome three "new" names to the committee. Bill Mohan, Anita Lachowicz and Alan Lo. The first two will be well known to you as regular contributors to *Mascot* in their capacities of Area Organisers. Alan Lo is an active member of the Bristol branch and infamous for his "Bloopers".

Our grateful thanks to the only outgoing committee member (by choice) of previous Chairperson, John Ruderman. John has the distinction of holding membership card number 001. Our thanks to John for his service to the Club and our best wishes for his (by now) marriage to Donna.

To our observant member who noticed that the Ballot paper included the date of the 31st of September. Well, MASC membership does offer you more, like an extra day in the year. Not bad for just £20 per year surely?

Finally. Thanks to our independent returning officer, Mike Helbrow, for the receiving of and collation of these results.

Terry Horler (On behalf of the committee, past and present)

Mutual Assistance Directory

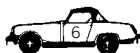
Had a lovely run out in the Midget yesterday with top down and the dog in the back. She was wearing her harness and was attached to a strong point that we fitted. I think that she enjoyed it but we certainly did! Do any other members take their dogs with them in their Spridgets?

I always find this time of the year depressing but once we have turned the Christmas corner, there are lots of things to look forward to for the next season. There are the various shows coming up and I will try to make it to the big one at Birmingham. Trouble is, it is a long way from West Wales. Still, we would not want it to be held here!

Don't forget, 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.

For those who use their Spridgets all year, well done and those like me who don't, roll on next season!

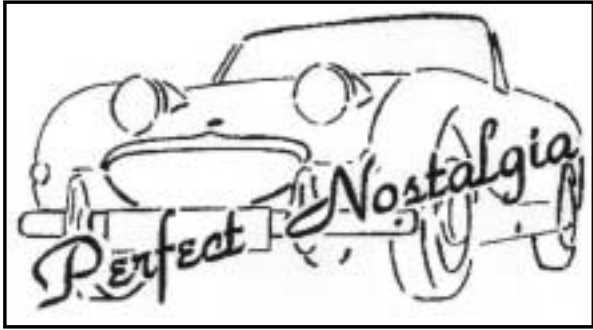
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<http://superspridget.wagoo.com/yorksmasc.htm>

Ed says: Yorkshire has its own site! So is this double push or just a break away faction? I think its great and a possible model for other area sites. Don't worry it's got a prominent link to the main MASC site and is endorsed by our very own Webmaster (he sent me the link !) Have a look.

Stop Press

AGM DATE ANNOUNCED 27th NOVEMBER 2005



Venue to be confirmed via your area reps, please contact them direct (not booked as we went to press)



Scotland Report



In the greatest comeback since Ali's rope-a-dope KO of George Foreman, the Scottish Chapter of MASC had a bulging natter to make amends to the stoic Carson for the August wipeout. A not so dirty, but animated dozen turned up, plus 2 new mutts to keep faithful GT company. The car park had new features for us to admire under the brash lights that foretell the coming of winter; the elegant Susan's tremendous green Mk2 and new boy Craig's smart RB. Both put the amorphous Audis and mingin modern Mercedes to shame. Carson had the stunned but grateful look of rubbish Edinburgh Festival comedian who unexpectedly finds his show is a cult hit! Brisk business was done in advance orders for Carsoni's fab Calendars and Betty's garments embroidered with MASC Scottish Section, in addition to the usual car chatter and planning for the next run. Phew!!

So on 2nd Oct under a pasty Scottish sky we rendezvoused at Betty and John's (and GT's!) to be plied with bacon rolls – my co-pilot Glennie stuffed his face with three, so I joined him to save him from embarrassment and top up the bowl of porridge supped earlier ... Euan and Ann brought Teri to keep GT company, Craig tested out his new Diff, Aileen dressed to colour coordinate with her custard RB, David arrived as a fifth columnist from the Spitoil Club and Rikki sported the magnificent flappy, furry hat he had stolen from Lenin while on a cultural MG exchange to Moscow in 1953. Jealous of Rikki's headgear, Betty brought along her live equivalent in the form of Louis the Chihuahua, but he didn't fit her head and would have eaten John's ears – so got to ride like a true lapdog. Rikki's grandson Andrew lowered the average age of our intrepid (tops down) party to 24 – if you include the three



dogs!! Carsoni was Hors de Combat due to having gone to hospital to have his 'talking gobbledeegook' chip upgraded. Get well soon mate, we missed looking over our shoulders to see where you were!!

The roads dept. in Lanarkshire are to be commended for having just the right amount of tar on the road between Strathaven and Crawfordjohn where we stopped for lunch. Sadly the distribution is less satisfactory, having big holes with no tar and big mounds with multiple layers of "repair". Suspensions and concentration were tested to the full, but it would be dull if all roads travelled were glass. Craig lost all brakes and an empty Dot4 reservoir hinted at trouble. Fortunately we were not far from our lunch stop and arrived in plenty of time for the collaborative MASC effort to put our favourite Polisman back on the road (ironic as they spent most of their time speed trapping me off of it!). David supplied the jack, John the tools, me the fluid, Aileen the cosy rug to keep his tootsie's warm and the rest of the bloke's gave sage advice along the lines of "you don't want to do it like that...", as Craig deftly sorted the

3-way pipe union weeping precious fluid above his back axle (see photo). Not a Haynes Manual in sight. No dinosaur bites were on offer, but it was a well deserved satay on a stick lunch (or was that BBQ Chihauhua???) for the F1 Team.

And so we dodged the dodgy weather and looped south thru Sanquhar and Abington where John had found officially the worst road in Britain for us to drive on – 11 miles of crater, fissured red asphalt, grass and fossilised cowcrap. I think John is on commission from the Dental Association of Scotland, as most of my fillings shook free! Ace fun though for those of us who aren't precious about our motors. Zipping up through the starkly lovely Dalveen Pass and with our numbers swelled to 9 cars by the union with Dave Ambler's Sprite and Stephen and Christopher's Roadster, it was a contented band that wound up at the Popinjay for coffee and a toast by the twin fireplaces. A fine last run of a chocca year. Mmm Betty's bacon rolls.

Bob Miller



Yorkshire Report

October Natter

Well it's the time of year again when we arrive at our monthly meetings in the dark.

Jason, Matt and Lizzie and Shawn were already there when Mark and I arrived at the Old Bells Inn, in the village of Campsall near Doncaster. Shawn didn't bring his Midget as it is now ready for the paint shop. We met

new contact Simon H in the car park with his 1500. He has restored his accident-damaged purchase in 3 months! How did he do it? He is a student and had all summer to carry

out the necessary work. He's a little concerned about the handling so we suggested changing his tyre pressures first to see if that makes a difference. Good to meet John and Janet from Sheffield. They arrived with photos of their 1967 Sprite to show us. They have had the car about 18 months and haven't had to do much to it as it had only recently been restored. It has an unusual soft top with a window in the roof.

Tim and Sarah's Midget now has the W&P hardtop back on and looks very smart indeed. Tim brought good news and bad news to the meeting. The good news is he has got a new job. The bad news is very bad. The job is not in Yorkshire and it means we will be losing not only two good friends, but also two key members of our local group. When the time finally comes Tim and Sarah will be missed. However, they are only going to Lancashire, so I hope they will be able to give the level of support to Les and Diane that we have benefited from.

Nick M came with excellent news. He now has a 1500 Midget as well as his Frogeye project. The Midget needs a new soft top, so he still came in his ZR, but it is a runner and there is no problem getting insurance cover. Mick gave us all a surprise turning up with very blonde hair. He tried to bribe me not to

mention it in the report. No chance! At least I didn't take a photo. Shawn had brought along two pairs of brand new halogen headlamp sets that he picked up at a bargain price. I've bought a pair for my Sprite (so I'll be able to see where I'm driving at night in future!) and Mick bought the other pair for his Midget. It was very strange to see Arthur there without his Frogeye. It is currently off the road having new rear shockers fitted and is about to have the gearbox looked at. He brought maps with him for next month's venue to hand out.

Geoff and Pauline came along and we were able to chat about the forthcoming Quiz Night with the MGCC at Wortley. Michelle arrived to join Jason and it sounds like they have considerable quiz experience so I hope they can make it that evening. Looks like at least 10 of us will be going along for the quiz and a pie and peas supper.

Our next arrival had driven all the way from Cardiff to be at our meeting. Okay, so Richard lives in Hull and it was sort of on route home after three days working away! Richard has a 1969 Sprite and has been busy dismantling it for a full restoration. Only the rear axle to go. I wonder how long it will take to put the Sprite back together. He has recently had a holiday in California and Mark and I had been to some of the same places as him.

Nigel and Sue came in their 1500 now with a replacement soft top. Nigel and his daughter Jenny are doing an event at the weekend in their A40. Simon will be there too in his Sprite for the night-time event. Nick and Simon arrived last. Nick is going to help John and Janet to find a centre hornpush for their Sprite. Simon had plenty to tell about his breakdown-free trip to the former Yugoslavia for the Classic Marathon. Maybe we can persuade Simon to do a report for the Yorkshire website. Nick told us about his and Josie's new addition to the family. It's a rare 997 Mini Cooper to be used for road rallying.

We rather latterly discovered another new person, Tim L, who was soon deep in conversion with Mick on K series matters. Tim L has a K series MKIV Sprite and a 1500



Simon H's 1500



restoration project. Much to my horror I discovered I hadn't recognised Ann and Pete (hadn't seen them since the July meeting) who had been chatting to Tim L for quite some time. Ann's MK1 Midget is coming along well. The seats have been recovered and they have acquired a few things they needed for the restoration when they went over to Chris and Lin's in Settle.

Ian and Lynne couldn't come along as they were due to fly off next morning on holiday. Chris is doing a course at night school on web design so he and Lin couldn't make it, then they are off to Cuba soon! New contact Andrew M was off Midget racing in Dijon but hopes to make the November meeting.

Other

Some of us went on Tim and Sarah's fantastic Conker Run. Well done to them for all their hard work putting together a great route for us to enjoy. Read all about it opposite.



Conker Run finishers

Matt got a tremendous response from Spridget folk from all over the world to his BBS thread 'How many people are using this BBS?' The count is approaching 170 at the moment. Mick has been on the BBS recently asking for information on the Atlantis Midgets fitted with a 1600 Ford crossflow engine and has been offered copies of some articles. If you are haven't visited this Bulletin Board yet you can find it at <http://www.mgcars.org.uk/> It really is a great way to make contact with a lot of people.

I spotted an unusual car in a local supermarket car park one Friday. It turned out to be a Lenham GTO Sprite on its way to its new home in, yes, Yorkshire. Ken has since sent me a superb photo.

Andrew H (Harry) got a 72-hour pass and collected his rebuilt Frogeye engine from Mark. He should be back on leave at the end of November until early February. He is hoping the following leave will coincide with Le Mans Classic at the beginning of July.



Lenham GTO Sprite

Having sent my cheque off the same day I received *Mascot*, I'm now the proud owner of A Midget and Sprite calendar. The one produced by the one and only Carson.

Tim keeps adding photos and news to our website. Please have a look at <http://superspridget.wagoo.com/yorksmasc.htm>

Next Meetings (7.30pm onwards)

Thursday 3rd November – Armytage Arms, High Moor Lane, Brighouse HD6 4HX

Thursday 1st December – Mason's Arms, Hopperton, Knaresborough HG5 8NX

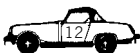
Anita

The Conker Run! 2005

Following the success of the Daffodil Run held in the spring, it was agreed that Yorkshire MASC should try something similar in the autumn, and thus was born the Conker Run! (The exclamation mark was appended by Tim who, along with Sarah, devised the route of what turned out to be an equally



Saturday morning at York



successful occasion, so that calls for both runs to be repeated in future years will no doubt be heard)

Canvassing for the event produced 8 sets of 'takers', as follows: Mark and Anita in her red 1967 Midget; Matt and Lizzie in their much-modified bronze yellow RWA (apparently he just can't help 'tinkering'); Tim and Sarah in their red 1970 Midget; John and Rachael in Mark's blue Austin A35 called "The Peanut" (spridget 'substitute' for the event!); Jason and Michelle in a pale blue Mk2 Sprite; Arthur in his canary yellow 1275 Frogeye; Geoff and Pauline in a yellow MG ZR (their Midget having broken down on the morning of the run) and Jill and Robin in their BRG 1974 RWA.

Saturday 1st October

Instructed to RV at the Wetherby Whaler fish and chip restaurant on the York ringroad, the group's first 'difficulty' was to realise that the directions given should have read "A59" rather than "A52". But following a frantic round of emails the night before, they all made it, and promptly busied themselves by attempting to fit the rally-style plates thoughtfully provided by Tim to the fronts of their vehicles – some feat in the biting wind that was whistling around that part of the York by-pass.

Soon it was time for the 'off', and away went half the pack, led by Anita and Mark. But the smells emanating from the restaurant were too much for the remainder, who waited another half an hour for the 'take-away' section to open, so that they could enjoy the fare al fresco. Even that wasn't good enough for Jill and Robin, though; they went inside and sat down to the 'full monty', to set themselves up properly for the event.



Conker Run! 2005 rally plate



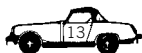
At Castle Howard

After meandering through some delightful scenery among the Hambleton Hills, the next 'natural break' was at Nunnington Hall. Whilst others were content to enjoy the house and gardens, Tim, Sarah, Matt and Lizzie decided to indulge in tea and scones (feeding was rapidly establishing itself as a principal feature of the entire weekend) However, this might well have been a mistake as, egged on by Tim feeding it carrot cake, a peacock decided that it fancied Matt's clotted cream; they are, after all, very territorial animals.

Meanwhile Arthur, having stopped briefly at Nunnington Hall, clearly preferred a more solitary, "king of the road" style, for he soon zoomed off once again on his own. Attempts by Tim, Matt and Co to coax him to join them in convoy, such as when they stopped at Castle Howard to pick him up as they thought he might be lonely, merely resulted in being promptly abandoned once more. In short, his amazing ability to navigate and drive at the same speed as everyone else allowed him to negotiate the entire route solo.

The next, unscheduled, stop occurred at The Anvil Arms in the village of Wold Newton. Jason and Michelle, presumably fancying a smoke break and having parked down a side road, started the rot, because Robin and Jill pulled in behind if a few minutes later. They were soon followed by Matt and Lizzie, Tim and Sarah and even Arthur stopped for a coffee or sly half of shandy in the rather cosy lounge.

And while all this was going on, what of Anita and Mark? Having disappeared in a cloud of dust at 11 am, they weren't sighted again until they were found tucked up in their hotel in Filey long before the rest of us arrived. Apparently they were convinced that everyone was ahead of them as they'd stopped off for a



pub lunch fairly early on and had assumed they'd been overtaken by everyone else. As a result, they were unanimously given the "furious driving" award for Saturday.

The day was rounded off with dinner in Filey's Downcliffe House Hotel, where Geoff and Pauline and Nick and Josie joined the group, a convivial affair with much animated dissecting of the day's events before conversations turned to more general topics.

Sunday 2nd October

The day began with a line-up in Filey's main carpark where this time the main activity seemed to be checking that the overnight rain hadn't penetrated anything too severely. Following the now requisite photocall, Jason and Michelle made their early escape, the former claiming that he had vital revision to do before an important exam.

So, the field having been reduced to eight, we set off, and a few minutes later we descended en masse at the first petrol station on the A64. What the regular customers thought of the "conker over-run" of their forecourt with sundry spridgets and a Peanut was not recorded. In fact this 'virtual convoy' set the tone for the rest of the day's driving, which was a good thing really, especially when John and Rachael in the peanut went flying past the waiting group at the entrance to Troutsdale. And after getting lost finding their way to lunch at The Anvil Inn, Sawdon with no map (no mean feat in itself) they got the "furious driving" award for Sunday, no question! John even took it out on an innocent flowerpot in the pub carpark by reversing over it.

Following lunch, it was evident that Arthur's rear suspension was becoming a little low, although he claimed that the car had never cornered so well. Respite was at hand in the shape of the National Trust tea-rooms at Ravenscar station, which marked the end of the event. How fortunate that it was the



Sunday morning at Filey

tea-rooms' last day of opening for the season (in the 'masterplan', Tim, or just lucky timing!?) But we'd been lucky for the whole weekend, for apart from the overnight rain when we were all tucked up in our beds and our cars had been 'battered down' for the night, we'd had dry weather throughout, peppered through with lots of sunny spells to brighten up the picturesque North Yorkshire countryside.

The day wasn't yet over. Mark invited as many as wished to follow him back to York to visit his father's car collection, and what a treat that turned out to be. So, Geoff and Pauline having peeled away in their ZR, the rest of us followed Mark and Anita's circuitous route back to York. So it was that on backroads near Sleights, which Tim had originally considered for the route and then excluded as too steep for some members cars, Mark's own Peanut got caught out by a 1 in 3. The handbrake wouldn't hold, so John resorted to lodging the rear wheels with a thick tree branch. Then, with much polite and good natured cursing of those who had led us into trouble and were now nowhere to be seen, (sunning themselves at the top of the hill in repose, no doubt) the Peanut was pushed up the hill by Nick, Tim, Matt, Sarah and Rachael who, amid clouds of burning clutch smoke, etc managed to overcome the worst of the gradient and get it back on its way.

The rest of the very pleasant drive back to York was conducted in convoy, following Anita's KCY with her very stylish hardtop, although in the glinting evening light at times in the distance looked like a bizarre two tone Austin 1300. With Jill and Robin's fuel gauge creeping ever closer to the zero and Arthur's Sprite getting lower by the minute, there were still some tense moments. In fact the latter was finally judged hors de combat when Mark jacked it up and discovered a broken rear shock absorber. No wonder it was low! But the extent of Mark's father's collection, which included several "real" MGs (his words!) from the 1930s was a fitting end to an entirely successful and enjoyable event, for which Tim and Sarah are to be heartily congratulated.

Robin McDermott (and Tim Saunders)



The October Debrief for South Staffs and Birmingham



Sun Bay Run

As busy as it gets! Thanks to Geoff we had a “Special” this month (well, end of September really, but who is counting?)

For years now Geoff and Sue have been taking their holidays in Devon, at Hope Cove. As a weird sort of co-incidence so have Gwyn and I, but we never realised that it was happening. Whenever we have been there we stay at the Sun Bay Hotel, owned by Johnny, a guy from Leamington in deepest Warwickshire and his wife. He is an MGB owner and total classic car nut, (his OTHER car is an E-type Jag Coupe).

He has often asked me to take Lara down there when we go so he can have a look over her, but it never “quite” happened. In the summer Geoff and Sue were at the Hotel and they got chatting and Johnny made the same request to Geoff and told him that he’d asked me.

The upshot was that when Geoff came back from Devon he told us on the Midget And Sprite BBS that there was to be a “bit of a do!” at the Sun Bay in September. Several of us jumped in and said we would come down and Johnny organised a “Sixties/Seventies” Disco for us on the Saturday evening.

Dress in the style of the era was the order of the weekend.

From SS&NB we had Geoff and Sue, Bill2 and Pam and of course Gwyn and I went. So

too did Rob and Bubs in his Westfield which is now convinced that it is a Midget having spent so much of its life in the company of Spridgets! John Collins came in his MGBGT with Pom, the lady in his life. (He had to come in the B ‘cos his Midget was off the road with assorted problems)

From the BBS we had Nick and Laura from Surrey in their “Cherry Scoop” Frogeye and Toby and Rachel from The London Congestion Zone Group in Toby’s electronic Marvellous Midget. Gwyn and I went in two cars, me in Lara and Gwyn in the Mondeo with the extra luggage and the dog’s “kit” too. Rory always comes with us the Sun Bay, thinks it is home and Jane and Johnny encourage him to think so too!

We lost one or two that were due to come along, Gavin and Dawn had to cancel and a few that said they would come didn’t make it but on Saturday Johnny and Jane (with their baby daughter Charlotte in a child seat in the back!) proudly led us out in a convoy of eight classics around the South Hams of Devon. They had their baby in the back of theirs, we had Rory in the back of Lara, sitting as proud as you like on the back shelf.

From Kingsbridge, for some to get dosed up with Optimax, we drove along to Torcross and then into and around Dartmouth where we had a lunchtime break at the big hotel on the quayside. Then back to Hope Cove via Salcombe and the “Winking Prawn” café for





Torcross



On Sunday we all dispersed after a good “full English” and set off home.... OK that isn't true, everyone except Gwyn and I set off for home but WE stayed on for another day and drove home on the Monday. There has to be some benefit to being retired doesn't there?

We could have squeezed a few more classics onto the car park and Johnny had a couple of rooms un-booked so I will mention it when we get sorted for the “BB” Run...

The Green Man evening was also well supported, with Trevor, Bill2, John Collins, John Wragg from Kinver, (Hmm, better make them John1 and John2 I think) Gavin and Geoff (well recovered from last month's lurgy and Sun Bay excesses) and we were visited by Rob too (told you his Westie thinks it is a Midget!) Oh yes I was there too. A great nattering evening ensued...

tea and snacks and a mad dash to put up the roofs on the non-GT cars as the rain struck us.

In the evening we had the Promised Disco and were treated to a bottle of Champagne left for us by Gary Lazarus who had visited the Hotel a few days before. Unfortunately Gary had prior family engagements to attend to and so was unable to join us but we all raised our glasses to him for his very generous gesture.

Everyone enjoyed the event and we expect that most if not all will join us again when we organise the “Blues Brothers do” next time around.

“We have a full tank of gas, sunglasses and it's over two hundred miles to the Sun Bay. Let's drive!”

Due to torrential rain, more like a tidal wave in some parts of Brum we called off our planned Warwicks Visit (this was the evening that Moseley in Birmingham was again visited by another tornado, roof lifting and all!)

I received the Great Spridget Calendar from Carson this week, now sold out! A well spent fiver's worth. Wheesht!

Bill Mohan



Warwickshire Report

There is not a lot to report on this month, particularly as Chris and I had visitors from America and so could not attend the meeting, a very rare occurrence. Having said that, the phone has been very busy with discussions regarding the Classic Car Show at the NEC, but all behind the scenes stuff. The theme for this year will be "Modified Midgets and Sprites", with Stuart Gunn for the first time showing his recently completed conversion from a modest 1275 cc / 4 cylinder Rear Wheel Drive to an impressive 3500 cc / 8 cylinder All Wheel Drive, which should draw the crowds from afar.

We look forward to meeting new people and renewing old acquaintances with a write-up for the next issue. Practical Classics readers will have noticed that the stand featured in

their article, was none other than our own.

There was a men's day out to the Heritage Centre at Gaydon, and to their surprise, there was a light blue Frogeye and a rubber bumpered Midget on show. In the car park afterwards they had a conversation with a pair of hardy veterans who were off (in the pouring rain) for a 24-hour trials event in

Derbyshire driving a home made kit car based on a Reliant Kitten!!! This seemed to evoke a lot of conversation – and they say women talk!

We are very pleased to hear that Bill Mohan is officially the new chairman now and that he has some new committee members to swell the ranks. In fact, we have all forgiven him for not coming to our meeting this month and we will be visiting his home venue on Wednesday November 2nd.

Alan told the meeting that the 2 night continental trip to France has been shelved for a while, but 7 cars with their occupants have already signed up for the Ireland trip and anyone interested in joining this trip starting on the weekend of 26th May 2006 should contact Alan.

The menu for the Christmas meal, which will be held at the Green Dragon in lieu of our December meeting, Sheila will e-mail to everyone so that attendance can be confirmed and the menu choices made. If you have not received a copy of the menu, by the time this magazine comes out, accept our apologies, and please give Chris and I a ring, so that we can organize a place for you.

Chris and Sheila

NW Area Report

Did you buy your copy of Carson's calendar? Fabulous pictures and commentary. I'm honoured to be playmate of the month for January. Mr Grumpy indeed ...!

Andrew, Ian and myself met up at Oulton Park on 24th September. Andrew's mate has started racing so he was there to support him. What car was he racing I hear you ask, guess what, it was a BMW. I sense some kind of conspiracy here. It was a good day out, and Andrew and I went in our Sprites to take advantage of the good weather.

On Saturday 26th November we are planning to visit Auto Historic in Leek, Staffordshire. They restore classic cars and also prepare and restore classic racing cars. If you are

interested in this visit then please contact me on 01772 432138 or e-mail lesrobinson@blueyonder.co.uk

The NW Christmas dinner is on Sunday 11th December. The plan is to go to the Plough Inn at Euxton near Chorley (same place we had our June meeting). Places might be limited so once again if interested please contact me.

At the October club night we talked about events for next year, trying to come up with some alternatives to the usual things. We had a few ideas so will progress these to see how they work out. If anyone has any thoughts or suggestions for events then please let me know. See you on 9th November.

Mr Grumpy



London Area

Six eat sandwiches

Well,
Toby drove Matt,
Bob T drove Nick the tooth
And I drove Paul H
So we all had dates for the evening.

First the meet up at the Mulberry Bush, I arrived early and was greeted by the disapproving stare of Paul O'Grady (Lilly Savage) being driven out of the LWT studios in a chauffeur driven car.

Last month we had the delights of Graham Norton gleefully chatting to Nick. So who dares to say we're not hard down here in the south?

I few drinks, some alcoholic and some not and then a three car, 1 Frog, 1 RB (efi) Midget and one Chrome bumpered Midget sprintette to the Duchy. Only one other car in the car park so we pretty much had it to ourselves.

Jacky did the business in the sandwich department. A fine spread of ham and cheese, tomato and cheese, and her pièce de resistance, the classic cucumber and red salmon delight. It seems the tripe was off the menu last night.

The topics of conversation ranged from cars, not surprisingly, through to where Toby and Rach should buy their new house and finally finished on headlight alignment and food we'd eaten that was still alive (or at least in the final twitches of consciousness). We are nothing if not loquacious.

Plans for the future ... er well none actually apart from a visit to Surrey next week (after the Ace). So I would welcome any sensible suggestions from the boys.

Finally after leaving the pub in formation, we split in unison, one left, one right and one straight ahead, like a mini display of the red arrows.

The Ace Café night dawned (can a night dawn)? On the second Tuesday of the month as usual, but I had decided to venture down to Surrey's Blue Ball meeting for one of the

last summerish evenings of the year. And I was hoping to meet Bob T and some of the other London gang after a brisk drive around the M25.

Alas, it wasn't to be, for reasons which will become obvious in a moment.

I set you a quiz requiring two answers (one difficult, one easy). If a man travelling westwards in a 1958 frogeye travels four miles in one hour:

- What was his average speed?
- How much fuel did he use?

The answer to part a) is easy 4 miles per hour.

The answer to part b) is more difficult to work out and it transpired that I'd used half a tank! So therefore as a Frogeye's fuel tank capacity is 27 litres, the answer to part b) is 3.375 litres per mile! Clearly something was wrong.

I decided on a detour to the Ace café instead, knowing that I only had another one mile (fifteen minutes / 3.375 litres of fuel) to drive. And so I had enough to get me there.

On my arrival at the Ace, I was met by Matt in his university's 1930's truck, Paul H in his Volvo Amazon estate and Steve in his BRG Midget.

We all had a long look at my engine and could find no loss of fuel anywhere. There were no suspicious petrol smells, well none more that usual and so I can only conclude that the fuel gauge on the Austin Healey Sprite and MG Midget range of cars may, on reflection, leave a lot to be desired when it comes to accuracy!

After a spirited drive home with both the car and myself refuelled I suspect that the gauge may have got stuck on full and then rapidly fallen to half when it became unstuck... Thus, scaring the living daylights out of me.

So maybe Surrey next month.

An MOT pass for my Frogeye. A possible venue change with food and off-street



parking. Plus the election of a new Chairman means a very good month for me, the London Zone and the Midget and Sprite Club.

We in London, wish to congratulate our good friend Bill on his election to Chairman of MASC.

I believe he will do an excellent job and his commitment to the Club is one of the main reasons I voted for him.

Now he is in a position of great power I would like to publicly state that I've always liked Bill, not only for his intellect but also for his manly good looks.

I hope to see some of you (including Bill) at the club stand at the NEC in November.

Gary L

Cambridgeshire Report

Not too much going on at the moment since we have reached the end of our events programme (apart from the Christmas meal and the monthly pub nights). I have managed to get out in the Sprite a few times on the odd nice day, in fact I quite like this time of year for top down blasting about in the Sprite, and it is somehow very pleasing to barrel along those country lanes stirring up the leaves. October has been very much warmer than normal this year hence no excuse for hoods! I suppose we should all be thinking of tinkering about in our garages preparing for next year, although the end of the season of mellow Spritefulness seems to have come round in the blink of an eye this year.

On a personal note I did get castigated in last month's editorial for having not supplied Ed with a Phoenix, which may well run to 37 episodes before I am done but not quite there yet, just think of it as a soap (*Mascot's* answer to *Coronation Street*). On the subject of the Phoenix we did reach a milestone this month with the completion of the passenger side bodywork (apart from the few inaccessible bits that I plan to complete when the body is stripped and flipped) and so it was turned around in my workshop to give better access to the driver's side. On the subject of projects, I was offered one as a gift a month or two back but common sense prevailed and I turned it down, however fate isn't that easily overcome and I have just been offered another one. This time it is a complete car, in fact more than a complete car since it seems to have at least three doors, eight wheels and four front wings



(methinks there must be a donor car in there somewhere). Despite the fact it is yet another red MK III Sprite (with a heritage certificate to prove it's red) this time a '64, and comes in 47 large plastic boxes, it looks like I just can't say no (sorry Pat no room for those boring old pots and pans in the kitchen cabinets anymore). Looks like the Phoenix project is



turning into the rebuilding of a complete set of MK III Sprites, one for each year they were manufactured.

Getting back to the plot, the main event this month was the Mad Cat meeting, and being of the hoodless persuasion and bearing in mind the threatening sky I was talked out of taking the Sprite. On our arrival I was pleased to see a nice red early car, which (in the gathering gloom) I took to be John's excellent MK I Midget. When on entering the Mad Cat John was nowhere to be seen, we just assumed he

was getting something to eat in the dining room, however this was not the case. The red car turned out to be a MK II Sprite owned by Tim and his good lady (sorry I've done it again, I am notoriously bad with names) from Bourne in Lincolnshire, great to see you.

I have been plotting for the last couple of years to take a raiding party up to the Lincolnshire pub meeting but somehow we never quite made it. We would need a nice long summer's evening to do the trip justice, make an early start and grab a bite to eat somewhere along the way (maybe next year) or how about a joint meeting in Bourne. I did mention to Tim that I have often fancied a club run through the Lincolnshire Wolds and that next time he visits the Lincolnshire mob he might broach the subject of a joint outing, just think of it Brian, double the turnout and half the work (roll on 2006). The main topic of conversation (apart from Nigel and Diane's holiday) was the Christmas meal, the general consensus was that we should do the same as last year and go for Sunday lunch at Elsworth in the George and Dragon on Sunday 4th of December. Last year's meal was excellent and being a fine sunny day some of us even arrived in topless Sprites. The fine details and booking are yet to be done but will need to have been finalised by the November pub meeting night.



Delighted as I was to welcome more new faces to our Mad Cat meeting, I was also a little disappointed that hardtop John didn't make it to the Mad Cat since he had promised me an authentic reproduction Sprite back seat. The rear seat is a little known eccentric Sprite accessory since it can't actually be used as a seat (no leg room) but I understand it was a period option, so I think I want a black one. There is a picture of a MK III Sprite with a back seat (for the legless) in Terry's bible and I have to admit it is ascetically pleasing.

Regarding October's *Mascot* there are a couple of points to mention, firstly I got sort of credited in the "What's in your garage?" feature by Neil, who I think may be the Guy Who Bought 599 DLU in Peterborough a few months back (can't see the registration in the photo). If you are that guy then you have also been in touch with hardtop John and if you are at all local where were you on Mad Cat night? Secondly hidden away in the back of the *Mascot* was a reference to a Photographic Competition for the December colour pages, well guys, Cambridgeshire needs to be well represented this year (doesn't it Ed). So you know that really nice arty picture that was being handed round at our last Mad Cat meeting and any others you can dig up, well we need to email them to Mike North.

Dave Dixon



Surrey Area Report

The informal poll re changing our monthly meeting seems to have confirmed no insurmountable problems with transferring to the 3rd Tuesday of the month, so we'll make that major change starting January 2006.

No excuse now for some of us to become regulars at both Brooklands and Ace Café!

October is usually a fairly quiet month for Surrey, but last year, a small select group had decided to pilot a Surrey conference celebrating the colour of liquid! A venue was stumbled upon in Norton St. Phillip, Wiltshire, which was the scene of terrible battles between Royalists and the Duke of Monmouth's forces in 1685, culminating in his death in one of the guest bedrooms!

Now this pilot last year proved pretty successful to those experts in liquid colour, so a firm booking was made this October.

An advance party investigated a separate exhibition of local produce, and were, well, literally bowled over by the strength of the exhibits! Souvenirs were purchased, mostly of a bright orangey-red hue, and beautifully displayed in old plastic lemonade bottles!

Back at The George – oops I've let it slip – a wide range of the very best in local colour

was available on tap, and a convivial evening was enjoyed by all delegates.

Tickets for next year's conference will be in short supply, and only experienced applicants should apply. Driving experience is only desirable.

Back in Surrey, our October meeting enjoyed 7 Spridgets in the car park, with pride of place going to Kirk's Riviera Blue Sprite, now almost finished after so many years waiting patiently to emerge! Some fettling and tuning is required, but an uncommon colour, so a welcome sight, and Kirk too of course!

Hopefully Kate's clutch slave cylinder let her return home safely and with gears – more news next month.

Next up is some of us visiting the NEC in November, at least 5 of us on the Saturday, so hope to see some old friends there again.

Don't forget, deposits for the Christmas dinner are welcome any time!

That's enough for now, keep in touch regarding other news, but in the meantime, you can catch me on:
dandcwright@ukonline.co.uk

All for now

David

Interesting Midgets from the World of Motorsport

MG Midget 6 GRX
Best Result: 1965 Bridgehampton Double 500 race USA. 1st in class, 6th overall, driven by Rauno Aaltonen



Colin's technical tip – Fuel Gauge readings

Another tip from the expert - courtesy of Colin Dodd's website
www.spriteparts.com.au

If your fuel gauge always reads **full** or **empty**, this might help you identify and fix the problem.

In a correctly wired up Sprite or Midget, current passes:

1. from the fuse box through the front wiring loom to the gauge
2. then from the gauge through the wiring loom to the bundle of connectors above the drivers (right hand drive) right knee (could be under the dash, or could be inside the engine bay)
3. then into the rear wiring loom through to the tank unit
4. where it earths by the screws holding the unit to the tank.

There is a variable resistor in the tank unit which, for some bizarre BMC logic, works the opposite to what you would expect:

- when the tank is **empty**, there is **zero resistance** and **full current** gets through the tank unit.
- when the tank is **full**, there is **maximum resistance** and **no current** gets through the unit.

So if there is a break in the wire anywhere between the fuel gauge and the tank unit, the gauge thinks the tank unit is blocking the current and so the gauge reads **full**.

Get yourself a test light or a multimeter, crawl under the car and disconnect the wire leading to the tank unit, and you will probably find that there is no power at the wire. There isn't 12 volts at this wire and a test light will just glow dull red, so a multimeter might be better if you have one.

Now check the bundle of wires where the front and rear wiring looms are connected, and ensure the wire from the

gauge is firmly plugged into the wire to the tank. Both wires are green with a black trace. If the wire is connected, check for power with your test light or multimeter. If you have power here, but none at the sender unit, then the green/black wire inside the loom has broken. This may not be visible from the outside - the wire can fatigue and break inside the insulation and you will not see the break. You will need to lay in another wire down to the tank unit.



If you don't have power at the above site, then check the green/red wire on the back of the fuel gauge. If there is power here, but none where the looms are plugged together, then it is this wire that you need to replace.

If there is no power at the green/red wire on the back of the fuel gauge, then there is a break in the internal circuitry of the gauge and you will need to have it repaired.

Hope this all helps, and aviaogoodday

Colin

Ed says: Many thanks to Paul and Andrew at 'Sprite Torque' (and Colin Dodd) for our end of the exchange programme. All rights acknowledged



A Day to Remember



Thursday 8th September, 2005. Over the previous two weeks, two seemingly unconnected events – synchronicity I think the intellectual would call it. Those of you that know me well or have good memories (*'Germany Calling', Dorset MASC Newsletter No.70, November 2004*) will know that my brother, Keith, lives in the capital of the Fatherland, Berlin. As a result you can imagine that we don't see much of each other! Out of the blue, I get a phone call from him – "Guess where I'm going to be next weekend?" he says, "Go on surprise me!" I reply. "Beaulieu, Werner and I are coming to the Auto jumble" Keith retorts. Quick as a flash, I respond – "Oh, that's nice, we'll be in Tenerife!" Our holiday had been booked for months and Pam and I were really looking forward to it. So that was that, Keith would be on my doorstep and we would be in the Canaries – "Can't be helped, have a good time" is how we left it. I consigned the whole episode to what passes for my memory.

Around the same time, I got another random phone call from a chap called Kevin Hackett. He introduced himself as a Motoring Journalist who had been tasked with producing an article on Midgets for *Classic Cars* magazine. Apparently, he had got my details from the MASC website. He explained that he was looking for a RWA GAN5 Midget and asked if I could suggest one. Well, not being backward in coming forward, I described my car, XYD815N emphasising

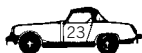
that it was unrestored and unlikely to be of a high enough standard. "Not at all, we're looking for as original car as possible" Kevin replied. I suggested that I send him some photos of my car and I would let him be the judge. This I duly did by email, including a shot taken in the New Forest on the recent Dorset Historic Treasure Hunt.

In a day or so, Kevin was back on the line – "The car's ideal – love the colour!" he said. (I know...someone has to!!) Without further ado he gave me the number of the photographer who he would ask to take the pictures of my car for the article. He also asked if the Club had an expert who could give him the facts and figures on the Midget through the years. Of course, there is only one such beast – our own Terry Horler, General Secretary of the Midget and Sprite Club, so I ventured his contact number.

The next day, I rang Tom Wood, the photographer anxious to fit in the photo shoot before leaving for holiday on Friday 9th September. He could fit me in any day of that week, so I managed to book an extra days holiday with my boss and the date was fixed – Thursday 8th September. Great way to start my holiday, I thought. Tom's studio is at the **National Motor Museum** at Beaulieu and I agreed to be there for shortly after 9.00am. The sun was shining as I set off, hood down, across the New Forest – that trip alone was a treat in itself!

Arriving at NMM, I was shown 'round the back' to the Tradesmen's Entrance to be met by Tom, a really pleasant young man in his 30s. In short order, we had the Midget into his studio which was located in the corner of the Museum's store rooms. The Studio was entirely white – walls, ceiling, floor, the lot. Tom proceeded to fit my car with clever little trolleys on each wheel so that he could manoeuvre it with the slightest touch – I was fascinated.

It soon became apparent that Tom was a man who got very absorbed in his work as he set





This model is no more than 9" tall and works!

up his lights or sat hunched over his laptop. As I had been given free run of Beaulieu for the day, I decided to make myself scarce.

Before I left the store rooms however, I bumped into one of the staff (I really wish I had written his name down because he was so welcoming and interesting! Thanks anyway.) He explained that he was a volunteer and that his main job was to catalogue the enormous amount of motoring memorabilia owned by the Museum but that space did not permit them to display. This ranged from complete cars through road signs

to badges and documents. He showed me round this treasure trove and invited me to browse at leisure. "Is it OK to photograph things?" I asked. "No problem!" he said. Some of the results you can see here. I was completely captivated by this hoard – my two favourites being the road signs, some of which I hadn't seen since childhood and the scale WORKING model of an AJS motorcycle hand made by A.J Stevens himself. Why the latter is hidden from public view, I don't know.

Finally, I decided to get some fresh air, so I made my way outside by the main Office

Nigel Mansell's helmet in the National Motor Museum store





entrance and found myself within the NMM grounds close to the Museum entrance. I won't bore you with details of the Museum display – I'm sure you've all been in recent times. Tom had said that he would need the car until about 2pm so to kill time, I took the famous Beaulieu monorail with the intention of visiting the Abbey. Just then my phone rang. It was my brother. "Where are you?" I asked. "On the M27, just passing the Fawley junction" came the reply.

I had completely forgotten that it was the Auto jumble the following weekend and had no idea Keith was planning on arriving as early as Thursday. Over the next half hour or so we exchanged more calls before meeting up outside the Entrance. It was a great pleasure




MG-Club Berlin e.V.


Clubanschrift: MG-Club Berlin e.V.
 Gerberplatz 24, 12209 Berlin
 Tel./Fax: 030 / 712 38 52

Internet-Adresse: www.mg-club-berlin.de

and surprise to see Keith again after a gap of almost 12 months. He and his pal, Werner, had driven over in a Land Rover Defender 110 towing the **MG Club Berlin** caravan, ready to display at the Auto jumble.

The main purpose of the visit being to drum up interest in their big Event next year – **9th International MG Meeting** in Berlin on 24th–27th August, 2006. Soon we had adjourned to the Brabazon café, having a snack lunch in the sun. The Berlin MG Club is thriving, able to call on a huge range of MGs, many being older models. Keith, you may recall, has a 1951 TD.

Before long it was time to pick up the Midget and so we had to go our separate ways but not before cooking up what may seem to be a hair brained scheme! That is to take the Midget to Berlin next August to attend the International. At the time of writing, this trip is well and truly ON but I am planning to trailer the Midget – don't fancy 1000 miles each way in the old dear, nor would it do her much good, I fear.

Another beautiful run back home across the Forest brought this amazing day to an end. We left for Tenerife that night and my day out had definitely contributed to my relaxed and happy mood. On our return, I found a CD Rom from Tom waiting for me with a complete set of the photos taken of my car. Kevin phoned me at work the week after to get some 'copy' to include in the article. But you'll have to wait until mid-November to see the finished result in the December issue of 'Classic Cars'. Somehow, I think at least some of it will find its way into our Newsletter!

Ian Swinden

Records galore!



THE SPRITE

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FITTED WITH AN OFF-THE-SHELF



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including the flying kilometre at 245.64 m.p.h. The fantastic performance of the Austin-Healey Sprite at Utah in setting up a new land speed record of 145.56 m.p.h. in Class G, on September 9th is further evidence of Shorrock's long-standing supremacy in supercharging. The record breaker was fitted with an OFF-THE-SHELF supercharger, the same that can be fitted to the standard Sprite.

INTERNATIONAL CLASS B. RECORDS. 700 c.c. to 1,750 c.c.
 G.A. License (Canada). Int. Classes (U.S.A.).
 Driver: T. W. Watson (Mc. BRIDE)

Speeds:	1 hour	1/2 hour
25 km.	148.52 m.p.h.	300 miles
50 miles	148.42 m.p.h.	1000 km.
100 km.	145.06 m.p.h.	8 hours
100 miles	145.71 m.p.h.	1,000 miles
200 km.	148.39 m.p.h.	1500 km.
1 hour	148.39 m.p.h.	12 hours
200 miles	138.75 m.p.h.	
400 km.	138.35 m.p.h.	

THE AUSTIN-HEALEY SPRITE TOOK 13 INTERNATIONAL
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The Phoenix Project (part 11)



The next job on the agenda was to fix the passenger side inner rear wheel arch this is a very strange shaped piece of Sprite which I suspect often gets bodged up by home restorers and finishes up looking nothing like the original. The problem is that the Spridget is only really a Frogeye in Spridget's clothing, the basic structure is more or less identical with a few small modifications to fill the gaps when the new style outer panels were hung on. The only real exception to this that I am aware of is the modifications required to change from quarter to semi ecliptic springs. The inner wheel arch consists of two halves, the join running fore and aft and consisting of two flanges spot welded together and since I had already patched up the inner half of the arch (which was in fairly good shape) "all" I had to do was to repair the outer half. The outer half has to be very accurate since its outer lip fits into the wheel arch curve of the rear wing.

To gain access and because it needed replacing anyway I removed the remains of the lower half of the rear wing using a replacement half wing panel as a cutting template. I drilled the spot welds out of the lower wing flanges where it is joined to the "B" post and the rear light cluster mounting plate and cut the rest of the part of the wing being replaced away with the angle grinder. Having gained full access and visibility to the inner wing it was clear that the bottom 125mm or so front and back was in rusty tatters with little or nothing remaining to use as a template for the new panel. I believe a

lot of people faced with this problem fabricate a section (of their own design) to fill the gap and attach to the bottom of the wing, very sensible and practical and gets the job done but not necessarily correct. In a spirit of trying to do it right and since I have another Sprite to drive in the meantime I purchased an inner wheel arch repair panel from my local supplier. The problem was that this panel looked more like a section cut from the outer wing wheel arch area for the repair of the outer wheel arch. When I queried this they told me that was the only panel available and was used by most people for either job but would require some adapting for my application. I bought the panel on the understanding I could return it if I decided not to use it, the alternative was to buy a complete outer section of the inner wheel arch panel for about sixty quid.



After much head scratching and time wasting I bought the complete panel from those excellent guys at Brown and Gammons although since it looked like a very major job indeed to replace the complete panel and most of it was not in bad condition I used the new panel as a template and made up my own repair panels. I will do my best to describe the correct shape for the front and back lower parts of the inner wheel arch outer half (try saying that after a couple of sherberts) since even if you look at another Spridget it may not be authentic and even if it is it will be difficult to make a template without removing the rear wing. The front



lower part is the simplest since all that is required is a transition from the curved section to a flat section which is spot welded to the back of the rear box section outer bulkhead. Imagine the flange which is used to spot weld the inner and outer parts of the inner wing together was to continue at full width down to the top of the sill. Now if you were to cut this flange from a point 12cm above the top of the sill with a straight cut tapering from full flange width down to flush with the curve (no flange at all) at the point where it meets the sill and weld a 15mm wide flat (straight) strip to this cut edge at 90 degrees to the flange so that it would rest flat against the back of the outer bulkhead and is accessible so it can be spot welded to the bulkhead you would have the correct shape.

The rear lower inner wheel arch protrudes about 15cm below the boot floor and all of this may have rotted away. If you look at the bottom rear part of the wheel arch and outer wing on any Spridget you will notice (following the line of the wheel arch in a downward and rearward direction) the



direction of the curve changes at about boot floor level forming an "S" like shape as it leaves the wheel arch and blends into the outer wing bottom. This "S" shape should also be followed by the inner wheel arch repair section. At this point it is worth mentioning that I am talking about a squire wheel arch car and currently have no experience of the round arch repair. If you look at the top of the squire wheel arch at about the mid point and were to look end on to a cross section cut from this area you would notice that the wing flairs out slightly flattening out for 2cms and then finishing with a 90 degree flange at the wheel arch edge. This kind of cross sectional form (although not reflected in the outer wing) continues round the "S" shaped curve of the inner wheel arch but with a 2.5cm flat section tapering to 1cm over the bottom 50mms. Note the finishing flange that matches and fits inside the one on the outer wing also continues round the complete "S" section of the inner arch. The final part of the repair panel is a continuation of the inner mudguard, if you imagine a rubber mud flap as you might see on a conventional car but formed from sheet metal and again following the curve of the "S" shape but cut diagonally from the inner edge of the outer half of the inner wheel arch panel (just below the boot floor) to the bottom extremity of the "S" shaped curved section and forming a triangular support gusset for the lower part of the wing you should be able to visualise the shape required. Oddly the boot floor extension panel (converts the Frogeye rounded rear floor to fit the squarer shape required to fit the Spridget rear wings) fits behind the inner wheel arch outer section and spot welds to it. I can only imagine that this strange construction was the result of a design error workaround when the floor pan was adapted for the Spridget wings.

I apologise to anyone who is just casually reading this out of interest, for banging on about the panel shapes at such length (probably lost you 200 words ago). Having spent two months sorting it out myself this is an attempt to help anyone else faced with doing the same repair.

Dave Dixon



What's in your Garage?

Mike hiya, I expect to get the hurry up message any minute now so maybe just in time, huh? I'm off to La Sarthe on Wednesday Morning 5am, for the 11.15 speedferries experience. *(received at Mascot HQ on the 13th June: Ed)*

One of the pictures is of the inside of my nightmare garage, entitled two post lift it shows the two beams across the litter filled garage that I use to hang Lara high in the air when work needs doing under her. Do you really need a written blurb or would this very graphic picture be worth



its thousand words? *(It is: Ed)* The other picture is of my vinyl clad tunnel and entertainment console with its combined Radio/cassette/CD players setup.

BILL

(Sth Staffs and B'ham)

Ed says: Very honest garage photo. Also very well made Hi Fi set up. Thanks for sharing Bill. So what's in YOUR garage?

Letters

Psychic Powers

We would like to commend Terry Horler's psychic powers as displayed in his report on July's Great Western Run in October's *Mascot* – where we were referred to as Tim and Sarah Saunders. He obviously knew something we didn't, as we have only just very recently got engaged! However, despite Terry's suspicions to the contrary, our trip to the GWR was planned completely independently of Anita, although we are always pleased to uphold the honour of the Yorkshire area ... and as we will shortly be moving to the wrong side of the Pennines, hopefully next year we will do the same on behalf of NW area ... the drive down cross-country was an event in itself and we really enjoyed meeting up with the Southerners at the GWR. We had a fantastic weekend – thanks, Terry, for organising it.

Tim Saunders and Sarah Bower
Yorkshire MASC (soon to be in NW!)



Looking Forward to 2006

Couldn't help but notice in the October edition of *Mascot*, a Midget and Sprite calendar from our Scottish representative, Carson Thompson. With a limited availability of just 100 copies and for just £5 including postage, I couldn't get my cheque off quickly enough. Don't know if Carson has a crystal ball or a contact in the post office, but the speed by which it arrived was most impressive indeed. I was equally impressed when opening it. No, I won't spoil the surprise by giving a month by month review, but suffice to say – ORDER YOURS WITHOUT DELAY.

This is sure to become a collector's item, I am really looking forward to January now and it will be kept long after December 2006 has passed. Only one comment, as a Midget and Sprite calendar, where is September the 31st? Maybe that is something else that is different in Scotland?

Terry Horler



The Great Carsoni Calendar

After reading Carson Thomson's advertisement for his calendar, in the October copy of *Mascot*, I could not resist sending for one. I must have been mad, as I actually sent for three! The others are presents for two friends; one with a 1970 Sprite, the other has a '78 Midget which he has owned from new. By return I received not one but three envelopes, marked in the order they were to be opened. They are excellent; the three letters enclosed with them were worth the £5.00 each. If he has any left by the time you read this, I can recommend them to all.

I live in Stourbridge in the West Midlands. South Staffs and North Birmingham would be my nearest area, but, sorry Bill, it's a long way for us to get to their meetings. I know of two or three others, who would be keen to arrange a get together in the West Midlands, are there any more out there?

John Roden
1973 Midget
Email ajroden@btconnect.com



Seen Abroad



Ed says: British-made cars seen at classic car show near Malmo, Sweden.

What do you get if you cross a technical feature with an issue of Webmonster?

(Answer: John Beatty's letter below)

While restoring my '59 OEW frogeye, in the course of rewiring the dash, I have come across a couple of useful www links. The first has information on the correct colour codes for vehicle wiring: <http://www.dimebank.com/tech/LucasColours.html>

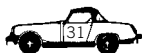
Incidentally, the same site has some other interesting technical articles, see: <http://www.dimebank.com/tech/>

The second site has a listing of those mysterious numbers that appear on the connections to switches, etc. The list is actually for Bosch parts, but appears to apply generally to modern european vehicles (it is cribbed from the DIN standard):

<http://www.type2.com/library/identifi/bosterm.htm>

John Beatty (2214)

Thanks John, good resource: Ed



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SALES

1966 Mk 2 Midget. Primrose yellow. Fairly extensively modified as follows: Frontline front suspension conversion, and rear telescopic dampers. Sierra 5 speed box, Poly bushes all round, Lowered front and rear suspension. These mods were all carried out by Frontline in Bath.

Fairly recently rebuilt 1275cc engine with balanced bottom end. New Radiator fitted when the engine went in. Big valve head with opened out and polished ports (professionally done, not home mods) with unleaded valve gear. Cooper S solid rockers, Cooper S distributor, Electronic Tacho Full stainless steel exhaust system including LCB manifold, Hif6 carburettor, CD/Radio (speakers are in the headrests so you can hear it, although listening to the engine is better).

All the brakes have been replaced with new standard items. Good hood etc and comes with a works style hardtop and more spares than you could shake a stick at.

The car is also fitted with Minilite style wheels and Mazda seats (which means you don't fall out at the increased cornering speeds available). This car cost me a fortune to do, so if you want a modified Midget that goes like stink, handles and stops, this is the one for you. I've bought a Cobra, so sadly the Midget has to go.

£4000 (and it would cost you a lot more to do the conversion work!) Car is in Bristol and will come with a new MOT.

John Ruderman 0117 9678351 or e-mail me johnruderman@blueyonder.co.uk

Frogeye 1958, part completed, restored all steel body and a wealth of spares. Buff log book, V5 (old and new issues) original registration. A great winter project. First sensible offer in the region of £2950.

Peter 0208 763 0222 (office)

07860 796906 (mobile)

email peter@kimia-intl.com

1960 Frogeye Sprite – Old English White – carefully restored 5 years ago by current owner (new project forcing sale). In excellent condition and with 10 months MOT (tax exempt) £5000.

Maurice 0131 449 6852 (Edinburgh) I am prepared to travel a considerable distance for serious enquirers to view the car.

1971 Austin Healey Sprite Mk IV, very good condition and tax exempt. Hard top, soft top, tonneau cover and hood cover. MOT until August 2006 £3750.

David 01782 661670

(Newcastle-under-Lyme)

Midget/Sprite carb sets s/hand 1275cc non ventilated set (AUD 136) manifold, twin carbs, heatshield, linkage etc. for 12cc engine £75. Set as above ventilated (AUD 327) 12cc and all 12V engines £75. Delorto DHLA 45 carb/manifold with K&N filters £75. 1500cc twin carb set up with manifold, heatshield, linkage, air filters etc. £75. exhaust manifold £15.

George 01457 864536 (h)

07913 341926 (m) Derbyshire

Frogeye hardtop. Sebring/Le Mans/Ashley/Speedwell style. Needs paint £150. I am keen for this to go to an enthusiast, rather than to have to scrap it.

Dennis 0208 763 0228 (Surrey)

WANTS

¾" master cylinder assembly from MKII Sprite/MKI Midget 1098cc disc brake cars 1962-66 condition suitable for re-sleeving.

John 01789 488321

(Nr. Stratford-on-Avon) or

john@platt2085.freerve.co.uk



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

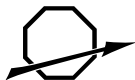
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Sizes: S, M, L, XL, XXL. Please state size and colour. Each @ £25.00 + £2.25 p&p

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