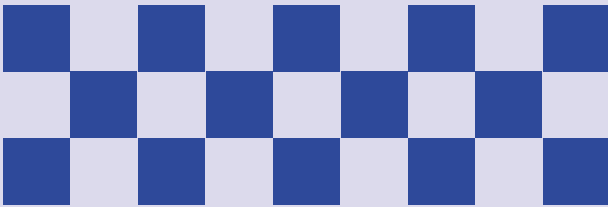


Mascot



**The Magazine
of the
Midget & Sprite
Club**



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

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	Vacant
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YORKSHIRE	

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

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Wheelnut

Judging from all the emails and phonecalls I've had from readers of MASCOT, it's evident the re-introduced JANUARY issue was well-received. It took some doing but I believe it was well-worth it in the end – and with its early delivery ... well, that was just a Christmas Bonus! Hopefully it gave all of you something of interest to read after the Queen's Speech!

The articles contained in the January issue which came from our overseas members were particularly appreciated by many of you, as were the impressive amount of Technical pieces submitted.

Now it's onwards and upwards with the second issue already for 2007!

So what's on the Agenda for this month? ... well apart from the weird weather, I particularly wish to point out the photo on this month's front cover, courtesy of regular Mascot contributor, Jonathan Whitehouse-Bird. This is a taster of an interesting short piece compiled by JWB on Factory Midgets with alloy panels, which is scheduled for the March issue. I also wish to draw to your attention Episode 1 of the excellent write-up for the now legendary Bridges Run in London – I'm sure you'll all find it a good read, not just those who were lucky enough to take part. Well done Gary! Also of merit is the first offering from Simon Parson and his escapades competing on a number of classic rallies in Europe in his 1970 Sprite MkIII. The FINAL final part of the 410 EAO Story is also in here – and we all look forward to seeing EAO on the road again soon! (Any idea of a planned date yet JWB?).

So something for everyone again, including a Welcome to New Members listing and two-part What's in your garage – all topped off with another bumper crop of Area Reports, which is just great for this time of year.

Thanks to all contributors this month – please keep it coming.

**Deadline for March issue is midday
Sunday 11 February.**

Spring will soon be here. Trust me!

**Barry
Editor**

Membership No: 1150

editor@midgetandspriteclub.co.uk



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.

Front cover picture: YRX 737, Tartan red factory Midget, re-badged A.H. Sprite in '62 (inc. grille and A.H. hardtop). Photo courtesy of the Jonathan Whitehouse-Bird Collection.

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 **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 brians@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** – Saturday 3rd February – meeting at **The Crosby**, Thornton-Le-Beans, Northallerton DL6 3SP at 12pm in the restaurant. Food to be pre-ordered. Short road run afterwards. Contact Anita 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com March meeting on Saturday 3rd, details from Anita
- 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 Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The Star**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Alan Lo on 01179 572617 email: alan@mobuzzing.net
- 2nd Thursday **Cambridgeshire** – Meet at **The Mad Cat** pub in Pidley Village, midway between Huntingdon and Chatteris, 8pm
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole 7.30pm
- 3rd Tuesday **Central Scotland** – Meet at **The Garfield Hotel**, Stepps, East Dunbartonshire. 7:30pm in the Lounge. Check first with Carson on 0141-245-6327 day or 013606-22334 evening.
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.45pm onwards. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- 3rd Thursday **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.
- 4th Sunday **Kent Area** – Meet at **The Moat**, Wrotham Heath at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050.
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- Occasional Meetings **Home Counties North West** for members in Herts, Bucks, Berks, N. London or anyone interested! Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103

Midget & Sprite Club Members

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Club Website

Members Only pages for February,
User name: spridget Password: heaven

Events

From David Hill and Webmaster Toby Anscombe

Events organised so far for 2007

February

- Sunday 18th Kent Area Monthly Meeting brought forward a week to avoid a clash with the MG Show at Stoneleigh.
- Saturday 17th
& Sunday 18th Bristol Classic Car Show. Royal Bath and West Showground, Shepton Mallet, Somerset. Hopefully lots of MASC members will be there and if you are going, please contact Steve Clark as he wants you to distribute some flyers for the Spridget's 50th birthday 2008 celebrations. His phone is 023 8030 5626 (work) or 023 8067 1413 (home). Details for the show and advanced tickets phone 0117 907 1000.
- Sunday 25th MG Show at Stoneleigh. Warwickshire Area will be there. Please join them for this important event. Details from Chris Yates, Tel: 01608 665066 or see flyer in this month's MASCOT.

March

- Friday 23rd
to Sunday 25th International Historic Motorsport Show at Stoneleigh. When booking mention CC275 to get £3 discount off a 1 day ticket and £5 off a 2 day ticket. Club also benefits. See flyer in January MASCOT.

April

- Saturday 14th Warwickshire Area will be at the Droitwich Motor Festival. Details from Roy Cole, Tel: 01562 885766
- Saturday 21st
& Sunday 22nd The 4 Cs Run (Classic Car Cider Cruise). Warwickshire Area are taking part. Details from Chris and Sheila Yates Tel: 01608 665066

May

- Saturday 5th
to Tuesday 8th Surrey Area Tour of Shropshire. Sorry but fully booked. Details from Alan Anstead, Tel: 01322 384050
- Saturday 12th Yorkshire Area Track Day at Croft Circuit with MGs on track. Limited places for MASC group. Contact Anita for details, tel: 01423 862738 or 07720 725429 email: spridget.girl@ntlworld.com
- Sunday 13th Warwickshire Area will be at the Ludlow Motor Festival. Details from Roy Cole, Tel: 01562 885766
- Sunday 13th The Sandwell Rally. Warwickshire Area are taking part. Details from John Platt, Tel: 01789 488321
- Saturday 19th
& Sunday 20th The Rutland Raiders. Everyone is invited to a weekend in Lincolnshire, courtesy of Yorkshire and Home Counties North West Areas. Meet at Burghley House on Saturday, overnight stay at a local hostelry, then a road run on Sunday. Details from Anita, Tel: 01423 862738 or Chris Jackson, Tel: 01707 261567.
- Sunday 27th Dorset Area are going to MGs at Kingston Lacey, near Wimborne. Details from Bryan Fox, 01202 683842 or email: sueandbry@x877.wanadoo.co.uk

Sunday 27th to June 9th	The Warwickshire Area French Trip to Vannes. Organiser is Alan Couch, Tel: 01564 773302
June	
Thursday 7th To Sunday 10th	Surrey Area Arnhem Tour. Book early to secure cheaper ferry fares. Details from Alan Anstead, Tel: 01322 384050
Saturday 9th	Classic Car Action Day at Castle Coombe. Terry Horler is organising the MASC presence. Details see MASCOT.
Friday 15th to Sunday 17th	2nd International Spridget Meeting, Rellingen, near Hamburg, Germany. Details from www.spridgets.de and Marcus Pieper, Marcus.pieper@t-online.de If anyone is interested, please contact David Hill as he has a .pdf flyer he can send you.
Friday 22nd to Sunday 24th	The 15th Goodwood Festival of Speed.
Sunday 24th	Jolly Roger II (at sea again). Warwickshire Area organiser is Roger Orgill, Tel: 01684 833379
Saturday 30th	Warwickshire Area's Worcester/Shropshire Run. Details from Roy Cole, Tel: 01562 885766
July	
Saturday 7th & Sunday 8th	Surrey Area will be at the Ardingly Show (provisional) with the Club stand. Volunteers needed to man the stand. Details from Alan Anstead, Tel: 01322 384050
Friday 27th to Sunday 29th	Silverstone Classic Meeting. See special entry in this month's MASCOT.
August	
Friday 31st	The Goodwood Revival. To Sunday 2nd
Saturday 11th	Warwickshire's Mike and Benitas' Fun Day. Details from Michael Vann, Tel: 01455 292440
September	
Sunday 2nd	Coventry Motor Festival.
Sunday 9th	Warwickshire's Shelsley Walsh! Details Stuart Watson, Tel: 01562 883076
October	
Sunday 14th	Severn Valley Railway Classic Bike and Car Day. Warwickshire Area are going. Details from John Platt, Tel: 01789 488321
November	
Friday 9th to Sunday 11th	Classic Motor Show 2007 at the NEC, Birmingham. Club stand care of Warwickshire Area. Details from John Platt, Tel: 01789 488321
December	
Wednesday 12th	Warwickshire Area Christmas Dinner at The Green Dragon. Details from Sheila Yates, Tel: 01608 665066
Tuesday 18th	Surrey Area Christmas Meal. Venue to be decided.

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.

Mutual Assistance Directory

Well, summer is getting nearer, at least the calendar says so! Looking outside it is very depressing, grey, wet and windy. Still could be worse I suppose.

The events list is filling up and there are lots of fun events being planned. Hopefully you are already pencilling them in on your calendar.

After last month's appeal for more MAD members, I was absolutely inundated with members wishing to sign up! Ha Ha! Actually, one new member was added to the list. Come on the rest of you, why not take the little effort needed and sign up to the Mutual Assistance Directory. It's not like going to the dentist and

we all do that from time to time. Like going to the dentist, this could also save you a lot of pain in the future. Go on, just do it!

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



Secretarial Scriblings

Now, if I were to be one of life's whingers, I would be registering my utter disappointment that MASCOT failed to plop through my letterbox in January. I pay damn good money to be a member of this club and does it deliver on time? – no it bl**y well doesn't. Fortunately, I'm not a whinger (well, not a very good one that is) and have to register my utter amazement that the January edition arrived before Christmas!

It's been a long time since we have enjoyed a January edition, lack of material, season of the year, pressure of work etc, all combined to make a January edition something of a non-starter, or so we thought. Not only did our re-introduced January edition arrive in record time, it was packed with lots of good stuff too. Furthermore, Barry reports that he even had material left over.

From me, it's thanks and congratulations all round to those who made this possible. Our regular (and not so regular) contributors all

managed to get their copy in during the normally closed MASCOT season, Barry cranked up the editorial mixer whilst Quorum, our printers and distributors, waved a magic wand to bring us a pre-Christmas present of a January MASCOT. Brilliant.

On the down side, we have had to forgo the colour supplement in our December edition to help balance the financial beans, but hopefully this may soon return. Also, this cover busting edition highlights how valuable space is becoming in MASCOT even at this time of year. How are we to fit everything in when the season really kicks off?

The financial beans will face a severe roasting as the only answer has to be – a bigger MASCOT. Until then, space remains valuable, so now feeling guilty that my scriblings are wasting space and therefore our membership fees, I will shut up.

Terry Horler

Rambling? No I'm Staying

My First Full Year

Now we are into the second full year of my Chairing of the club I want to look at how we are doing.

We have a very changed committee from this time last year, all settled in and bringing about some changes.

Last March I had to tell the committee that Mike had decided to retire from the Ed's chair at the end of September and we had to start looking around for a new Editor. We asked and fortunately for us Barry Lowe stuck his head above the parapet and volunteered after chatting to Mike and Jenny. **No-one** else offered at all, we are lucky to have him and he is doing a great job. The alternatives were not good, involving me and the crew at Quorum trying to cobble something together.

Barry with the assistance of Gary Lazarus, has brought our finance earnings up by many hundreds of pounds this year in four short months. Advertising revenue is vital for the quality and content of MASCOT. I salute them both.

Anita has organised the bank accounts and is awaiting the final accounting and tidying up from Pauline, soon to be completed I understand. And John Platt has begun reorganising the membership database and we have at last started emailing reminders to renewing members, with direct links to the website for easy secure payments, eliminating the need for sending cheques in the post. Cheques in the post have been a major cause of renewal problems, so automating these payments will go a long way to making the task safer.

We are also renewing the car Register details that come in with membership applications and compiling the detailed list of email addresses for members who have and use the facility. Toby is presently trying out some changes to the website which will soon be fully operational.

Alan Lo has organised the supply of MASCOT binders which will be available soon. Mike Grout will have them for sale as regalia stock. (A couple of those for me please Mike). I will tell you when they can be ordered.

Terry is as usual giving a firm guiding hand and Martin is handling tasks for the club as we need him to. Me? I just sit here frantically paddling while seeming to be serene.

The need for this assessment comes as certain members are trying to upset the applecart by having digs at Barry. In the constitution we as a club are required to produce a magazine for members. Barry is doing so! In the said constitution there is a requirement to assist the setting up and running of such area groups as wish to form up. This we do. It has been suggested that the Editor should attend a local area to keep in touch. There is NO requirement for this in the constitution, nor should there be. As Editor he gets to see how ALL the areas are working from the Area Reports. I take a very dim view of this sniping. It is not constitutional. Every member of the committee holds the post because the membership has voted to have him or her there. That is constitutional and is the only way I would have it.

Bill Mohan, Chairperson

New Members

We extend a warm welcome to the following new members

3797	Kenneth Gill	North Yorkshire	Midget
3798	Alex Mol	Holland	Midget Mk 3
3799	Ray Bazeley	Herefordshire	Frogeye Sprite
3800	Granville and Patricia Gott	West Yorkshire	Midget Mk 3 RWA
3801	Tony Chandler	North Yorkshire	2 Midgets
3802	Xavier Kingsland	Hampshire	Frogeye Sprite
3803	David Cook	Surrey	Midget 1500



The Bridges – Episode 1

It was the seventh of January and the word on the street was that something big was going down. You could feel the tension in the city; it sat heavy in the air and filled your nostrils like the cheap perfume of a bar-room broad. For the last couple of weeks, this town's underground telegraph had been buzzing with rumours. Rumours of the type we didn't get round here too often. Rumours stronger even than Mayor Livingstone's threat to extend the congestion zone to Wigan.

We'd heard the word and the word was that there was going to be a meet, not an ordinary meet as the usual place had been attracting too much heat recently. We heard this was going to be something big, unusually big for this time of year and like one of Bad Barry's underground crap games offering cheap booze and wild women, we knew that it would attract most of the heavy hitters from out of town. I'd had my ear to the ground and knew that the meet was taking place early on the Sunday morning. They'd kept it that way so that there would be less people around. But where? Turns out they'd decided it was going to be down by the river.

I'd had an uneasy night's sleep and as the day broke, you could see the storm clouds gathering like the down and outs who queue for handouts on First and Main. It wasn't looking good.

I'd heard that Big Bill was arriving in the Smoke from Birmingham and was going to have a pre meeting tête-à-tête with Bad Bob the Tookster and Baby Face Lee from Essex. Little did I know that Baby Face would be bringing along his henchman trigger finger Toby, who'd just moved from the metropolis to the wilds of Essex and jumped ship to pastures greener. I'd joined them at the Ace



*Sebring
Slasher Al's
Sprite, by
the River*

Café, but not wishing to attract too much attention arrived with my hard top on, hoping they wouldn't recognise me. I wasn't that lucky, the drinks were already lined up. How did they know? I should have guessed that I couldn't just slip in unnoticed, not with these boys. And by the time that Rubber Bumper Paul and Jane turned up, I realised that Baby Face Lee had shipped in extra muscle just in case. In the smoke filled room, the second hand of the clock ticked like the cooling engine of a moonshine runner's delivery truck. Bystanders were starting to take notice so we knew we had to make tracks out west to the riverside and to whatever might greet us there. Although the storm clouds were gathering, they were yet to unleash their torrent onto our windscreens. The short drive to the river was thankfully uneventful, no Police roadblocks and no ambush. It was quiet, maybe too quiet.

Our arrival at the rendezvous was met with a mixture of smiles and gestures from those already gathered by the jetty as unbelievably a hail of gunfire could be heard from the opposite side of the riverbank. Some turf battle I thought as my hand instinctively moved inside my jacket, but I was assured by local boy Steve Mobi from the Strip that this was just the local shooting club's New Year celebrations. I took him at his word but that didn't explain why his brother David was in town. I was nervous. I wanted to keep a low profile but people were talking to me.

I spotted Nick the Pencil and Laura from the Southside, those that had seen Nick's artwork knew that he could rustle up a \$20.00 bill almost indistinguishable from the real thing. And alongside them in deep conversation were the bosses of the Buckinghamshire clan Sue and Chris, they'd also brought in extra muscle in the shape of Charlie and Sally, the Carringtons. Like the drinks bill at a seedy



*Big Bill and Gary
at the Ace Café*

Soho dancing club, this was turning out to be bigger than I'd expected.

The big guns had definitely come to town, and no gun was bigger than Darren's monster. The locals quaked in fear as they rumbled in. Dogs barked and even the river's birdlife flew the coop, they were obviously all chicken.

The reason for the meet up was still hazy. Hazier even than the oil smothered view of those poor saps unfortunate enough to get caught behind my car. Was I beginning to get rumbled? I stood out like the flashing beacon that sits on top of a down town cop's cruiser. Why hadn't they told me it was a soft top affair? My blood turned to ice as I caught a glimpse of the giant silhouette that could only be one man. Bearded Al Anstead the Sebring slicer. Rumour was that this man mountain had single-handedly run Dangerous Dave Dixon out of Surrey and was now head Honcho of both the Kent and the Surrey families. He towered over me and whispered in a menacing tone thought it was gonna rain, didya? I was unsure of what to say so I backed slowly towards my car, the keys like cold steel in my sweaty palms. Out of the corner of my eye I saw a flash of white. It was Peter and Hillary Stevens and they were trying to box me in with their immaculate Mk1 Sprite.

This is it I thought, the whole deal was a set-up and I was the mark. I knew I'd ruffled a few feathers when I'd tried to form the London Cartel but I was only trying to look after the interest of those of us from the streets with



*Derrick's
Frogeye on
Battersea
Bridge*

nowhere to go. And when I saw John the orange devil Kinver pull up, I knew that unless I beat it, and fast. I would be sleeping with the fish that night.

My foot hit the gas before they even realised that I had gone and I roared off in a cloud of smoke, 155 tyres biting into the asphalt, the 1275cc motor screaming like a scalded cat. As they scrambled into their cars, I knew I couldn't outrun them all but at least I could take some of them with me.

I had a slim chance. If only I could get across town, I was sure I could find safety in the Hills, I chose Tower Hill. So there I was, heading for the first bridge with thirteen cars in hot pursuit. A right turn, could I make it to cover, Richmond Park was just ahead I might just be able to get them off my tail by spooking the deer and causing a stampede. It was no good, I couldn't shake them. Like the roof of Bearded Al's car, they stuck to me like glue. I headed for the railway tracks, if I made it across before the gates dropped I might yet lose them.

... to be continued

Silverstone Classic 2007 July 27th, 28th and 29th

Once again there will be a MASC stand at Silverstone. Last year proved to be quite popular, with 26 cars there on Saturday and Sunday. Friday was a different matter, only 3 of us made it. If crowds frighten you then the Friday is the day to go, all the fun but none of the hassle. Booking this year will be done directly with Silverstone by individual members, or by area reps., if it suits. I will not be involved so it should be less complicated than previously. When booking quote the club ref. code CLAMSC and obtain our 50% discount. The Silverstone phone number is 08704 588260 And the website www.silverstone.co.uk Google will find it for you if you look for Silverstone Classic. Where I do become useful is in obtaining your pass

to the Club stand. When tickets are booked send me a SAE and I will apply to Silverstone for your pass and send it to you. (Simple??? We e e !!) My address is: Chris Jackson, 2, Edgell Cottages, Holwell, Hatfield, Herts., AL9 5RF

Ticket prices are:

Friday £15 per car (assuming a minimum of two per car)

Saturday or Sunday £20 per car

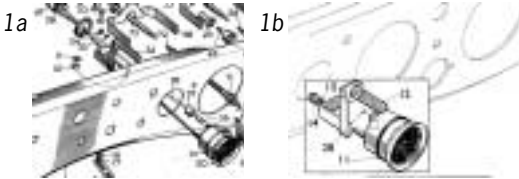
3 days £35 per car

Additional people in the car £7 50 each (plus points on your licence for most of us!)

Please put July 27th, 28th and 29th in your diary as not available for anything but SILVERSTONE CLASSIC weekend.

Up or down? That is the Question

Like Terry's book, the original factory parts lists are familiar to most people who have restored a Spridgely thing: they are bible-like. The wonderful exploded diagrams illustrate the correct position of every part and the lists contain a fascinating historical record of every change ever made on the production lines. The effort and expense of producing these documents in a pre-computer age must have been immense: the hand drawn diagrams are works of art and the attention to minute detail is heroic. In addition, there was much duplication of effort for the early cars because the MG and Austin lists for the GAN1 and HAN6 cars are noticeably different and presumably emanated from two quite separate Drawing Offices. For example, Figure 1 shows two different diagrams which both illustrate the same part: the fixing strap for the temperature and oil pressure gauge on the Mk2 Sprite and Mk1 Midget .



Errors in these parts lists are extremely rare and, of those that have been identified, most are of academic interest and do not compromise the safe running of the vehicle. But the error in the two fixing-strap diagrams (Fig 1) is an entirely different matter: it can blow one of the two main 30 amp fuses and as the remaining fuse serves only the horn, this error can paralyse the vehicle!

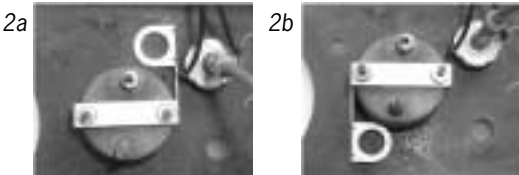
The problem arises because the fixing strap can be installed either with the light bulb holder UP (as illustrated in the Parts Lists and Figure 2a) or with the bulb holder DOWN (Figure 2b).

Although both positions will happily illuminate the face of the gauge at night, the UP position should not be used because it risks an electrical

short circuit between the fixing strap and one of the two wires which serve the heater switch (Fig 2a). In the DOWN position (Fig 2b), everything is fine. Exactly when the short circuit (Fig 2a) will happen depends upon how the heater switch is connected: it is a simple switch and it doesn't matter which of the two wires goes to the heater motor. If the wire connected to the motor is the one touching the strap, the short will not occur until the heater fan is switched on. Alternatively, the fuse will blow as soon as the ignition key is turned on. The latter is presumably preferable, being less likely to leave a hapless owner stranded and freezing, back of the black stump! Anyone with religious faith in the Parts Lists and who attempts to replace the gauge and its fixing strap with the dashboard in-situ can be forgiven for the short circuit that will follow, sooner or later: it is hard to see what one is doing, even if one removes the steering wheel and adopts an undignified position with both feet in the air. Various 'fixes' that place insulating material between the strap and the heater switch may be forgiven also: the many heater switches bound around with copious quantities of black insulating tape provide yet more evidence of the boundless ingenuity of the members of Bodgers' Corner.

The problem does not occur on the AN5 (Frogeye) Sprite of course, because its heater switch is in an entirely different position – and this probably explains the reason for the mistake: so many parts are common to the AN5 and HAN6/GAN1 cars that the hardworking Drawing Office staff must have been accustomed to using the earlier information for the later cars. Furthermore, the problem is confined to the right-hand-drive Mk2 Sprites and Mk1 Midgets because the heater switch is on the other side of the gauge for the LHD cars.

I believe that the factory must have used the DOWN position (Fig 2b) for the RHD cars at least – but I am unable to prove this because I cannot find a factory fresh dashboard installation. If any reader has a suitable original car with an unmolested dashboard, please do check the strap and write in. Thank you.



John E. Davies
jed2@cus.cam.ac.uk

Simon's Sprite Shines in Slovakia

We have been competing in historic regularity rallies in a 1970 Austin Healey Sprite III for just two seasons, crazily enough beginning with a week-long trip to Norway for the 2004 Classic Marathon. Not quite as idiotic as it might sound for two inexperienced competitors, because we got a fantastic opportunity to learn both from our mistakes and from watching and talking to the other far more seasoned competitors. After 2005 in Croatia, Slovenia and Bosnia (great roads, terrible maps), we signed up for 2006 'Tatry' Marathon once again organised by the Classic Rally Association to Slovakia and the Czech Republic.

The rally was to start in Bratislava and would spend 5 days crossing between the two countries taking in the Tatra mountains on the way. In preparation for the event, I had a long-overdue major engine rebuild by Chris at CJBS Motorsports in Darley North Yorkshire and the gearbox tweaked by Mark Boldry (Drimar) near York, and I set about fabricating an alloy sumpguard. After a few delays and a last minute all-nighter aided by my friend Nick from Yorkshire MASC I got the car onto the transporter in Glossop with only minutes to spare. A week later myself and navigator (Trevor) flew out and collected the car from Bratislava airport. We fitted a clutch master cylinder, fixed the hood and horn and passed scrutineering.

The Classic Marathon involves navigating and driving some 200 miles per day for a week, each day peppered with, timed to the second, regularity driving, fiendish navigation and flat-out driving tests. We were the only Spridget on the event (as usual), but had a few Mini Coopers and an A40 for company. On the first day we crossed to the Czech Republic for a night at the very Eastern Bloc, Hotel Moskva in the industrial city of Zlín. We picked up a few regularity penalties as we had not set our tripmeter carefully enough (a 1:400 error), but otherwise were going well.

The next day we drove up through the beautiful Tatra mountains to the excellent Grand Hotel Praha ski lodge in Tatranska Lomnica where we would stay for two nights. The weather was fantastic with sunny clear skies. It was very cold in the mornings, but we only needed a hat and gloves until the sun warmed through even though we ran all week with the top down and safely stowed under the tonneau. We had a great day, a few fretful moments as we rushed to a timing point after a re-route, only to find that we had an increased penalty free lateness period, so plenty of time for a coffee for me and for some more plotting for Trevor. The scenery was excellent, especially a lunchtime stop at a castle for a barbecue. That night we were taken to a traditional meal out at a 'koliba' restaurant, where we were treated to spit roast

chicken and national singing and dancing, which several seasoned competitors joined in with. The next day we drove through fairytale castles and quiet countryside on a loop from the ski-lodge. On a fast test round the pitches at a nearby campsite I blew a hose off the expansion tank, clouds of steam but easily fixed. Overall we



Twisting Regularity Section in Czech Republic

had a good day and moved up the field. Most inspired piece of repair work that night was finding a high-tensile M12 bolt on a disused ski tow to repair the rear suspension on a fellow competitor's Volvo 123GT! Leg 4 took us out of the Tatrás and back to Slovakia and the spa town of Piestany. We cleared a few regularity timing points (no penalties) and were only dropping a few



Final Circuit test

seconds per test to the more powerful 1600cc engined Alfa Giulias and Lotus Cortinas which were also in our class. We had a memorable flat out chase down a mountain pass with a full works big Healey on our tail, lost a spot lamp lens somewhere in a forest on a very rough twilight regularity section, and had a great run in to the final main time control playing cat-and-mouse with Frank Fennel and John Bateson in their fintail Mercedes.

The final day was a loop out of Piestany and we were sitting in 15th place overall, behind just one other small-engined car: a very well sorted Cooper S. First test of the morning was at a kart circuit on the outskirts of town. We were going well and I was braking heavily for the final 'stop-astride' line, when I lost pedal pressure. I scattered the marshals and managed to avoid parked competitors and fixed items of scenery, finally coming to rest in

some handy temporary wire netting. Nothing serious, just minor scratches, so up on the jack to find that I had burst a braided front brake hose. A call to the service car and we had a spare fitted within 30 minutes, but were now on maximum allowable lateness and needed to hurry to make up time. Town traffic made matters worse and even with some spirited driving and overtaking we were a few minutes late and picked up 30 seconds of penalties which would cost us a top 10 placing at the finish.

We completed a testing day of 5 regularity tests and an excellent flat out blast around the Matador tyres testing circuit and a gala finish with a band and stage in Piestany. Several hours later the provisional results appeared, after a few protests, amendments and recalculations we had finished 12th, one place behind former FIA regularity champion Frank Fennel and just ahead of Bert Dolk, who later in the year won the Rally of the Tests. This was a great result for us, but more importantly we had a great time and the car had performed well requiring only minor fettling compared to the extensive work done on some more exotic machinery during the week. The local people and marshals were very welcoming and very efficient. Next year the event is returning to Norway.



Contemplating the burst brake hose

Simon Parson

*Photos courtesy of Chris Bruce,
Classic Rally Association*

SEBRING G.T.

SERIES II

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A Question about Winter Use

It's been such a long time since I've written anything in Mascot that I fear people will have forgotten that there is a London section. But it's here and thriving and my Frogeye has been scurrying around the Metropolis like a (very cute and perfectly formed) Mongrel.

Mongrel! I hear you exclaim. That's no way to describe one of our beloved Spridgets. Well, let me explain. You see, and those who know my car will attest to the fact that it very rarely gets washed.

In fact it's only been washed three times this year. Once for an appearance on the MASC stand at the Battlebridge classic car show, organised by Lee Reed of the Essex Area. Once again for a meeting in the Kent area organised by Alan Anstead. And the third and final occasion was after returning from Le Mans in June. The car was covered in a thick red coating of French dust and even then it didn't get washed off until October!

You see, my car is far from pristine but it gets used all the time and always get me home. I just love driving it whenever possible.



So my question is this. Do I take it off the road every winter and leave it all tucked up in the garage doing nothing, or do I use it whenever possible in all weathers as long as there is no salt on the roads?

For me there is only one answer. I use it whenever possible. It doesn't leak much in the rain and it's a blast to drive on slippery roads. And for me, a spirited drive on a clear winters night dressed up warm with the heater on full blast (and nice music on the CD player) is one of life's great pleasures. Is it my imagination, or does the exhaust sound more raucous on a

still winter's night. The engine definitely feels more responsive when there is a nip in the air. And I find myself looking for excuses to take trips to the shops for supplies the moment the winter's festivities are over and done with.

The way I view it is. I may possibly be shortening the life of my car by using it all year long. But what a life it's having as it approaches its 49th year. It goes on a 120 mile round trip to the Surrey area's meeting once a month, visits Kent every month or so, as well as struggling round London's North Circular Road to sit with the other (more exotic) classics at the Ace Café's Classic Car night on the 2nd Tuesday of each month.

On top of that, it hops over to Le Mans and back once a year as well as visiting Silverstone and Stoneleigh each at least twice a year.



All this with only the occasional missed beat, and never anything approaching a breakdown. It just seems that the more I use it, the more it rewards me.

So if in the middle of winter, you happen to look out of your window and see a dirty and dishevelled little red Frogeye whizzing around in the pouring rain. Don't feel sorry for it, because Gaps as is he's now become known, is having the time of his life (as is his owner). We both don't have smiles on our faces for nothing. Enjoy the winter months rather than waiting for spring to arrive.

Gary Lazarus



Spridget 50th Party, 2

The 20th May 2008 marks the Golden Anniversary of the press launch of the Austin Healey Sprite at Monte Carlo in 1958 – 50 years since the introduction of the car that, in its various AH and MG incarnations, unites us all.

To celebrate the anniversary in style, the Official Sprite and Midget 50th Birthday Party will be held at the Heritage Motor Centre at Gaydon, on Sunday 18th May 2008 – and you're welcome to join us! A fun day is planned, with hundreds of Sprites, Midgets and derivants, owners and enthusiasts from across the UK, Europe and beyond. The emphasis is on celebration rather than concours – although we'll have our fair share of those, as well as the more dog-eared but no less loved daily drivers – and everything in between. Come one, come all!

We've managed to pull off something rather unusual in Classic Car circles – the almost unanimous support of several clubs for the one event. So the party has the full backing and support of the Midget and Sprite Club, the Healey Driver's Club (with Brian Healey's personal blessing), the MG Owner's Club, the MG Car Club and L'Amicale Spridget of France. Sadly the Austin Healey Club are, for

their own reasons, holding their annual International Healey Weekend at the same time – though I'm still hopeful that some Sprites will sneak away from Goodwood under cover of dark on the Saturday night, let their hair down and join the real party on Sunday. In this spirit of pan-club co-operation, Richard Monk, the General Manager of the MGOC, is playing host to our first steering group meeting at the MGOC nerve- centre at Swavesey in late January (already happened as you read this, I guess).

I have gathered around me an excellent steering group of experienced and enthusiastic owners – myself and Gary L and Alan A and Mark B and Anita L and Jonathon W-B and Jeremy C and Toby A and Bill M and Terry H of MASC, Dennis Wharf and Adrian Langford of the MGCC, David Clarkson for the HDC – and Jonathan Kimber and Julie Neville from MGOC. I emphasise again that this isn't supposed to be an exclusive, cosy little committee – if you want to volunteer your services or have particular skills, please let me, or one of the others know – we would be very pleased to have your help.

As I write, the first meeting of these folks has yet to take place. But I have a very long list of



008 – 15 months to go!

ideas, worries, opportunities, threats etc. to work through. One of the first priorities (apart from money) will be publicity – I want to project a thoroughly professional and consistent, yet friendly and homespun image in any publicity material.

The first major step in that direction has already been taken – you'll hopefully see our chosen event logo overarching this article. Knowing of his artistic eye, talent and general demeanour, I approached Nick Rowlett, London MASC member and Cherry Scoop Frogeye-owning all round Good Egg a couple of months ago, and loosely described what I was after. I say loosely – the phone call was actually taken by Nick in a very noisy Norfolk pub after several snifters.

Astonishingly, despite my waffle, the noise and the alcohol, Nick has produced a quite superb piece of artwork – and exactly what I had in mind – which will be gracing our advertising, letterheads, flyers and entry forms – possibly even polo shirts and baseball caps! Although reproduced here in black and white, the design is in full colour, and is Wonderful. Thank you Nick.

This is probably a good opportunity to remind you of the event email address –

spridget2008@hotmail.co.uk

Please use it if you've not already done so, to express an early (no-obligation) interest in the event. You will receive priority booking information as soon as it's available – plus I get to tell you all that, from amongst the almost 160 entries received so far, we have 14 Midget 1500s, 33 Midget 3s, 9 Midget 2s, 5 Midget 1s, 10 Sprite 4s, 3 Sprite 3s, 8 Sprite 2s, 4 Sebring Sprite / replicas, 4 K-series, 1 Toyota, 1 Ford X-Flow, 3 IoW Healeys, 4 Innocentis – and 33 Frogeyes! Eat your heart out, Austin Healey Club!

So, lots going on in the background – and soon to be exploding all over MASCOT, the Classic Car press, the wider national media, flyers at this year's shows and at all MG and AH Spares specialists. Please watch out for monthly updates in MASCOT, and let us know if you have a brilliant idea, large or small. Oh – and keep those entries coming in, and spread the word that this is THE event to be at with your Spridget in '08.

Anyone good at baking large, Frogeye-shaped cakes?

Steve Clark

SEBRING SPRITE – 410 EAO

Part 9: Final Thoughts

By Jonathan Whitehouse-Rog
England

Another post *Sprightly Years* discovery followed a visit to the 1996 Goodwood Festival of Speed. Always on the lookout for photographs of EAO, I struck up a conversation with a vendor selling memorabilia, and was amazed to hear that he too had once owned a former PMO 200. Many people have wishfully laid claim to this, but in this instance the claim was genuine! I asked if any photographs of the car survived – “Of course, quite a few,” came the response. I ordered a number of copies there and then asked for these to be sent on. A couple of weeks later they arrived, along with a further eighteen prints featuring various alloy bodied coupes, including a couple of shots showing EAO.

The photos of this particular PMO had been taken during 1969, when the car was being used on the road as everyday transport. It no longer featured the familiar W&P alloy bodywork, but was undeniably the 1961 car. When Spritzel sold the W&P

alloy bodied PMO in 1963, to John Aley of Aley Roll-over Bars fame, it was re-registered 248 DXN and received further substantial lightning. This was achieved when John Aley removed all the rear internal panels and replaced them with a space frame structure. In a magazine interview John Aley gave soon after, he claimed

“...that this had made the car very skittish and somewhat spool; the Sprites normally impeccable handling.” John also removed the original alloy W&P Sebring bonnet, and fitted a Pressworsh Ltd. example with flared in headlamps and small air intake. The rest of the car externally still remained as it had appeared during 1961, albeit with a new bright yellow repaint, as opposed to the previous Alfa Red.



One of the most handsome small GT cars ever built! The Williams & Perry bodied PMO 200 in the pits at Brands Hatch during 1961. Compare the alloy framed sidescreen in this shot with that of 248 DXN pictured below.

that it had once been a PMO 200. This information was sadly met with open derision by certain members of the Austin Healey Club U.K., resulting in the owner, then a leading official, severing all links. I wrote to Tony enclosing copies of the photographs taken of PMO in 1969; these were compared to the remains of the Sprite, (photos of which were printed in the *Discovered Columns of Collector's Car* magazine), with conclusive results. Tony could at last feel totally vindicated, knowing that his car was the 'original' W&P alloy bodied PMO 200. As a result of this exciting discovery, it now meant that four of the original five (six, if you include the '61 Racing Car Show prototype), W&P alloy bodied coupes had survived. Only the 'prototype' and David Seagle-Morris' – D 20 are unaccounted for. What happened to these two cars remains an enigma! D 20, re-registered 627 SKN in Roger Mac's hands during 1962, and hillclimbed for only



Left: Rear photo of the more 'bob-tailed' PMO 200 in 1969. It is not known who produced this body.

By 1969, the car had been further modified by a subsequent owner and now featured bob-tailed fastback bodywork with duck spoiler. The Pressworsh Ltd. bonnet had also been replaced with an 'E-Type' style example, and the car had once again been repainted – a return to red! Very little remained to connect the car visually to the 'original' W&P design, except for the windscreen area and the surviving 1961 alloy framed sidescreens, which were unique to both PMO and S 221.

With the acquisition of these photos,

a positive visual identification was made of a Sprite that was purchased by Tony Elsoff in the early '80's, from Historic Rally organiser Philip Young. Unfortunately, this Sprite, as purchased, came without any documentation, other than the legend



PMO 200 in 1969. Now re-registered 248 DXN with unique alloy bodywork.



Thirty five years on from its creation EAO lives again, thanks to a whole lot of people but ultimately, Renaissance Restorations.

One season, disappeared without trace after being sold during 1963. Anyone with any information about its subsequent use or cur-

rent whereabouts – please get in touch!

Now that EAO's bodywork restoration was complete, the next phase of rebuild – the re-assembly – could now be considered. Reassembly was something which I could undertake, but unfortunately this would have to wait, as business and family commitments took precedent! Three

years on from finishing the Sprites bodywork and at the time of writing (March '99), EAO still remains a beautifully restored

bodyshell! Hopefully by the time you read this, the car may be starting to take shape. For now though, that wraps up the tale of EAO's discovery and bodywork restoration, as far the next stage... that's another story! 🍷

Editor's note: My deepest thanks go to Jonathan Whitehouse-Dird for the outstanding historical series. Best wishes and safety first. Jonathan.



410 EAO outside Renaissance Restorations in 1996.

South Staffs and North Birmingham Awash

January 2007 – wet or what?

Although I have mentioned the weather (well I am an Englishman, mostly) this month it hasn't stopped a few of us getting out and about. At the Green Man a fair few of us met up to discuss with Bob the incoming year's events. Some of us will be attending the Silverstone Classic Cars Show, me for one. I enjoyed last year's event so much that I won't be tempted to miss this one either. Save this weekend for your diary, July I believe. Your area reps will tell you, see you there!

And at long last SS&NB will be hosting the next Brum Tunnels Run. Details TBA but late April is favourite. This year the event will meet up in Birmingham and after a tazz (or two!) through the tunnels we will be joining the M6 and M54 for a gentle bumble along to the RAF Museum at RAF Cosford, where food is served in a rather good cafeteria. The Event at Cosford will be to visit the very latest exhibition, which celebrates the Cold War Warriors. It was explained on TV this week that the museum staff realised that many of their aircraft were from the fifties up to the eighties and this coincided with the war we didn't have to fight, thank God. So they built a new exhibition hall and have displayed their fleet imaginatively, many depicted as in flight. As our cars come from the same era we decided to make a group visit as the climax to the Day out in Brum Please come and join us. It will be great fun.

On Sunday the 7th Gary and the London based CZ area had their Sprites and Midges across the Bridges Run. Normally held just after New Year's Day, this year it would have meant having it on the Tuesday and incurring Mr Livingstone's Congestion Charge so the first Sunday it was. Two of us from SS&NB went along for the trip, John Wragg and myself went down separately. I met up for breakfast with Gary L, Lee Reed and Toby Anscombe at the famous Ace Café and then we set off for Twickenham and the start. Just after I finished the assembling car pictures John turned up and as we were all ready to go we followed Gary and the other natives on a great run, over most of the bridges. Down stream past many famed landmarks, including Richmond Park (Big innit!) and the Battersea power station, places many of us wouldn't normally see. Lunch at a tapas bar and a final run to a small street near the Tower of London for a photo-call saw me then being escorted stately-ly across the Capital to the A40 by Mr L. A pause to erect the hood, (just in time!) then hey ho for the open road. A great day with other club members and friends and 305 miles on the speedo!



And I write this after Geoff and I braved flooding roads last night, as water streamed off the sodden fields, to make a visit to our friends at Warwickshire. We both drove down there topless but the air was bitterly cold and discretion beat valour coming home. Roofs up and heaters working. Definitely not ashamed to have done so either. There are times and places.

Bill

Home Counties North West

Slow news day-week-month. January's only activity was a late Christmas lunch on which I cannot report as it has not happened yet. It will have been on Jan 28th at The Black Horse, Chesham Vale. I suppose that most of us will have got out and got under to some extent during these dark days and, between us, have possibly built half a car or so in order to be ready for what is to come. So what is to come? HCNW's is taking shape. We try and have an event of some sort each month since we do not have a regular pub evening. So, month by month:

January We will have had our Christmas lunch.

February Period of hibernation.

March 18th Road run and pub lunch starting from Tesco's at Hatfield.

April 15th Road run and pub lunch. Ian is in the driving seat so, I presume, it will start in the High Wycombe area.

May 19th and 20th Stamford, Lincolnshire weekend. Details elsewhere in MASCOT.

June 16th and 17th (or thereabouts)

Castle Combe weekend.

July 8th or 15th Road run, if required.

July 27th, 28th and 29th Silverstone Classic weekend.

August 26th Little Gransden air show. Dave Dixon is not organizing a visit this year. Details can be found on Little Gransden website.

Registration forms can be downloaded. Early booking is advisable as places are limited. We could possibly meet at Caxton Gibbet service station/Little Chef and go in a gaggle so that we park in a group. Let me know if you are going.

August 27th Knebworth House classic car show.

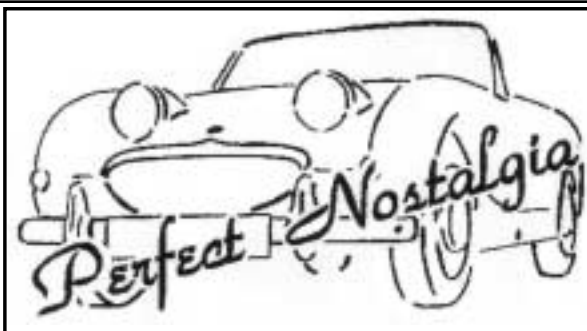
Planning stops here, but I am sure something further will come up. As a reminder, Home Counties North West area covers Herts, Beds, Bucks, North London and any other lost souls. Contact details in the front of MASCOT.

Chris Jackson

D J Grove Restoration

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Frogeye, special body, Speedwell and Sebring Guru

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In the workshop,
2 Frogeye chassis
rebuids, original
Speedwell rebuild,
modified race Sebring
construction
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Warwickshire Report

Happy New Year to everyone from the Warwickshire Area. Sheila has abandoned me to assist daughter with our new Grandson who has recently come into this world (potential new member !!!), and of course since our last meeting we appear to have had the quietest club period ever. We did have very enjoyable Christmas Dinner at the Green Dragon with Steve Farr providing his annual quiz, we even managed to firm up a few more events for next year which will appear in MASCOT next month. Alan Couch tried to organise our usual outing for those brave enough to venture out in the cars, break but for the first time was thwarted by the weather.

The extra monthly magazine (thanks Ed!!) has allowed me to kick-off an idea I have been keen to try in our reports – which is to include at least a paragraph in each issue about one of our groups current projects, associated with their cars. What better way to start than with Doctor Dave Parker who was shown in last months' report assisting Jim Willis in getting his Frogeye back on the road – with brakes again.



Dave has now retired from full time employment allowing him to focus on one of his ambitions, to rebuild Spridgets. Typical of him, as the pictures illustrate, he has gone over the top and has acquired, not only a significant amount of workspace, but six cars as well !! This includes a new towing vehicle

attached to a twin axle transporter (with Mk IV Spitfire firmly ensconced) that are not shown. His first project is a 1972 Black RWA Midget which is currently complete other than the engine which is being worked on, this will provide the Spridgetting experience for his son in the summer and hopefully result in another club member! There is another RWA Midget in blue (1973) requiring wings, bonnet etc and a bit more time to get back on the road which is to remain in fairly standard form.



The Frogeye has an interesting history having been prepared as a trackday vehicle by its previous owner with a steel body and fibreglass bonnet with many mods including underpinnings to support semi-elliptic springs at the rear. Apparently it was intended for his wife who distracted his attention long enough to become pregnant, necessitating its sale (on eBay) and was spotted by Dave. There is another frogeye round the back, that will be the source of the parts needed to complete that vehicle.

Talking of spare parts and Midgets, it is probably a good time to close with a reminder to everyone about the **MG Show at Stoneleigh on Sunday February 25th** (Gary has put details onto our website for your attention) Warwickshire Area will be having a stand and hope to see many of you then.

Chris (and Sheila)

Scotland Report – Isle be dreaming ...

It will seem like supping cold soup talking of Xmas in an edition that comes out long after the last cracker joke has been pulled:

(Carson is broken down on the hard shoulder. A Porsche pulls up and offers a tow. Yes please, but if you go too fast then I'll put my indicator on to signal you to slow down!! says Carson. So they set off and after ten minutes a Ferrari pulls up to the Porsche and they start to race, forgetting poor Carson behind. Finally they take the exit to Auchtermuchty and zoom past the little pub with Jimmy standing outside it with his pint in his hand. Jimmy runs inside and exclaims "You'll never guess what I've just seen – a Ferrari and Porsche racing at 250mph and Carson indicating to overtake!!!").

But special mention must go to Betty and John who hosted the last natter of a fabulous 2006 at their home. Betty laid on a spread that would not have fitted into the boot of a Midge with the tyre out and the whole lot shrink wrapped. It was a feast of epic

proportions and I am still living of the fat laid down eating her profiteroles.

We basked in the glow of enough fairy lights to account for most of the recent global warming alone and thoughts inevitable turned to tours for 2007 and the consensus seemed to be that our big pushes should be towards the bigger Scottish Islands this year ... the circuit around Arran which is as long and picturesque as that around the Isle of Man and the more challenging tour around the home of Lord Johnny Dumfries – the sumptuous Isle of Bute.

We look forward to our run with the folk from Club Triumph and our peerless leader Carsoni fancies taking them on a trot to the Arnamurchan Lighthouse ... most westerly point on the mainland. Why not – it beats that Land's End – John O'Groats North South stuff. Looks like being a very happy new year indeed ... almost worth enduring the dreichest Scottish winter for.

Bob Miller

Bristol Report

Pleased to report that we were off to a good start for 2007. Eight people turned up for the January club evening at the Star at Pucklechurch. Alan Lo was brave enough to arrive hoodless in the oldest Midget in the village, likewise, John Ruderman arrived roofless but with an extra 4 cylinders, he decided to give both himself and his Cobra an airing (followed by a good wetting too!) Only Andy Cross represented the Sprite in use faction as the rest of us all arrived in vehicles that we shouldn't really speak about in these pages. Still, that's not the important bit, the fact that people did arrive is what made the evening so enjoyable. As an out of season activity, we are considering a Rocker Box Racing evening to keep us amused. This may be something that other branches may like to consider, we could even have an inter branch grand-prix as geography may allow. The rules are very simple, a 4 cylinder Rocker Box mounted on 4 wheels that must not extend beyond the length of the cover or have a metallic contact with the surface. Maximum

weight not to exceed 10 lbs and you are ready to race. The track consists of an 8 foot ramp to a height of 2 feet at release point. The vehicle is timed from release to a point 20 feet from the bottom of the ramp. No motive assistance other than gravity is permitted. Most likely venue would be a skittle alley or village hall with a good smooth floor of suitable length (and a bar). Interested? Then give me a call and we will get the Masc Rockers rolling.

We decided to check out another pub in Pucklechurch as a likely alternative to the Star. This being the Rose and Crown on the Parkfield road. Our February meeting will still be at the Star but for March, we will give the Rose and Crown a proper Masc road test. Please bear this in mind if you are planning the give our branch a visit, and I sincerely hope that you are, we shall be pleased to welcome you at whatever venue and whatever you may arrive in.

Terry Horler

Dorset Area

Midget & Sprite Club

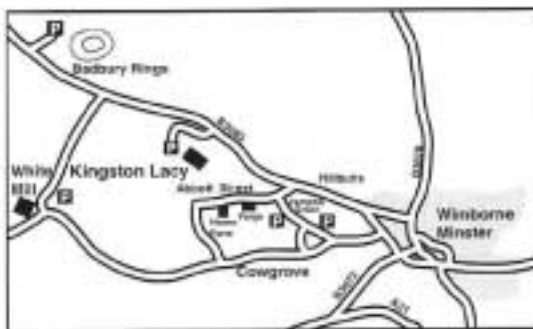


Sunday 27th May 2007



Kingston Lacy House

Nr Wimborne, Dorset 10am - 4pm



New for 2007 – The Rutland Raiders

There is a plan afoot, hatched at the Silverstone Classic 2006, for an event in the Stamford area right on the borders of Rutland, Lincolnshire, Cambridgeshire and Northamptonshire on the weekend of May 19th–20th 2007.

Yorkshire and HCNW Areas invite Mascovites to meet at Burghley House around lunchtime on Saturday 19th May, where we would spend the afternoon, so there would be no pressure on arrival times. Then moving on to

a local hostelry for an evening dinner and an overnight stop for those requiring one. On Sunday morning a road run in the locality, probably finishing with a visit to Barnsdale gardens, home of the late Geoff Hamilton. We especially hope those of you living nearby may join in at some stage over the weekend.

If you are interested in the whole or part of this event please contact either Anita (Yorkshire) or Chris Jackson (HCNW). Details are in the front of MASCOT.

Cambridgeshire Report

As I write this it is early January and it was great to see MASCOT on my doormat, I must confess I was not too sure about the idea when Barry first raised it. I was thinking club cash and not much to report in January but I have to admit it was good to have something Spridgetly to read while working my way through the inevitable mountain of turkey sandwiches, and the front cover was just brilliant!

Following the tradition of previous years in Cambridgeshire and bearing in mind the busy time of year we held the MASC Christmas lunch in place of the normal Mad Cat night. The appointed day was Sunday the 10th of December which soon arrived and although it was cold it was at least dry, hence we had a



small complement of proper cars, some topless as well (well done guys) alas I was not among them this year. It was an excellent gathering with a record turn out and a brilliant meal with interesting conversation, the only down side being, with the great turnout the seating arrangements made it hard for us all to communicate with one another and since the whole inn seemed to have been turned over to eating seating there was nowhere to sit and chat to the wider group before or after the meal. We plan to find an alternative venue next year with slightly more sociable seating arrangements, however a group of us did move on to the Golden Ball in the next village (Boxworth) which I understand has close ties with the MG owners club and tuned out to be a very pleasant place to spend the afternoon in front of a roaring log fire (all very seasonal).

Getting back to matters at hand it is almost frightening to think that I am reporting events

that took place in December and by the time you read this it will be early February, with the new 2007 Spridget season just around the corner. I always think that the worst of the winter is over by the end of February and regard March as a kind of transition between winter and the start of spring in April. Yes the time of mellow Spritfulness is upon us and is galloping towards the start of the new years events, with this in mind I have collected together a list of potential events, some we have regularly attended in the past, and some new suggestions together with a few joint events with other areas all of which we need

to finalise by the next meeting (we are a very democratic bunch). Note any further suggestions are very welcome indeed but we need to get our skates on as time will fly by.

APPEAL: Could anyone who knows the whereabouts of 1969 Austin-Healey Sprite KUR 866H contact me since a previous owner has asked me to try to trace it for him. He is keen to know if it is still around and if possible would like to buy it back.

See you all at the Mad.

Dave Dixon

NW Area Report

For January club night we had a change of venue, meeting at the George and Dragon situated in the lovely village of Great Budworth. We met here to have our belated Christmas meal. Not a massive turn out but still a good evening.

Back to the Kilton next month on 14th Feb – Valentine's day. Why not bring the missus along for a romantic evening! We have provisional plans for this year's forthcoming

events and hopefully details should be available shortly, I will keep you posted.

Finally, congratulations to Andrew and Rachael on the birth of their new baby boy.

Well, can't think of anything else to say without rambling on for rambling sake so see you next month.

Les

Surrey Area Christmas Meal

Tuesday 19th December 2006

The third Tuesday of December found Surrey Section stalwarts assembled at the Kingswood Arms, Kingswood, Surrey for the annual Christmas Dinner (evening meal). Thirty nine people attended. Spirits were high. The food was to its excellent standard. Everyone entered into the Christmas festivities by wearing their cracker hats including my wife, Lisa, who this year was presented with a fantastic gold hat by Tim Ward. She was however disappointed that he did not have any Elizabeth Shaw Mints to give her. She is looking forward to receiving them next year. Thanks Tim. Ashley Hinton whilst bemoaning the increase in the cost of sheet stainless steel brought music to my ears by announcing the manufacture, at last, of stainless steel disc brake back plates for Midgets and Sprites so equipped. I shall have a pair when available please Ashley. All others, please, form an orderly queue behind me. The traditional

presentation of a bottle of wine to the person attending area meetings the most times in a Midget / Sprite or Frogeye was made by David Wright to ... me. Gratefully received having now walked off with the bottle two years on the trot I feel that I must disqualify myself for 2007 and allow someone else to bathe in the glory. After dinner the Main item on the agenda was the presentation, by Laura People, of a sundial to David Wright, from the Surrey Section membership in appreciation of him guiding the Section throughout the past fourteen years. David is now standing down as Area Rep. David's last official task went unseen by most taking place, covertly, under cover of both darkness and fog in the car park – the most ceremonial surrender of the Surrey Section Gazebo.

Alan Anstead

Area Rep. Kent and Surrey

*Mail to: alan.anstead@btopenworld.com
Tel: 01322-384050 (answer phone)*

Ho Ho Ho! It's the Dorset MASC Christmas Dinner

On our December meeting night of Monday the 18th we had the grand total of 70 diners for our annual Xmas bash! (5 down on 2005). As is usual all people attending showed their generosity in donating a wonderful range of raffle prizes. We had a fantastic meal, one of the best yet, a great time and raised an amazing £268 for Julia's House (children's hospice) through our Auction, Raffle and Name the Dog competition. This was £38 more than last year. John Gully was again the auctioneer for the second year in a row where £40 was raised through the Auction of the Phoenix Experience, a Food and Drink Hamper, donated by Pam and Roger Taylor. The winners of the Auction item were club stalwarts Vi and Colin Morris. Steph Mobley conducted the Name the Dog competition where the prize of a cuddly dog was donated by Bryan and Sue Fox who also did the game card with the list of dog's names on it. It was £1 a go and the dog was won by my wife Chris who chose the name 'Cracker'-Christmas Theme! Alan Mousley and Brian Fox ably conducted the Raffle and must have thought they were never going to finish due to

the huge amount of raffle prizes donated. As is now traditional, Ian Swinden presented the Dorset Midgeteers of the Year awards. I was pleasantly surprised to be the Male winner for taking over as Editor of the Newsletter, at short notice 3 months before, and for attending most monthly meetings and lots of events even though we live in Salisbury. I felt Ian himself would have been a worthy winner as he had been Editor for nearly 8 years and had done an enormous amount in making the Club what it is today. The Lady winner was my other half Chris for her support of me and her regular attendance from Salisbury at meetings and events.

Kingston Lacy 2007 Please see our flyer elsewhere in this publication. This is an annual event that Dorset MASC organises and last year we had 147 cars present and were able to donate £1000 to our nominated charity.

Here's to a successful 2007 – our 9th year as a club!!

Ian Beaver

Dutch Report

Happy New Year and motoring to you all! As promised in my last report: my adventure on the annual night run I've done, organised by the MGCC in my area.

This run is being organised for 8 or 9 years now (from which 2 were organised by my good friend Peter and I) and is the most exciting MGCC run in my area (west-Holland). Basically it's a treasure-hunt/run being held at night. The first car starts at 24.00hrs and is followed by the others with a time differences of two minutes between every car. You have to find your way by following instructions from the roadbook and answer some local questions on the way so the marshals can check if you've taken the right route and can tell who the winner of the run is. The run started at 24.00hrs, a 20min break for

soup/coffee at 03.00hrs and the finish at 06.00hrs where we all join for a full English cooked breakfast and prizes are being given. I joined the run with Arjan, a bike-engined-caterham-owner friend of mine who had no clue of what to expect of this run. We arrived at 23.00hrs to have a cup of coffee and get our instructions. Looking around at the parking area we saw many Bs/Cs, several As and even a couple Tc/ds but it turned out we were the only attending Midget so we had to protect the honor of our species! It was a cold but clear night so some cars were topless (ours included) which was necessary to separate the men from the boys.

At 00.18 we started and were directed in to deserted areas/small country roads/dyke roads with no streetlights or more poetically said: on

the path of darkness... But the Midget was well prepared for this for I have put on a bar on the front with 4 extra lights: 2 nearside beamers and 2 faraway beamers. Arjan was driving the midget at a reasonable speed while i was navigating and giving (sometimes shouting) instructions. Although it wasn't a speed-event I find it much more exciting to do it a little faster than the average allowed speed but with the consequences that we sometimes miss side roads without having even seen them – a punishment for not being sensible/grown-up. Needless to say we finished on time but not first on points. We had a great time and will be there again next year.

December 9th The Westland Classic Rally organised by a very enthusiast Midget owning couple, Thijs and Cathelijne, who also run a classic MG-garage in Monster (town next to Hoek van Holland). It was yet another cold but sunny day and there were 48 MGs and some other classic cars competing for honour and glory (or for some just to get to the finish without breaking the car or marriage). This time there were a couple of Midgets and Sprites who were all very competitive (typical Spritget owner behaviour). I was joined this day by Friederique who is a motoring enthusiast and my first female navigator in a Rally. Yes, I know what you guys are going to say now but she is a (rare?) woman who knows how to read a map and can give the right instructions ... and on time! Because it was her first Rally we signed up in the Touring Class and not the Sport Class. They gave us all kind of methods to find the route: tulip-style and many more of which I don't know the English names but they involved a lot of map navigating.

At the finish we talked about the route with others and enjoyed the buffet with sandwiches and hot Glu-wine which was very appreciated by everyone after the cold run. At the prize giving we were happily surprised: we ended second in our Class! Well done Friederique, but now we will be joining the Sport Class next time... The winner of the Sport Class was also a Midget owner only sadly this time he drove his BGT so therefore we ended up as highest ranking spridget, not worth a price but important for promoting the Spridget as THE car to compete in.



MG workshop rally

What's coming up in Holland this year?
 May ? Annual AH Sprite Run (Midgets welcome too)
 2-3 June Octagon Run (2 day run through the nicest areas off Holland) organised by the MGCC Holland (non members welcome)
 8-9-10 June MASC Battlefield trip in the Arnhem area organised by Alan Anstead alan.anstead@btopenworld.com
 15-16-17 June Spridgettreffen near Hamburg Germany (see report of last year in Jan. MASCOT)
 1st September weekend Annual 1 or 2 day Spridget run with bbq.

Looks like June will be very busy! For any questions and info on Dutch Spridget activities: ariedebest@planet.nl

Arie

Yorkshire Report

January Meeting

Three days before the meeting I was on the verge of cancelling it as only six had said they were coming, including Mark and me! However, the response to my Thursday morning email was tremendous and we ended up with 21 on the Saturday. Many thanks for coming along despite the dreary weather. It makes it all worthwhile, especially when you have a few surprises in the turnout. Arthur was back on form, arriving first at the Craven Heifer, Skipton with his brother Roy. His yellow Frogeye was easy to spot in the car park as we approached. I had thrown a wobbly earlier when Mark wouldn't let me get KCY out (Pre Meeting Tension) but at least I didn't have to wash her later! Tony and Clare arrived in their Toyota twin-cam-powered Midget despite Tony's recent second knee operation.



Next to turn up were visitors from just over the border, Peter and Dorothy from Lancashire in their white Frogeye, Scotty, closely followed by Guy and Hazel from Cumbria in the well-travelled Austin Sprite.



Mike Y also popped across the county line to catch up on news. Andy B decided to spend the weekend working on the Frogeye with his Dad but did send a pair of kingpins with Matt and Lizzie for Mark to ream. Matt is hoping to finish roofing the new garage soon. Sarah arrived before Tim. He had to negotiate Holly through a large quantity of horses and hounds in their village before enjoying a drive across country through Pateley Bridge to Skipton. Martin and Gail brought their very quiet granddaughter along. They missed the last meeting, as Martin was at an auto jumble selling some of a recent parts purchase, so it was good to catch up with them. Mick H and Tim L arrived just in time to watch us all eat good hearty meals. Mick is hoping to bring his Midget to a meeting soon, even if he has to tow it there! Students John and Rachael also came along. They want to change their modern car for a cheaper-to-insure classic. Needless to say we had lots of ideas! Matt knows of a Midget locally and will check it out first.

Hope the weather is a bit better for our next Saturday lunchtime meeting on 3rd February. We're heading North to The Crosby at Thornton-Le-Beans between Thirsk and Northallerton. Tim and Sarah are planning a short road run for after lunch. Hope to see you there.

Other Matters

Congratulations to Nick and Josie and Nigel and Jenny for their results in the Johnston Trophy Rally. 2nd and 4th in class respectively. Looking forward to hearing all about it soon. Matt checked out the Midget and John and Rachael bought it. Hope to see them with it soon.

We are sharing the MGs on Track day at Croft again this year. The date is Saturday 12th May. Contact me for details and to book your place in our MASC 15-car group.

Sat 19th–Sun 20th May there is to be an event, jointly organised with Home Counties North West, based near Stamford, Lincs. We especially hope those of you living nearby may join in at some stage over the weekend. Please contact either myself, or Chris Jackson of HCNW for more details.

Anita

The Linc'slot

Part 1

What a pleasant festive lunch we had at the White Hart the week before Christmas. Good food, good company. Nuff said.

Meanwhile on the 1st January we had an excellent lunch at Pete and Mary's for



1 January at Pete and Mary's



Tim, Jill, Brian, Sue, Pete and Mary at Christmas lunch



Three Pom Pom Pete

our small group and afterwards a very bracing walk on the beach at Sutton-on-Sea. Hot drinks followed in their beach hut, and later a rather long-ish drive home in the gathering gloom. All our thanks to Pete and Mary for a lovely day out. In view of all this excitement, there was no January Meeting.

Sue

Part 2

So now we're looking forward to February and the rest of 2007.

What shall we do this year? There's plenty to see around here, if you fancy it.

There's Tattershall Castle with RAF Conningsby nearby. They keep the Battle of Britain Memorial Flight there at the Visitor Centre.

Or what about Cadwell Park International Racing Circuit to watch some classic car racing? It's a brilliant little 1940's bomber airfield, with loads of stuff including an Avro Lancaster bomber, Just Jane which is almost able to fly again. Sometimes they taxi it

around the apron, and the sight and sound is awe-inspiring.

We'll be discussing these thoughts and letting you know.

Watch The Linc'slot for dates etc.

If you feel like joining us at the pub in February, you may wish to phone Sue or myself on 01522 531425 to hear what we sound like before you risk seeing what we look like!

You'll be welcome!

Brian Jeffery

What's in your Garage?

Part 2 – Brian's Garage

This back axle, which I was lucky enough to have lying around my garage floor, will be used to replace the one currently on my RWA MkIII Midget.

The reason for this is that whilst changing the oil seal behind the the nearside hub, I found that a previous mechanically minded person, had tried to remove the large left hand threaded nut by turning it anti-clockwise, as if it were a right hand threaded nut.

He had, apparently, used a variety of weapons. I mean tools. Deep chisel marks were the main evidence. The result of his effort was to strip the threads on the axle, rendering it scrap.

However, undeterred, he persevered and decided that a good way to hold the nut in place and continue using the axle, was to simply peen the axle over onto the face of the nut.

When my wife saw what I had found, it took me ages to convince her that I had been quite safe whilst driving the car in this condition, as the problem had been at her side!



Brian Jeffery

Market Place

Adverts to Alan Lo

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

For Sale

Lenham Midget – An interesting restoration project. Rust free and in filler-prima. Engine re-built with 5-speed box conversion. Lot of new parts including, carpets, seats, screen, and chrome work. Interesting registration. £3,500.

Email for more details, DMJMusic@aol.com with Name, address, contact number.

1966 Mk 2 Midget – Primrose yellow. MOT for 11 months. Taxed (but that's free anyway) 1293 cc Engine rebuilt about 5000 miles ago. Fitted with big valve, gas flowed head with valve gear modified so it runs on unleaded. Stainless Three branch exhaust

manifold and exhaust system. Sierra 5 speed gearbox fitted by Frontline. Full suspension upgrade by Frontline, includes their front wishbone set up, adjustable telescopic shock absorbers all round. The engine leaks oil at the back (don't they all?); speedo doesn't work, but car comes with Roadpilot fitted which gives a satellite speed reading. Actually this car goes well, revs freely, cruises at 80mph with no stress. Handles like no other Midget I have driven and stops! I am asking £4200 for it. Car is in Radstock (South of Bath)

Phone John 01761 436535 or 07810 861005

The Importance of an Agreed Value for your Spridget

Let's face it, nobody wants to have to pay for insurance. It's a necessary evil, however don't be fooled into thinking all insurance policies are the same, especially for classic cars.

There are many types of 'classic' car policies available on the market with varying degrees of cover. One of the most important benefits of a classic car contract should be the option of an agreed value.

An agreed value is the figure pre-agreed between the client and the insurance company, for the vehicles value, should it be involved in a total loss.

Classic car owners can spend many thousands on their vehicles, often spending far more on a vehicle than it will ever be worth on the open market! This is potentially where problems can arise. Many owners either don't have an agreed value, and 'hope for the best' or simply add up all monies spent on the vehicle and assume this is what they will receive. Sadly on both accounts this can result in major disappointment as an insurer will only pay for the market value of the vehicle at the time of the incident.

How do I obtain an agreed value?

It couldn't be easier! Simply provide a selection of photographs of your vehicle, showing varying angles together with a written valuation.

This can be obtained either through a specialist dealer, MASC Secretary/Archivist, or in the case of Classicline Insurance, can be done by the owner themselves.

With Classicline the value can be agreed following the completion of a valuation form, similar to a condition report form, photographs and a charge of £15.00. All very painless!

How do I know if my value has been agreed?

You should have received confirmation from your broker stating the value of your vehicle has been agreed. This could be in the form of a letter, certificate or schedule. Classicline Insurance will send a separate, personal letter clearly confirming the value has been agreed, the amount agreed and the period it has been agreed for, usually two years.

In summary, make sure the value of your vehicle is agreed at all times, even pre- or during a restoration. It's bad enough when a car is written off, with all the implications involved. To then be told you will receive considerably less for your pride and joy than you were expecting because you do not have an agreed value and the insurers will only pay the current market value is almost like a 'double whammy'!

There can be huge differences between what a car is worth to an individual owner and its true value on the open market. Owners spend many thousands on their vehicles and must treat the issue of insurance seriously, and very much as part of the ownership of a classic car. Be realistic. Be sensible. Look at what the market is doing – the market prices can go up as well as down.

Keep your broker informed of any work carried out on your vehicle that may increase its value. Brokers are here to help and to give you the best advice. It is difficult to do this after a claim has occurred so my advice would be to keep in contact with your broker and don't assume anything!

We're here to help!!

Darren Coote
Director ClassicLine Insurance

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