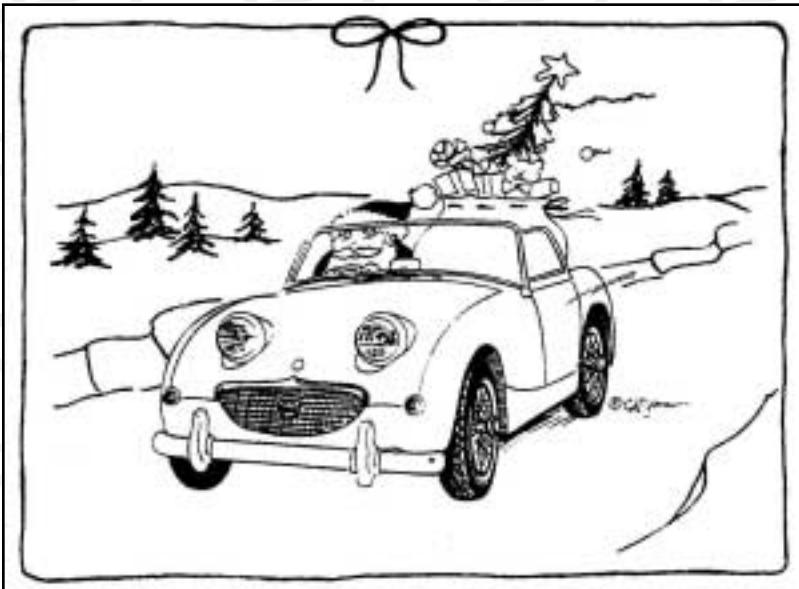
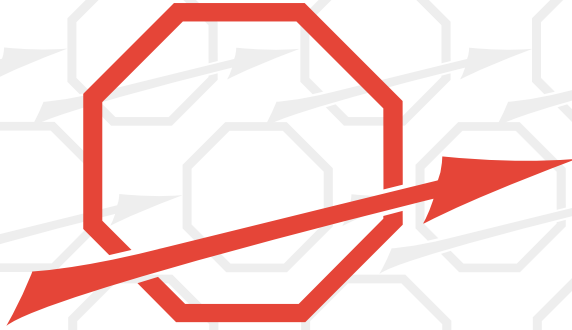


MASCOT

THE MAGAZINE OF THE MIDGET AND SPRITE CLUB



Christmas image: uncredited, but signed? Donated by Mascot friend Ray English

ISSUE NO. 262

DECEMBER 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	David C. Hill , Penrallt-Y-Cordde, Glynarthen, Llandysul, Dyfed. SA44 6PE. Tel: 01239 811423 email: david@hillnet.clara.net
CO-ORDINATOR	Dave Symes , email: spritelydave@ntlworld.com
DATA HANDLING	Ian Rider , Tel: 01793 695351. Email: ianrider@ntlworld.com
TRADE ADVERTISING	
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 Ian Swinden , Tel: 01202 623002 email: Eswinden@aol.com
HAMPSHIRE	Terry Langridge , Tel: 01252 626063
HOME COUNTIES	Chris Jackson , Tel: 01707 261567 chrispat@holwell8.freemove.co.uk
NORTH WEST	or Mark Hall , Tel: 01296 660103 markdhall@aol.com
LONDON	Gary Lazarus , Tel: 020 7700 5696 email: garylazarus@blueyonder.co.uk
SOUTH STAFFS &	Bill Mohan , Tel: 0121 353 7211 or mobile: 0798 461 6371 email: bill.mohan@btinternet.com
NORTH BIRMINGHAM	
CENTRAL SCOTLAND	Carson Thomson , Tel: 0141 245 6327 day or 013606 22334 evening email: carsonthomson@btinternet.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.freemove.co.uk
SURREY	David Wright , Tel: 0208 642 4789 email: dandcwright@ukonline.co.uk
WARWICKSHIRE	Alan Couch , Tel: 01564 773302 Chris Yates , Tel: 01608 665066 email: chrishe@tiscali.co.uk
WILTSHIRE	Ian Rider , Tel: 01793 695351 email: ianrider@ntlworld.com
YORKSHIRE	Anita Lachowicz , Tel: 01423 862738 or mobile: 07720 725429 email: spridget.girl@ntlworld.com

Also see the Club Nights section on page 3 for new areas and contacts.

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

Editorial

Merry Christmas! Well almost, approx 20 days until Christmas (+/-2) by the time this reached you ... ready? Yer, me too!

Thanks to Ray English for our Christmas cover. We now need one for Dec 2006, so if it snows in the next couple of months, make sure you have your camera (fame at last). Well, the *Mascot* office has been soooo busy, yes it's the PHOTO COMPETITION, see centre pages. Originally Carson's excellent idea, I only found out later that I would be running it!! Good response though, the general membership sent in 17 photos and the North west Area sent in 1098 photos, somebody had told them it was quantity not quality that would win. Er no. However to be fair they have also sent in some corkers.

The general standard has been so good that I feel humbled by the talent on show. Even if I had to do some 'Ed Photo Magic' to remove stray dogs, transit vans, walking couples and what have you to qualify the photo for the semi finals. Semi Final's I hear you say? YES, SEMI'S! YOU DON'T THINK I WOULD DECIDE THE 2005 MASC BEST PHOTO AWARD WITHOUT YOUR VOTE DID YOU?

So have a look at the centre spread and decide on the BEST photo (in your opinion) and let me know by e-mail, letter or TEXT (new service), just send <MASC PHOTO NO. ?> inserting the photo number. RESULTS in Feb 2006 issue. So what else is in this bumper issue? Well, lots actually. Area reports, NEC report by show hosts Warwickshire, what a great job they did. Also have a look at the Motorists guide to Midgets: June 1965 a nostalgic look back at how cheap our cars once were ☺. You will also notice that this Christmas issue is a little more light hearted than normal issues, loads of fun stuff and masses, I mean loads of PHOTOS everywhere! Areas that sent in loads got loads printed, enjoy ☺.

In fact the only thing missing will be the AGM report. Yes by the time you have read this the Midget & Sprite Club's 2005 Annual general Meeting will have taken place. Shame on you if you missed it, new chairman, new volunteers, new agenda and old friends. Bill Mohan has a bag of new tricks for 2006, so watch his column next year.

Well, that's nearly it for another year. Just a chance to thank Surrey Area for giving me a home in 2005, David Hill for all his help and support with *Mascot's* Index and listings pages and of course you the members for voting and supporting my editorship for the past year with contributions, stories and letters: KEEP THEM COMING, IT'S YOUR CLUB AND YOUR MAGAZINE. Best Wishes for a Merry Christmas.

Mike 'Ed' North
Editor at Large



PS: Don't forget that, as in previous years, there will not be a January issue of *Mascot*. Ed, David and the large editorial staff are taking a short break whilst the top floor of the MASC tower is repainted (Mmm). Back, bright eyed and bushy tailed in February. Regards to all. Ed.

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.

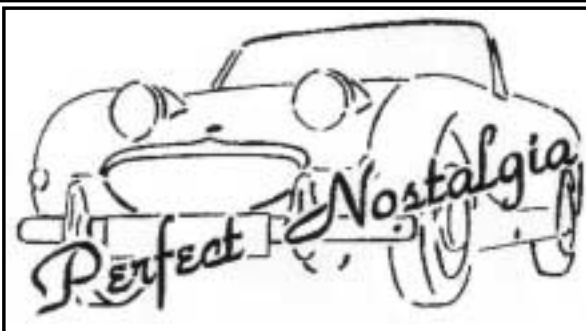
The statements and opinions expressed in each and every issue of the *Mascot* are not necessarily the considered views of the Midget and Sprite Club. The views expressed by the editorial contributors, letter writers and advertisers are their own and do not necessarily reflect the view of the Club. The 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.



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

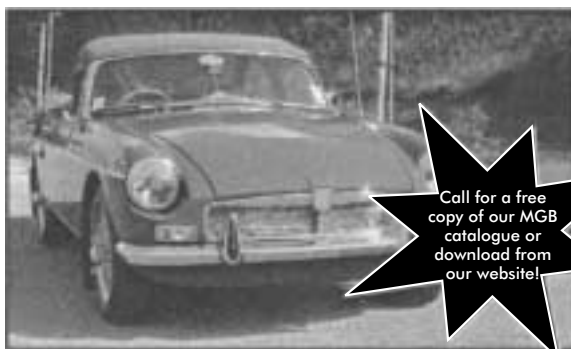
STOP PRESS!

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



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



Club Nights

- 1st Monday **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.
- 1st Wednesday **South Staffs & Birmingham** – Meet at **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 1st December – **The Mason's Arms**, Hopperton, Nr. Knaresborough. HG5 8NX. Thursday January 5th, meeting in the Bedale area. Thursday February 2nd, meeting in the West Yorks area. 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. NOTE – FROM JANUARY, MEETINGS ARE MOVED TO 3RD TUESDAY of the month. JANUARY MEETING ONLY NOT AT BLUE BALL, meet at Warren Sports and Social Club, Croydon Road, Hayes, BR2 7AL. 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 Kiltan**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The 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 **Northern Ireland** – Venue to be decided. Please contact Barry Stange on 02890 401726 or mobile 07769 705497 or email barrystange@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
- Occasional **New! Home Counties North West** for Meetings members in Herts, Bucks, Berks, N. London or anyone interested! Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103.



Club Website

Members Only Pages for December

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
to Sunday 30th

Silverstone Classic Event. Dedicated parking under M&SC banner. Details to follow.

August

Tuesday 22nd

Ace Café MG and Rover Revue. Details from Ace Café on 020 8961 1000 or www.ace-café-london.com

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.



Midget & Sprite Club Members

WANTED

Genuine Midget & Sprite Club member wanted for low cost tailor-made insurance. Enjoys long drives in the town or country, immediate cover and unique personal service.

Call 0845 1303400



0845 1303400

Quoteline Hours: Mon to Fri 9.00am - 7.00pm Sat 9.00am - 4.00pm
email: quotes@adrianflux.co.uk | www.adrianflux.co.uk
Authorised and Regulated by the Financial Services Authority



ADRIAN FLUX
modern approach. traditional values

Bodgers Corner

Quarter Light Refurbishment



Perhaps this is more of a dodge than a bodge, you decide. If you're thinking of refurbishing your quarter lights as I did, then you'll know that you're going to have to gather a variety of components together; numerous seals, screws, pins, washers, rivets, the bottom pivots, springs and the brass distance tubes that fit over the bottom pivots. Now, I couldn't find a supplier for this last item and both distance tubes needed to be replaced. One had deteriorated quite badly, the other had seized on to the bottom pivot which, in the end, I had to cut off.

Unable to locate a supplier for the distance tubes, I decided it was worth browsing around a model shop for inspiration. I came across a selection of brass tubing both metric and imperial in size however, none of the available sizes were a close match for the originals in both internal and external diameter. But on further investigation I discovered that by comparison, a selection of imperial tubing could be combined to produce a very good match and would probably be quite satisfactory. I purchased one strip (10 inches?) of $\frac{7}{16}$ and one of $\frac{5}{32}$; the former, a precise fit in the latter's internal diameter, was also a very good sliding fit over the bottom pivot.

Using a small disc I sectioned a suitable length of each tube and filed down the ends, then assembled the bottom pivot and quarter light components. This arrangement seemed very satisfactory so I've left the tubes in place, of course it may have been advantageous to solder the two tubes together but having re-fitted the quarter lights I've yet to experience any problems.

Incidentally, it's worth noting a bodger was regarded a skilled rural worker a few centuries ago so perhaps it's not such a bad thing to emulate!!

Philip Sellen 1153

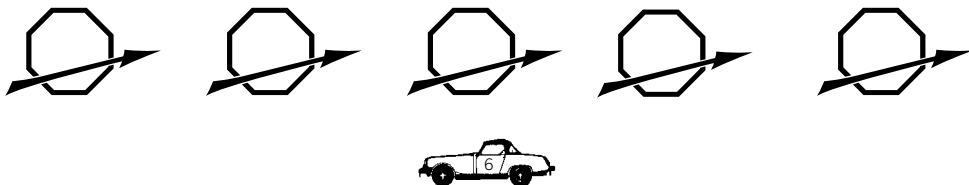
Mutual Assistance Directory

Winter is well and truly here, at least in West Wales. We have had loads of rain and all the rivers are flooded. Luckily we live near the top of a hill... but we do get the wind instead!

So, December is here already. Time for indoor chats about Spridgets and what we will be doing next year. I can't wait to retire and have the time to do some serious touring in the Midget. Can't imagine a better holiday than touring through the Alps in an open top classic British sportscar. Beats beach holidays! Oh well, time to stop dreaming.

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.

David Hill



What's in my Garage



Dear Ed, Well as you can see it's a Frogeye, purchased by me in 1994 as a wreck and restored over the next four years, ready for my 40th birthday in 1998. Since then its been doing the rounds with shows etc, Standing next to it is my other project, (no prizes for guessing) based on a very sad Mk 2 shell and a work in progress since 2001, hope to get it painted this winter and start the build up in Spring 2006.

Ian Watts 2136

Ed says: Nice garage set! Lucky man. Notice the modified boot lid on the 'project' car – could be a Technical Article/story?

Car Club: Christmas Competiton

Ed says: What's wrong with this photo? (Misfiled by Classic Car Show organiser?)



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://franken-sprite.co.uk/index.html>

Ed says: Well none of your usual K-Series conversion or big valve A series stuff here. Mr Franken has fitted nothing less than a 2.0L 16v 172 BHP engine lifted straight from a Renault Clio Cup road rocket. WOW!! The rest of the car's spec matched the exotic engine. Worth a look I would say. ☺



Cambridgeshire Report

Before it slips my mind let me remind you that there will be no Mad Cat meeting in December, as this will be replaced by the Christmas Sunday lunch at the George and Dragon at Elsworth. I have booked for those who I know are going and a few extra places for those I expect will be going so if you would like to go (assuming you get your *Mascot* in time) give the George and Dragon a ring on 01954-267236. The booking is for the 4th of December at 12 noon for Sunday Christmas lunch. With a reasonable sized booking I expect they would not turn away the odd one or two extra unbooked people.

Not much spridgiting going on at the moment with what feels like the start of winter and Christmas just around the corner. We did get a reasonable turnout to the pub meeting (with one notable exception) but alas no Spridgets it's just that time of year. The main topic of conversation was the Christmas meal menu and arrangements. I did have a phone call from *Classic Car* magazine asking what we had planned for December, it seems they want to do a feature on what to do with your classic car in the winter. I told them about our Christmas meal and as it is a Sunday lunch, how a few of us plan to travel to the George and Dragon in our Spridgets if it is dry, and they seemed quite interested (so we may be on for a photo shoot, depending on deadlines and so on). I also mentioned the North West area's Cracker run and suggested they contact Les and Diane for some details (can't do any harm to give MASC a plug in the national Classic press).

I put together a fumble bag (at the request of our hard topped absentee) and managed to stump our

experts with a couple of the more evil obscure parts. I also invented a new game by asking the guys to try to identify some of the bodged angle iron and filler body parts removed from the Phoenix, even when you look at these and hold them in your hands it is a real challenge to work out where (or indeed why) they were fitted.

On a personal note I acquired another MK III Sprite project this month. The Sprite had to be removed from a barn at Euston Hall in Suffolk by the 17th of November or face the crusher so although I am already halfway through another project I just had to rescue this one. So I took a fact finding Sprite trip over to a splendid stately home just south of Thetford in the late October sunshine. The 64 Sprite was located in an unlit barn and had been completely stripped down, the body stood on two massive tree stumps and bristled with new body panels poorly tack welded into position. Some areas of the body had been completely stripped of paint and showed a little surface rust but most of the real rust had been hacked away with an angle grinder. The car also had a number of new mechanical parts together with the parts stripped from the body, all neatly filed in a myriad of plastic boxes. Also strewn around



the barn were four front wings, three doors, three boot lids, an engine, a steering column complete with an original steering wheel, several sets of assorted hood sticks, a windscreen, a stainless exhaust system, a new rear wing, four wire wheels, four steel wheels, one restyle wheel, a gearbox, two bonnets and assorted new repair panels.

It turns out that the car had belonged to a MASC member (Richard Morris) back in 2001 who presumably started to restore the car at some point and then abandoned the project and passed it on to John Edwards. John is a South African who worked for the Duke and Duchess of Grafton at Euston Hall, hence the slightly exotic location of the car. I think pressure of work prevented John from spending much time on the project and now that he is returning to South Africa he has had to dispose of the Sprite. Two weekends, two Volvo loads of parts, two hefty guys and a flatbed truck later and BWD 778B has a new home (in my workshop and greenhouse) together with FYR 878C and GFR 882D (strange coincidence that they all seem to be sevens and eights).

The car came with bills for almost £1000 worth of new parts and a Heritage certificate, most of which seem to be present although I have yet to catalogue the contents of the plastic boxes, so the £100 or so transport costs to move it was probably money well spent. A stripped Sprite body tub is not all that heavy and so three of us managed to lift it from the back of the flat bed truck and place it on trestles in the back of my workshop, even the engine is liftable and can be carried by two people.

I have done a little welding on the new project since the rear panel had enough holes drilled in it to make it useable as a colander (it even had holes for the later reversing lights) you kind of feel you have to make a start to make it yours. It is very tempting to work on this Sprite rather than the other project since that fully stripped body at a good working height is so much easier to get at than the other project. I think I am going to need a new boot floor and maybe a couple of other small body parts but otherwise



everything seems to be there to complete the body restoration.

It only remains for me to wish you all a very very merry season of gastroeconomic excess and a great new year.

See you at the Mad Cat in January.

Dave Dixon



Cambridge Year in Pictures







Home Counties North West

The Odds and Sods Group

First Group Report!!

This is a late report, I know, but the event is well worth recording. This 'new group' (still to be named) met for the second time and headed for the Annual Vintage and Classic show at Turweston airfield on September 18th.

Four cars (twice the number of our previous outing) met at The White Horse at Eaton Bray and, led by Mark, a native to the area, had a good run, in improving conditions, to Turweston.



New to the group, Ian was with us from High Wycombe in his RB Midget; Mick in his newly unwrapped Frogeye; Mark in his; and Pat and

myself in our MK111 'Red Lady'. We made a bold stand in a parking area filled with many and varied examples of the old British art of constructing things of ingenuity and beauty (and not!).

About a hundred motor cycles reminded us of the past mastery of the Brits. in this field before the far east overwhelmed the industry. They were beautiful to behold. (The bikes not the far east).

All the time aircraft of all shapes, sizes and ages were flying in and out but there was nothing in the way of a flying display such as we had seen at Little Gransden. Late in the afternoon a Vickers Vimy, First World War bomber, flew in. A most impressive machine given the apparent crudity of construction. How did it stay in the air? And where can you get string that strong?

This is a day well worth attending and is on our calendar for next year.

Once again we issue the invitation for members in the Beds, Bucks, and North London areas to join us. We may call

ourselves The Odds and Sods Group Home Counties North West.

Contact either:

Mark, 01296 660103 MarkDHall@aol.com

Or Chris, 01707 261567

chrispat@holwell8,freeserve.co.uk

Chris Jackson

October Run

After our successful trip to Turweston Airfield in September the North West Home Counties area held our first road run on 23rd October. We braved the late October weather to get out and about in the lanes of north Hertfordshire and we were rewarded with a great drive in the sunshine.

The route, perfectly planned by Chris and Pat Jackson, took us from our rendezvous at the Tesco store in Hatfield around a figure of eight loop skirting around Ware, up towards Royston and finishing at the Bell Inn, Benington near Stevenage. We covered around 60 trouble free miles on a route that included roads of all types including some very narrow lanes where I was glad Chris was in the lead. The Bell Inn is a fine aeronautical "themed pub" that served up good wholesome pub grub, just what I needed after an early start and a relaxing end to the morning's drive. There were four Spridgets on the road,



Chris and Pat in their Sprite leading the way, Steve and Tracy from Pinner in their Midget, Lillian and Vic, first timers from Welham Green and Jen and I bringing up the rear in our Frogeye. Unfortunately, Ian Hooper's Midget is laid up for the winter, but he was able to join us for lunch. After much food and chat David, the publican, gave us the key to his garage and we were all able to admire his pristine 1935 Singer Le Mans, a very nice car indeed!



Next we are planning an area Christmas lunch and then a full calendar of events throughout 2006. As a new area we are still planning our calendar for 2006, but we will be arranging a regular monthly get together to catch up on all things Spridget and intend to organise various other events. Our aim is to have something for everyone! Road runs, treasure hunts, visits and shows for those that like a good polish. So if you live anywhere in and around the North West Home Counties and would be interested in meeting up with a

group of like-minded enthusiasts of all ages then e-mail either me, Mark Hall; markdhall@aol.com or Chris Jackson; chrispat@holwell8.freemove.co.uk We would be pleased to hear from you.

Mark Hall

Ed says: Welcome to the new boys, going to have to put more pages in Mascot if we keep growing at the rate!!

South Staffs Area Report

November at the Green Man

As the year draws to its end the Area was visited by our close friends from Warwickshire this month. Many of them were kind enough to wish me luck as Chairman, (Thinks... What do they know?) and offers of help were also forthcoming. (The Official Title is Chairperson and if you wish to think of me in those terms please fell free.)

Our ranks were a little depleted but we still managed a few lively debates between both groups. I had Alan's offer of the venue for the AGM confirmed too, but you will know that by now, all branch area organisers have been asked to spread the news.

We are plunging into a winter of five speed gearbox replacements too. Both Johns, John 1 and John 2 are having the luxury alteration done, John 1 doing it himself and John Wragg called me to shoulder the blame onto my wide shoulders, 'cos "I started it, etc!" I don't mind John, it is only what BMC Rover MG would probably have

developed for the Midget if budgetary restraints hadn't ruled...

And while the Johns "go large" with five speeds I am changing Lara to utilise the Frontline Front End conversion, another winner in the fight to enhance the Spridget driving experience. I got mine at the Classic cars show, NEC. Got it at a respectable saving too.

This week of course Geoff and I took a run out to Warwick's again. Partly 'cos we often do but also because I wanted to thank them for their stalwart efforts at the NEC, which I did on your behalf. Many of SS&NB members were at the NEC on Saturday and at one time with our guys, Warwick's guys and a whole batch of our friends from the BBS there seemed to be about a hundred people in and around the stand. A marvellous start to my chairpersonship, thanks all!

Soon!

Bill Mohan



Surrey Area Report

First and foremost, to confirm once again for those who may not have read last month, Surrey Area is moving its regular meeting date to the 3rd Tuesday of each month, starting from January. However, see below for details of the January venue, which IS NOT the Blue Ball!

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

Last month we were all looking forward to the NEC Classic Car Show, and it certainly did not disappoint.

Well done indeed to the Warwickshire area for mounting the stand, and to John Pratt in particular. The cars were of wide interest to those attending, as for once none of them were standard.

Stuart's Rover V8 with 4 wheel drive was wonderful, and wow, loved the tailpipes! It's engineering was superb, and he is to be congratulated all round. Dave Parker's K-Series just shows what can be done with an otherwise virtually standard body, and the Healey Frogeye is still a very clever piece of kit, well built, – so sad that Keith Brading didn't make more than the 250 or so produced.

Did others see the Citron Yellow 1973 Midget on the Auto Glym Concours stand? Anyone know how it fared in the prizes – it's new owner had bought it as is, but was committed to driving it and enjoying it afterwards – sounds like a MASC man to me!

And so we look forward our ladies trip to Cologne, and the tales that are brought back, and of viewing Mike's Photo competition – Ashley brought in to the Blue Ball an excellent pic of him in the 70s sitting on a Midget bonnet, found in his loft by his daughter!

Also present at the Blue Ball was Steve McQueen, alias Alan Anstead, who had purchased a real McQueen Le Mans jacket at the NEC!!

Deposits for the Christmas dinner are now all in, so that will round off yet another excellent year for Surrey, especially the great company

of so many members from our neighbours the CZ Area, and new arrivals thanks to the Website's Bulletin Board!

o, note that the Christmas Dinner will NOT be at the Blue Ball, but the Kingswood Arms, as last year.

Finally, to combat the winter nights please note that the January meeting will also NOT be at the Blue Ball, but at the Warren, Sports & Social Club, Croydon Road, Hayes. For those using post codes to find it, the Post Code is

BR2 7AL. We'll be viewing our films of the last 2 years trips around England, and any other old celluloid that members care to bring along celebrating our glorious motoring history.

That's enough for now, so it just remains to wish all our friends in Surrey, CZ, and all other Area groups, the Committee, a very Happy Christmas and a restful New Year, and thanks Mike for another year of excellent literary coverage,

For any local news, don't forget you can catch me on –
dandcwright@ukonline.co.uk

David



Ed says: As a Surrey boy it was tough excluding this photo from the final cut. The Joys of impartiality.





Transported back in time



Remember the excellent restoration job done on the BMC works transporter (*Mascot* April 05)?



Restored original (red) and its long lost sister badge 960PJO, used first as a mobile Dealer Training unit and then as a parts & workshop support badge for the competition dept. Thumb nail shows a poor quality B&W press photo of it in its heyday.

Below is its older brother LBL405, which pre-dates the Red unit and was mainly used to transport the original MGA works cars, seen at Silverstone in July.



1 Bob Miller Scotland



2 Daffodil tour and Ollie's bike



5 What no Mondeos?



MASC Compe

This year's traditional centre p given over to the best of the and in particular 'previously last twelve PHEW, was that ever

RESULTS/WINNERS? Well, that's editor but I don't feel qualified to favourite photo selection. So its go (see editorial for method). Or may all it was his idea!! Enjoy...

PS: If your photo is here but not c give me full details, or somebody info, sorry!



6 Carson's October



9 When s a FORD not a Ford?



10 The GAN's all here



3 Weggis Switzerland car run with Southern Classics 2005



4 2341UE NW Area

Photo etition



7
D Zimmerman
Ohio USA

page colour spread has been
Club's photographic talent
unpublished photos' ©. The
a hard job!!

down to you. I may be the
choose the membership's
going to be a membership vote
ybe I'll just ask Carson, after

credited then you either didn't
else sent it in or I lost the



8
On the move



11 Life's a beach



12 J40 Oliver NW Area



Ref No.

62-447 TECHNICAL SERVICE MANAGER/1959/10

27 February 1959

TO ALL CAR DISTRIBUTORS, DEALERS & STOCKING TRADERS

Dear Sirs,

WORKSHOP MANUAL: AUSTIN-HEALEY 'SPRITE'

Enclosed, with compliments, are the following additional and revised pages for insertion in the above volume.

<u>Pages</u>	<u>Issue</u>	
i & ii	2	Amended: Address on title page and 'Introduction'.
iii & iv	2	Amended: 'Contents' to include 'General Information' and 'Maintenance Attention'.
GD.1 & 2	2	(Amended: Engine performance data, crankpin standard diameter and crankshaft regrind sizes. (Added: Metric conversions in 'Fuel System' & 'Clutch'.
GD.3 & 4	2	Amended: Rear spring and brake data.
GD.5 & 8	2	Amended: Control box designation.
GD.7 & 8	2	Amended: Kerbside weight.
G.I.1 & 2	1)	
G.I.3 & 4	1)	
G.I.5 & 6	1)	Added: New Section.
G.I.7 & 8	1)	
G.I.9 & 10	1)	
M.A.1 & 2	2)	
M.A.3 & blank	2)	Amended: 'Regulator Attention' becomes 'Maintenance Attention' in latest style.
A3 & 4	2	Added: To 'Draining the susp' of Section A.5, reference to cleaning the oil filter.
A5 & 6	2	Added: To item (3) of element renewal procedure of Section A.6, reference to seal below filter element and to last paragraph of Section A.6 reference to cleaning the oil filter.
A19 & 20	2	Amended: Service Tool Part Nos.
A21 & 22	2	Added: To 'To instal' of Section A.30, reference to WEL-SEAL.



P. T. O.

Copy of a service bulletin dated 27th Feb 1959, updating the Sprite workshop manual

Interesting as it shows (in Colour) the service logo for BMC and the original "The Austin Motor Company Ltd" script. Also, Austin's own Royal Warrant at the bottom of the page. Phone number for Austin: Priory 2101 (nice period touch)

Thank you to David Wright of Surrey for loan of the original documents: Ed

... Hope you enjoyed our competition, don't forget to VOTE. Mery Christmas

Scotland Report

At our last natter Carson threw envious glances at an affectation that Craig had strapped to his boottrack – namely a fetching leather valise. The clincher was when he heard that such items had magical properties to make Midgets go faster! So Craig was procured to scour Brittania for an equivalent. At our November natter he duly arrived with a handsome suitcase, last owned by Gregory Peck and for which 3 Heeland Coos sacrificed their lives circa 1936. I have had smaller hotel rooms...still, at least we have a ready made marquee for our summer events! Speaking of which we have fleshed out a kaleidoscopic calendar of runs for next year ... Ahh but more of that from Carson anon, sufficeth to say that the Eric Flak frogeye phoenix run is already drawing interest from long odds bookmakers and others interested in improbable myths. JK Rowling has pledged support, but we told her no Ford Anglias allowed.

A vibrant natter saw Eric blowing hard about superchargers – apparently they need a 96" exhaust pipe ... fascinating. Alan lamenting

the loss of his Viva (not sure if that is Joie de or the motor!) and trying to convince us that a Rover 416 is a great car...in the same way that Les Dennis is a great comedian. The funny turn of the night was Louis the Chihuahua in his MG Midget bodywarmer – well the club was looking for new ideas for regalia. Sadly the production line is a bit slow as John can only knit one pearl less, but orders are being taken now for the Olympic edition – all orders to Mike. Louis did like the monster case though and bought it as a kennel for his friend GT the Collie.

Our Xmas Club nosher plans are well advanced – just turn up at the Popinjay at 12.30 on the 11th of December and fill your boots at the carvery. Betty and John are threatening to come in their recently acquired 1967 Midget TUW8F and Alan on his bike. The only man capable of cooking a turkey on a camping gaz stove ... he put the sc in scrooge, but we missed him at the last couple of natters. Can't wait 'til 2006 so I can put up my Carsoni Calendar...

Bob Miller

Round The Bend

I call myself Nerves-of-Steel Thomson which is the most monumental of all the lies. For never did I have the bravery of the boy in an exam [this is a long time ago] who answered the question 'What is the future of coal?' with a monosyllabic 'Smoke!'. The nearest I ever I got to anything like that was 'Sicily is an island owned by Greece attached to Italy.' I still don't accept the answer was wrong which explains why I'm dangerous as a navigator. However, as the geographic deficiencies continue, in an attempt to buy directional self- help, I got a power boosting ignition mapping device fitted to Hulot. I call this piece of kit 'Vasco da Gama,' after the great Portuguese explorer who sailed off the edge of the world and returned. Unfortunately, there must be something wrong with the kit, because I'm still out of puff and I never navigate back onto our routes and only meet up with the chums at the start of the following month's outing. However, when Bob Miller is on the maps, things are

brilliantly different and that's how I now know where Holland is – turn left at Zeebrugge and listen to Bob's directions that I cunningly tape recorded for the future which is fine if I want to visit Richard Rieksen at the German border, but useless for Arie de Best who lives near the coast.

The reprise act, the return to a subject isn't me. But this seems so important: just as Barry Stanage does magnificently in the small land of Northern Ireland with his reports; so might Anglophile Arie de Best from hugely populated, but near equally lonely Holland, with the pledge of a letter from there. That's why this article was originally called-' the lost ramble' – for if Arie's words don't arrive, then we will all have lost something worth having – a Midget message from Europe opening up a continent.

Don Carsoni

This is a one-time indulgence because of my on going problem of who owns Sicily!





**Some More
Images from
Yorkshire's
Daffodil Tour**



Yorkshire Report

Quiz Night

Eleven of us took up the invitation from the South Yorkshire area of the MGCC to a Quiz Night on 26th October. Jason, Michelle, Sue, Nigel, Tim, Sarah, Ann, Pete, me, Mark and his son Mitchell. This was held at their natter venue, The Wortley Arms, Wortley near Sheffield. Our team was Jason, Sue, Tim and Ann and they did us proud. With 31 points out of 40 they were the clear winners by some 4 points. We enjoyed a very pleasant social evening starting with a hearty supper of pie, peas and lovely chips. Quite a few of the MGCC members there were Midget owners so there was plenty to talk about over the meal before we got on to the quiz. Thanks to Geoff and Pauline for organising it all.

November Natter

Despite the wet and windy weather Mark and I decided to drive my Sprite (just back on the road after a year) to the meeting at the Armytage Arms in Clifton, Brighouse. We found ten others already there, mostly those living a lot nearer than us. Matt and Lizzie and Tim and Sarah had decided to come to the meeting instead of packing. Matt and Lizzie are due to complete on their first property purchase together tomorrow. Tim starts his new job in Bolton on Monday and both he and Sarah are moving the following weekend. Sarah will then start job hunting. Matt's Midget has clutch problems at the moment following a change of gearbox. Tim's Midget, Holly, is looking for a nice safe lock up over in Lancashire. It was a nice surprise to see Ian and Claire there as Claire is normally busy on a Thursday evening. During the summer they went on an MG run that took in the Industrial Museum in Bradford that includes a motor transport section (Jowetts were made in Bradford). I also discovered that, like me, Claire is very keen on real ale. We hadn't seen Martin and son Matthew since May so I was expecting them to tell me their Midget is finished. However, since Martin started his new job they have done very little to it. Maybe too busy with that Mazda! I hope coming along has renewed their enthusiasm to complete the car. Martin

did say he'd take some photos and bring them along another time. Josie and Nick had arrived before us too. Their Midget is having a bit of a rest, having recently done the HRCR Autumn Leaves run in the Forest of Dean, whilst they play with the new 997cc Mini Cooper and get everything working as it should do. Simon arrived much earlier than usual. He and Trevor did the Hexham Historic Rally night event again at the beginning of October and came a creditable 6th overall and 1st in class. He at last had a chance to test the new gearbox and an engine rebuild is next on the agenda. Nigel and Sue came in their 1500 again. They have been taking part in some of the Ilkley and District Motor Club activities when weather permits, but they are also busy supporting their daughter, Jenny, with her cycling. It was good to see Mike Y again, travelling across from Manchester. He is planning to re-shell his MGBGT over the next year. The car is of sentimental value to him. Shawn was not his usual cheerful self but I think he enjoyed chatting to Tim L about engine modifications. Tim L had hoped to talk more with Mick about K series matters but Mick couldn't make it to this meeting. Arthur was a late arrival looking a bit black and blue, the result of a fall whilst out walking in the Lake District the day before. He hadn't let his discomfort prevent him from collecting his Froggy that has now been fitted with new rear Peter May shock absorbers and a refurbished gearbox.

Classic Motor Show NEC

Matt and Lizzie, Tim and Sarah and Mark and I were there early doors on the Saturday giving us plenty of time to stroll around the show before the agreed 1pm meet at the MASC stand. Well that was the theory. Mark and I were still in the first hall after 3½ hours. It was good to meet some



of the Warwickshire Area folk manning the stand and others sporting the badges that Gary L produced following discussion on the BBS. It was good to meet David Wright, David S and John from Surrey. Ian from our area turned up for a short while and Mark spotted Peter from the NW so I spent a few minutes catching up with him. Good to see Guy and Hazel from Kendal again. We met them in March on Tim's Easter Run. Bill was there, of course, so I got to meet him at last and I also had the chance to chat with Nigel Williams. Met loads of Spridget people on the stand because it did attract a lot of attention. Most of the time you couldn't see the cars for all the people milling around them making it difficult to take photos. We enjoyed the show and did eventually manage to see the other halls.

Anita's Sprite



Next Meetings (7.30pm onwards)

Thursday 1st December – Mason's Arms, Hopperton, Knaresborough HG5 8NX
 Thursday 5th January 2006 – pub in Bedale area. Please contact Anita for details on 01423 862738 or mobile 07720 725429 or email spridget.girl@ntlworld.com
 Thursday 2nd February – venue to be decided

Anita

Warwickshire Report

A number of us visited the Restoration Show at the NEC on the 30th October, mostly the men searching for spare parts and bargains to support their winter projects. At the beginning of the month, a group of us ventured north to meet with the South Staffs group at the Green Man in Middleton Village. It was purely a social visit and we did not use the little cars, but travelled comfortably in our saloon cars through the rain.



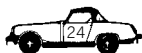
Our Chairman at the Stand

This was the month of the Midget and Sprite Stand at the NEC. Our new chairman had been drumming up support and at 1 o'clock on the Saturday; so many people arrived that the cars could not be seen. Work started for our team at least one month in advance with meetings and phone calls to organise cars and stand materials. John acted as co-ordinator, but it was not a straight forward

job, with the show details going elsewhere initially, and with the pictures and display stands being stored in Derby, it took an afternoon of Chris' and Alan's time to collect them. The stand looked great, with the gazebo borrowed from Dave and we signed up a number of new members and had over 40 membership forms taken away. We also sold almost £200 of regalia. The cars, of course, were the main attraction, as we intended them to be, but what is clear is that we need to update our stand materials to 21st century standards and to store them somewhere central so that all areas can use them. We may be an amateur club, but we don't have to appear the "poor relatives" of the show. However, it was a very successful event and thanks must go to John for his persistence and organisation, Dave, Roy and Stuart for allowing their cars to be shown, Alan and Chris for ensuring it all happened



The Club Stand at the NEC



and all members who were prepared to be on duty at the stand, plus all that visited.

The theme this year was modified cars and the cars were the stars, especially Stuart's. One gentleman described it as a magnificent piece of engineering and a lady was prepared to write a cheque for £22,000, but it is not for sale. The interior of the car is not finished yet, as it needs a retrim and seating that is suitable for Stuart's Mum, but he aims to have this ready for the MG Show. The car has a Rover 3.5 litre V8 engine with 4.6 litre cylinder heads, Vitesse 9.75 : 1 compression pistons, D.J.E. 210 camshaft, a Weber 500 4-barrel carburettor and a lightened and balanced flywheel. The gearbox is a Ford Sierra 5-speed 4x4. It has modified Ford Sierra axles with shortened drive shafts and the braking system consists of a Midget 1500 dual circuit master cylinder with Ford Sierra discs and callipers front and rear, with EBC green pads all round. The suspension has at the front and rear, a twin wishbone with height adjustable coil-over shock absorbers, an adjustable castor, camber, and tracking on the front, with adjustable camber and tracking on the rear. The body looks impressive, being a 1972 round wheel arch one with reinforced chassis, steel flared wheel arches and bonnet bulge. It is finished in a deep metallic blue, standing on large alloy wheels. Stuart had only just completed its build with the MOT being less than one week old.



Stuart discussing his car

Dave showed his easily recognised Austin Healey Sprite MK 4, with a Heritage body shell and which was built in 2001. It has a 1600 cc Rover K Series engine, with twin 40 DCOE Weber carburettors and a bespoke cold air box with remote K N filter. It has 3D electronic ignition and a large bore exhaust manifold and system. The power out is approximately 120/130 bhp. The transmission has a Lockheed racing clutch with Ford Focus hydraulic release bearing and

a Ford T9 five-speed gearbox, with modified propeller shaft and a Ford 105e rear axle. The brakes are Bremse 4 pot 54mm alloy callipers with 203 mm rear drum brakes. The suspension has telescopic dampers and negative camber brackets from Frontline. It has a bespoke 5-link rear suspension with panhard rod. It has a lightweight / high output alternator, electronic tachometer, electronic speedo, Cibie headlamps, an electric fan and Rover 400 diesel battery.



Dave with his car

Roy presented his Isle of White Frogeye with a fibreglass body that was so well finished that many thought it was the original steel construction. It was number 149 of a batch of 250 cars built on The Isle of Wight, by Keith Brading, and with the personal sanction of Donald Healey, hence allowing it to be called a Healey Frogeye. The running gear can be from any Spridget, but this one is from a 1971 Sprite 1275 cc bored out to 1330 cc. It has disc brakes and a conventional 4-speed gearbox, with ribbed casing and Indispension rear suspension. The chassis is galvanised tubular steel and with this excellent power/weight ratio, it gives a lively performance.



Roy and his Frogeye

We will be meeting at the earlier time of 7.00 pm for 7.30 pm serving at our next club get together, which will be Christmas dinner and not much of anything else. Mo and Phil are hosting the Scrap-eat Challenge on Friday, 30th December. They would like you to bring refreshments (leftovers), an invention idea with visual aid or prototype model and a piece of music you would turn up when you're driving. They would like to know whether you are coming or not, so if you haven't already done so, contact them soon.

With next year's calendar, unfortunately not Carson's, at the ready, we started to plan an outline of events. Alan has already organised the Ireland trip, leaving on 27th May and there is the Classic Silverstone Event from

28th to 30th July, which Bill is keen to encourage as a club main event. The programme for next year will be similar to this year's successful season with old favourites repeated and some new ones to add interest. Suggestions include: a Wiltshire White Horse Run, a Worcestershire/Shropshire Run, a Peak District Run extended to include Yorkshire, John's Mystery Tour, the Goodwood Revival, the Sandwell Rally, Ludlow Classic Cars, Prescott Hill Climb, a Castle Coombe Track Day, Shelsley Walsh and the possibility of a Christmas or New Year run. At this stage, all proposals and offers to organise an event are welcome.

Chris and Sheila

NW Area Report

The visit to Auto Historic has been postponed until January. The reason for this is that they were moving premises, which was unfortunately delayed. Anyway, this will give us something to look forward to in the new year. If you are interested in this visit then please contact me on 01772 432138 or e-mail lesrobinson@blueyonder.co.uk

For next year we are planning on having a few of the meetings at different venues

although the main meeting place will still be the Kiltren. Hopefully this will make the club accessible to more members. Details will follow in the new year.

Well that's it for now so happy Christmas and all the best for the New Year.

Mr Grumpy

Northern Ireland Report

The difficulty that I am experiencing now is that how do you write a report whenever nothing is happening? I did have the Midget out for a good run yesterday with the hood down, but all that I succeeded in doing was using up quite a lot of petrol whilst I called in with (hopefully) a prospective member who is building up a Midget from scratch. It looks like he will end up with a beautiful and very practical car that will be able to go like compost off a shovel. I enjoyed the run in the car anyway and it was good to have a blast as some of the canny Scots might say.

Before I rant on any further, may I wish our new Chairman and the rest of the committee (both old and new) all the best for the future.

May I also add my good wishes to John Ruderman and the others who can now sit back in a relaxed mode and criticize any changes that the newly formed committee make. I read with interest the article that Sue Judd put into last month's magazine and just thought to myself that, if she wants to see some more interesting roads up in the north of the island, I can certainly recommend some. Now, there's a challenge if there ever was one! Finally, may I wish all those who have made plans either to improve or to rectify any problems with their cars all the best over the winter months ahead and may all their nuts fit their bolts which also fit the holes in their cars.

Barry





SILENT SPRITE



DRIVERS of the Austin-Healey Sprite and MG Midget can be excited if they seem a trifle deaf in one ear, for over the years these cars have been blessed with one of the noisiest gearboxes in the business! The noise can best be described as a rumbling whine that magnifies on the engine revs build up... until a point is reached when the gear lever vibrates in sympathy, adding to the din.

Recently, BLMC improved matters on production cars by fitting sound insulating felt on the transmission tunnel and using a gear lever with a rubber bush in the base to discourage vibration. The latest lever and its associated parts can be fitted to earlier cars — and our step-by-step guide shows how.

All parts are available from BLMC dealers, but don't expect them on an over-the-counter basis. Our local BLMC man had to order them for us. The appropriate part numbers are given in the first drawing. We also used four self-tapping screws (part No PTZ 805.)

Our sound insulation treatment was achieved using some spare pieces of insulation material we had in our workshop. For those with less productive workshops, the BLMC man can apply thick felt from a roll.

Strictly speaking, for a perfect trim job inside the car, you should use the carpeting from a 1971/2 car over the belted tunnel. But if you're not too fussy about the fit, it's a lot cheaper to use the existing carpet —

as we did.

NEC Classic Motor Show



We had members visit from places as diverse as Dundee, Middlesbrough, Kent, North Staffs, Wales etc, who would benefit if they had a local group. We really must try (data protection act etc permitting) to bring people together, perhaps by county to start with. Remember it only needs two of you to meet once a month at a convenient pub and you have the makings of an Area Group. A quick note to

It was an absolute joy to meet so many enthusiastic M&S Club members during the Classic Motor Show in November. Despite having the worst cold for many years it was a privilege to talk almost non stop for three days about our favourite cars.

One overwhelming observation was the realisation that many of you are not fortunate to be within a reasonable distance of an existing Area Group. Whilst you appreciate the efforts of Mike North who consistently produces a quality magazine, there is much more to membership of the club. Being part of the Warwickshire Group adds considerably to the enjoyment of ownership of our Sprite and Midget for Ann and myself with plenty of advice available and good friendships made.



the Editor for a mention in *Mascot* and you will soon have things moving. It appears that most groups are flourishing, are very informal and do their own thing without any rules or red tape.



Clearly we now need, with the committee's approval, to spend some money and raise the profile of our exhibition display to reflect the expectations of our members and the undoubted popularity of our cars. It was amazing how many people visiting our stand and already restoring Spridgets, did not know about our Club. They do now and Nigel Williams signed up several on the spot!

I would especially like to thank Chris Yates and Alan Couch for the stand assembly, Dave Parker for loan of gazebo, Gary Lazarus for name tags, Dave Parker, Stuart Gunn and Roy Cole for three fabulous cars, Chairman Bill for the Bulletin Board Invasion and all the members who gave their time so freely to man the stand.



Thank you all.

John Platt

Ed says: Great show, great stand, great club, great day!

INTERIOR TRIM

Midget & Sprite—All models and years

SEATS

Seat cover set (Bucket type) £89.95
 Seat covers set (1963–80) Original vinyl £85
 Seat covers set. Luxury leather (all years) £195
 Exchange Rebuild seats. Vinyl £195
 Exchange Rebuild seats. Leather £299
 Rebuild seats delivered anywhere.

Speciality is full interior colour changes, supplied for you to fit.
 If you don't see item required. Please enquire.

CARPETS

Carpet set. Black or Colours £65
 Foot well carpets only (PR) £17.50
 Under seat carpets (PR) £19.95
 Boot carpet Mat £25
 Various other carpet sections available.

TRIM PANELS

16 Piece Trim Panel kit (Doors etc) £89
 Door trim only (PR) £38
 Foot well side Trims (PR) £17.50
 Sill Trims (PR) Below doors £15.50
 Rear wing Trim Liners (PR) £17.50
 Various other Trim Liners available.

Other classic cars also catered for. Please enquire.

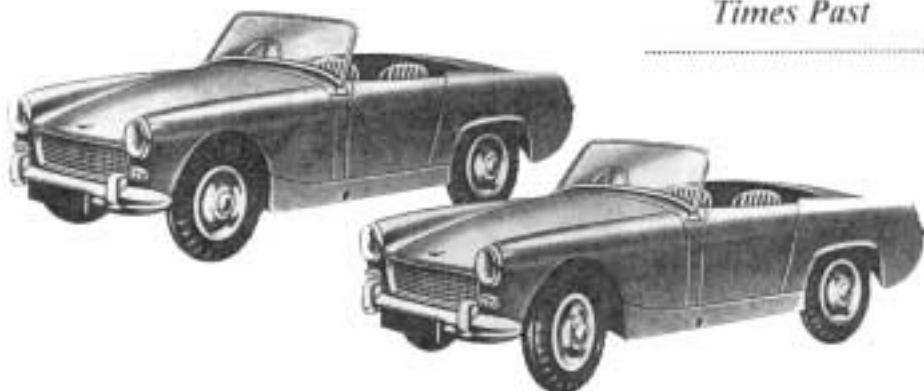
Friendly advice and delivery anywhere. Contact **Mike Jasper**.

Tel. Order with Visa, Mastercard & Switch

“CLASSIC BRITISH SPORTSCAR TRIM” TEL. (01752) 227789 Day or Evening



.....
Times Past
.....



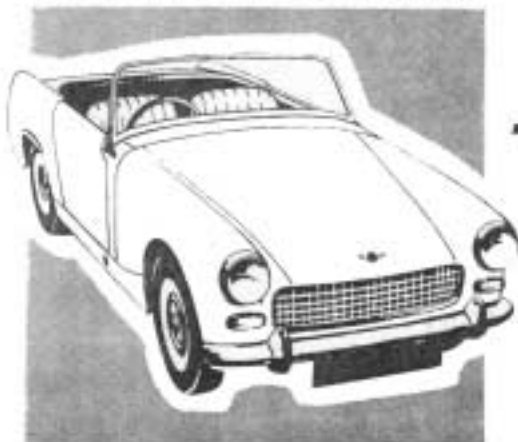
AUSTIN-HEALEY SPRITE Mk. II *now available as a DINKY TOY*

Dinky Toys present an elegant re-styled Sprite, with all the special Dinky Toys extras, fingertip steering, 4-wheel suspension, furnished interior, sprayed bumpers and fittings, dashboard, gear lever, rubber tyres and steering wheel.

Austin-Healey Sprite Mk. II, No. 112 Length 3½"

Price 4/-

MADE BY MECCANO LTD., LIVERPOOL



DINKY TOYS

for
realism and
value

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



Mystery Car Competition

Ed says: Another NO PRIZE Christmas competition. Answer on inside rear cover.



<p>1966 5-25-13</p> <h2>M.G.</h2> <p>Make: The M.G. Car Co. Ltd., Abingdon-on-Thames, Berks, Telephone Abingdon 251</p> <p>BUDGET</p> <p>4 cyl. 62.9 x 76.2 mm. 948 cc. OHV (1961/62) 4 cyl. 64.58 x 83.72 mm. 1098 cc. OHV, Oct. 62 on Jan. 63. Powered by twin-carbs, version of BMC 'A' type engine, IFS, hydraulic braking system. Standard equipment includes: Storage bag, windscreen washer, etc., etc. Oct. 62. Engine capacity increased to 1098 cc. with new type synchromesh gearbox, front wheel disc brakes replace drum type. (Introduced at £870) Mar. 64. Mk. II Modified 1098 cc. engine with twin-carbs. Improved rear suspension. Redesignated fella and steering wheel. Windig windows and hinged quarter lights. Windscreen wiper standard equipment. Optional extras: Heater £15, Hardtop £30, Oil Cooler £8, Wire Wheels £30, Laminated Windscreen £5, Anti-Roll Bar £3, Hi-Low Flasher £1, Tonneau Cover £5. Term: 5-20-13</p>		<p>SPORTS</p> <p>3s. 2dr.</p> <table border="1"> <tr> <td>July 1961</td> <td>460</td> <td>375</td> <td>315</td> <td>270</td> </tr> <tr> <td>Aug. 1962</td> <td>450</td> <td>405</td> <td>365</td> <td>290</td> </tr> </table>		July 1961	460	375	315	270	Aug. 1962	450	405	365	290															
July 1961	460	375	315	270																								
Aug. 1962	450	405	365	290																								
<p>1098 cc. Eng...</p> <p>Mk. II O.H.V. 12" 31" W. 5' 5"</p>		<table border="1"> <tr> <td>Nov. 1962</td> <td>599</td> <td>455</td> <td>405</td> <td>315</td> </tr> <tr> <td>Jan. 1963</td> <td>599</td> <td>485</td> <td>435</td> <td>345</td> </tr> <tr> <td>" 1964</td> <td>599</td> <td>525</td> <td>470</td> <td>*</td> </tr> <tr> <td>Sep. 1964</td> <td>624</td> <td>585</td> <td>525</td> <td>*</td> </tr> <tr> <td>Jan. 1965</td> <td>624</td> <td>*</td> <td>*</td> <td>*</td> </tr> </table>		Nov. 1962	599	455	405	315	Jan. 1963	599	485	435	345	" 1964	599	525	470	*	Sep. 1964	624	585	525	*	Jan. 1965	624	*	*	*
Nov. 1962	599	455	405	315																								
Jan. 1963	599	485	435	345																								
" 1964	599	525	470	*																								
Sep. 1964	624	585	525	*																								
Jan. 1965	624	*	*	*																								
<p>1366</p> <p>4 cyl. 64.58 x 83.72 mm. 1098 cc. OHV Oct. 62. Transversely mounted engine, twin S.U. carbs (55 h.p.) 4-speed gearbox, front wheel drive and front wheel disc brakes. Independent hydraulic suspension and rack and pinion steering. Superior quality interior with large passenger in front doors. Oct. 64. New diaphragm spring clutch fitted. Saloon De Luxe 2 dr Model—Export only Optional extras include: Leather Seat Trim £13, Dustone £15. Term: 8-50-13</p>		<p>SALOON DE LUXE</p> <p>4756, 4dr. 4c. O.H.V. 12" 31" W. 5' 0"</p> <table border="1"> <tr> <td>Nov. 1962</td> <td>713</td> <td>540</td> <td>485</td> <td>390</td> </tr> <tr> <td>Jan. 1963</td> <td>713</td> <td>585</td> <td>525</td> <td>430</td> </tr> <tr> <td>Sep. 1964</td> <td>714</td> <td>640</td> <td>575</td> <td>*</td> </tr> <tr> <td>Mar. 1965</td> <td>742</td> <td>*</td> <td>*</td> <td>*</td> </tr> </table>		Nov. 1962	713	540	485	390	Jan. 1963	713	585	525	430	Sep. 1964	714	640	575	*	Mar. 1965	742	*	*	*					
Nov. 1962	713	540	485	390																								
Jan. 1963	713	585	525	430																								
Sep. 1964	714	640	575	*																								
Mar. 1965	742	*	*	*																								



Interesting Midgets from the World of Motorsport



X Works MG Midget 138DMO. Originally the prototype for wind up windows and originally with Reg number MG1 (what's that worth!!!) it was used for a lot of promotional work. Later fitted with the forerunner of the 1275cc engine it was campaigned by the works competition dept. and gained valuable development data. Another nice car.

Ed



Colin's Sprite at Headland Hotel, Newquay



Seen Abroad Double Feature



Ed says: Just to prove that Ed does take his camera abroad. These two were seen in Cyprus earlier this year. Not Spridgets but British, so next best thing and one with a A series engine. The Morris pickup looked like it had just done a delivery to the plumber on whose ground it was parked and then left there for 20 yrs!! The Mk 10 Jaguar is even better, it is for sale, has been for the last three years, on the same spot!! You can just see the tape haggling from the back window. The sign has long fallen down onto the rear parcel shelf. So what have YOU seen abroad???

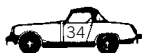
(sorry ☺)





From Pan American World Airways System, Atlantic Division, International Airport N.Y. (Idlewild). Speeding to the races - Five Austin-Healey "Sprite" racing cars line the interior of the Pan American World Airways Cargo Clipper that flew them to New York from London. The cars and spare parts are enroute to compete in the annual Sebring races in Florida which is held during the week beginning March 20th. Handwritten note on back of picture: March 17th, 1961, N. Walter, Pan Am Cargo Supervisor at Idlewild (JFK).

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



Letters

First Letter/First Spriget

Having read a number of "First letter/First Spriget" notes in *Mascot* I thought I would do the same.

My son, one of three children, was able to purchase a 1978 Midget 1500 previously owned by a local farmer. Its black with beige trim with less than 6000 miles, believed genuine from previous MOTs! We had indicator problems at the last MOT, traced to the hazard switch (*Late model: Ed*). The biggest problem is water leaks around the screen/scuttle area. Could this be the screen seals? I assume the whole screen has to come out to change the rubbers?

Future mods will include a brake servo as these cars need to be able to stop!!

My eldest brother purchased a FROGEYE back in '58 when they were new but sold it to make way for his first born. He also gave me my first car, a 1938 BSA scout!

There don't seem to be many members in South Wales, too wet for convertibles???

Glynne Jones

West Glamorgan

PS: Any tips on the leak into the scuttle would be welcome!

Ed says: Re-typed from handwritten note. Edited for length and content (phew!)

Another First

I have this old photo of me with my first MG Midget MK2 1965 reg EUC 986C photo dates to 1972 that's about 33 years ago note the RUST on the sills. I think this is how I got to make so much for cars.

Ashley

Surrey Area

Ed says: Not quite Photo competition but interesting.



Engineering Excellence from the World of Motoring



Ed says: What were they thinking! (Engineered to comply with local Type Approval regulations in Scandinavia) Have you got a worse example? Send it in please.



Market Place December

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

New (old new stock) Front Wheel Arch Assemblies, both r/h and l/h sides part numbers CZJ432 / CZJ433. Genuine 'British Heritage' panels. Can email photographs if required. £140 including P+P (to UK address) or £130 collected.

**John Elliott, 01282859420 or email
easyrider@blackpowder.wanadoo.co.uk**

Midget R.W.A. Moss panels – new. O/S rear wing £105. O/S inner wing £50. O/S boot floor extension £10. N/S inner wing £50. O/S door £90. N/S door £90. Boot floor to back panel support £3. Set 4 door hinges £65. S/hand £25. Set 5 late Rostyles new £175. Grille/badge £70 new. S/hand £20. Front sidelight/indicators new £45. S/hand £25. Security lock kit new £20. Bulkhead.tunnel sound kit new £15. Frontline h/duty rear oilseal kit 1275 £50. Diff/case 4.55 very rare s/hand £50.

**George 01457 864536 (home)
07913 341926 (mobile) (Derbyshire)**

1971 Midget for restoration, 75% complete. Chassis good, seats and trim good, new rear springs. 1293 engine, includes hardtop. £650. o.n.o.

Ron 01509 821215 (Loughborough)

1977 Midget 1500. Tartan red, fully rebuilt on heritage shell, mohair hood, leather seats, balanced engine, Frontline suspension, etc. All receipts. Owned 6 years. £4000.

**Stewart 01835 822817 (evenings)
(Scottish Borders)**



1st run



193 PPL at Hampton Court



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:-

REGALIA OFFICER

Mike Grout

55 Park, Spixworth

Norwich NR10 3PJ

Tel: 01603 890211

Email: mike@motorparts.freeserve.co.uk

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