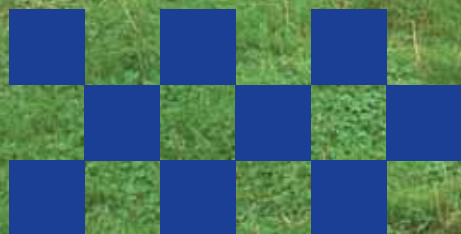


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of the
Midget & Sprite
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THE WHO, THE WHAT & THE WHERE of THE MIDGET & SPRITE CLUB

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Also see the Club Nights section on page 4 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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Editorial

Many thanks to all of you who submitted articles, reports and photos to this months *MASCOT*, although I think I may have given the publishers a mild anxiety attack by going on holiday for a week, two days before the magazine's deadline.

While I was away, I realised that you really do tend to see so many more classic cars being driven in the UK than in mainland Europe, even though our weather seems less conducive to owning and driving them than it does in sunnier climates.

I don't really understand why this is. Perhaps our road vehicle licensing and M.O.T. laws are more charitable to older cars or maybe we are just more nostalgic? I'm certain that it's not our low petrol prices.

My pet theory is that we are more club oriented and the relative closeness of pubs, meeting places and towns within easy driving distance of each other means that we are never too far away from like minded people who share a common interest.

We are luckier than most, in that our common interest is actually quite often the mode of transport which hopefully gets us to the above mentioned pubs and meeting places. Also in many cases, the adventures, dramas and breakdowns en route give us something to talk about when we get there.

MASCOT would love to hear about your adventures, dramas and breakdowns (preferably only mechanical) but also how you remedied the problems or even the technical methods you used to avoid them in the first place.

The collective knowledge of our membership is sometimes taken for granted, so I would love to hear about and feature any tips, tricks or technical advice relating to our cars and their maintenance, as well as successful upgrades, shortcuts and **"I wish I knew that before I started"** moments.

Perhaps I may one day reveal my method of applying plasters to bleeding knuckles using only one hand, gaffer tape and a piece of bent wire while holding up a Frogeye bonnet.

In the meantime enjoy your Spridgets, whether they are being driven around, up on ramps or simply sitting in boxes in the corner of the garage. And please raise a glass to wish the Midget and Sprite Club a very **HAPPY 25th BIRTHDAY** for Friday the 3rd of October.

Have a great month.

Gary & 'Gaps'

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: SE Area member, Peter Gardiner's, 1979 1500 Midget photographed near the "Secret Nuclear Bunker" in Essex



Club Nights

- 1st Monday **London Area** (Congestion Zone) – Meet at **The Plumbers Arms**, 14 Belgrave Street, Belgravia, SW1W 0LN at 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 Plough**, Potterhanworth Booths, LN4 2AU, south east of Lincoln on B1190 at B1202 junction. 8pm.
Contact Brian Jeffery, Tel: 01522 531425 or mobile, 07952 969514
- 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 Saturday **Yorkshire Area** – Contact me, Anita 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com for details of the October meeting.
- 2nd Wednesday **Warwickshire** – Meet at **The Green Dragon**, The Green, Sambourne, Redditch, 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 Rose & Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770
- 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 Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.00pm onwards.
Contact Alan Anstead, Tel: 01322 384050.
alan.anstead@btopenworld.com
- 4th Thursday **Sussex** – Meet at the **Friar Oak**, Hassocks, from 19:00. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- 4th Thursday **Hampshire** – Meet at **The Poacher**, South Warnborough. 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.
alan.anstead@btopenworld.com
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N.London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- Most Sunday Lunchtimes **Wiltshire** – Meet at **The Spotted Cow**, Marston Meysay

Club Website

Members Only pages for October
User name: Micro Password: Blister

Events

From David Hill & Webmaster Toby Anscombe

Events organised for 2008 so far.

October

Sunday 12th Join the Warwickshire Group at the Gloucester and Warwickshire Railway Steam and Vintage Rally. Contact John Platt on 01789 488321 or email: john@platt2085.freemove.co.uk

November

Friday 14th Classic Car Show at the NEC.
To Sunday 16th

December

Wednesday 10th Warwickshire Area's Christmas Dinner at The Green Dragon. Details from Sheila Yates, 01608 665066 or email: chrishe@tiscali.co.uk

Tuesday 16th Kent/Surrey/Sussex Area's Christmas Meal. No other area meetings this month.

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

The summer didn't get any better did it? At least not here in West Wales. We didn't manage to get out much in the Midget but at least I was able to take my Mum (93) out on her birthday. The trouble is, having spent so much time, effort and money on restoring our Midget, we really don't want to get it wet! A bit sad but there it is! Also a breakdown far from home (even with MAD help) is always worse in the rain. Still, maybe we will get a dry winter but then there will be salt on the roads! Can't win can we?

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

Musings from the Chair

Well it's nearly all over for another year. The active spridgeting season that is. Some of you will be thinking about winter rebuilds or storing the car for the winter months, while others will be relishing the idea of drives through the autumn leaves on crisp mornings. Which ever route you are taking I wish you the best of times with it.

I come into the former category. At long last my Midget is off to have its body work completed and painted ready to be rebuilt for next year. It's been a long time since my Midget was last on the road but hopefully it will make next summer. A few years ago I realised that the rear body work was getting past its best when items in the boot could be seen hanging out underneath the car. Having previously restored the front end, floor and rear bulk heads I didn't hesitate too much before getting stuck in with the angle grinding and air chisel. Before long most of the back end of the car had been hacked away and a whole pile of new panels purchased to replace the rotten body work. Then disaster

struck, I was diagnosed with a potentially fatal illness which required immediate surgery. It took a long time to fully recover from the surgery and regain my strength but when it came time to start rebuilding the car I ran into a few difficulties. My welding skills had deteriorated quite a bit and so had my sight when trying to weld. To cut a long story short my Midget has sat in the garage for the past 6 years waiting to be finished off. I have been let down a couple of times with people saying they will rebuild the body, I'm still fine with all the mechanical and electrical stuff, that I was starting to wonder when it would ever be back on the road. Now I have found someone to finish what I started and hope to have my midget back on the road for next summer.

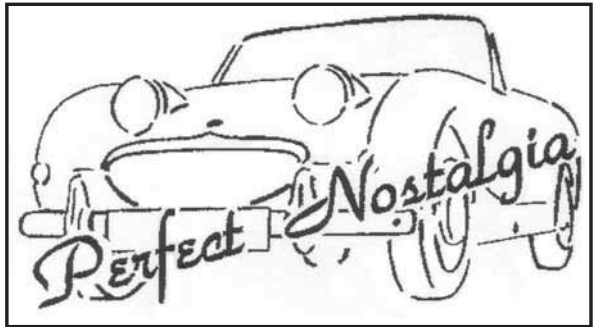
So to all of you with projects which sit moulding away in the corner of the garage, have faith. It can be completed and restored to their former glory.

Happy motoring

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The Lucas RB106 Control Box

Part 4: The Cut-out

Nigel Williams, Chair

Those who have studied assiduously the previous parts of this story will already understand that when the engine is either stopped or running very slowly, the dynamo *must* be totally disconnected from the battery. If this does not happen then the battery will discharge itself through the field windings of the dynamo. This requires a special switch (called the 'cut-out') and this switch is situated inside the RB106 control box between terminals **A** and **D** (see Figure 1).

The ignition warning lamp is connected across this cut-out switch and if we ignore for a moment the problem of exactly how the cut-out works, we can sit back and admire the beautiful simplicity of the circuit in Figure 1. When the engine is stopped the cut-out must be *off* (open-circuit). As soon as the ignition switch¹ is turned *on* (i.e. as soon as the battery is connected to terminal **A**), current will flow from the battery through the ignition warning lamp and back to earth via the regulator and dynamo windings. The warning lamp will then shine at maximum brightness. Once the engine starts and the dynamo begins to spin up, several things begin to happen simultaneously: the generated voltage will rise in opposition to

that of the battery, the voltage across the still-open cut-out switch will *decline* and the warning lamp will glow *less* brightly. This process continues until the dynamo and battery voltages are equal and opposite (the situation described previously in Part 2 which mimics two powerful Sumo wrestlers pushing in opposite directions, neither moving a millimetre backwards or forwards). At this precise moment, no current will flow between terminals **A** and **D** and the warning lamp will go out. If, at this moment of equilibrium, the cut-out switch is somehow closed, *nothing will happen* because the two voltages will still be equal and opposite – but now the dynamo and battery are connected together and if the dynamo voltage rises still further then current will begin to flow into (or 'charge') the battery. The cut-out contacts must therefore close when the dynamo voltage reaches a certain critical threshold value and they should *remain tightly closed* unless the dynamo voltage drops below this threshold value: the cut-out is therefore *not* a buzzer like the regulator contacts.

In fact, the cut-out is really nothing more than an electromagnetic relay switch. The relay windings are wound on a second bobbin inside the RB106 box and, like the regulator windings, these are connected across the dynamo between terminals **D** and **Earth** (see Figure 2). When the dynamo is stopped or running slowly the cut-out contacts are open (Figures 2(a) and 3) and the only path between terminals **A** and **D** is through the ignition warning lamp. As the dynamo output rises, the magnetic attraction between the cut-out's bobbin and armature increases until finally the cut-out contacts close (Figure 2(b)). As with the regulator, the moment at which the cut-out contacts close can be set easily by adjusting the spring tension of the armature. Note that once the cut-out does close, the ignition warning lamp is short-circuited (i.e. *off*).

Like the regulator, the cut-out inside any RB106 may be one of two designs. The early type is illustrated in Figure 3(a) and the later type (which is easier to adjust and is now much more common) in Figure 3(b). In both types the armature is connected to the

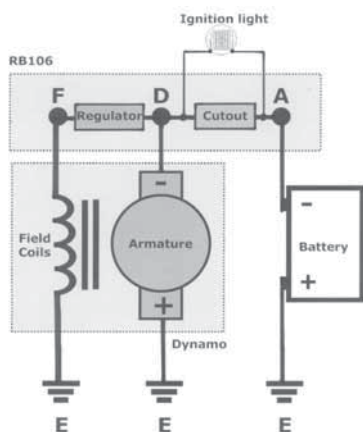
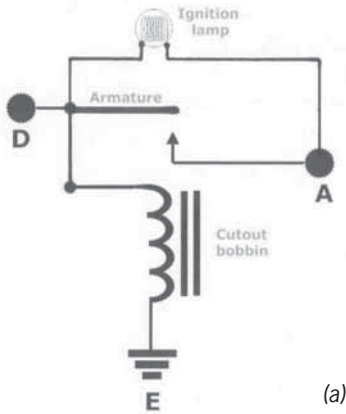
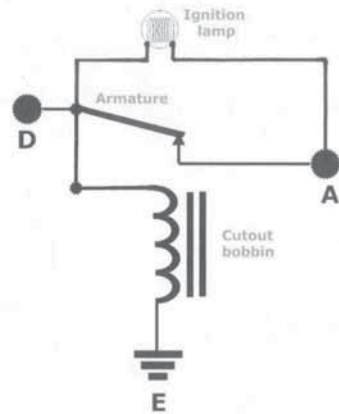


Figure 1

¹ The ignition switch has been omitted from Figure 1 to avoid unnecessary clutter from the diagram.



(a)



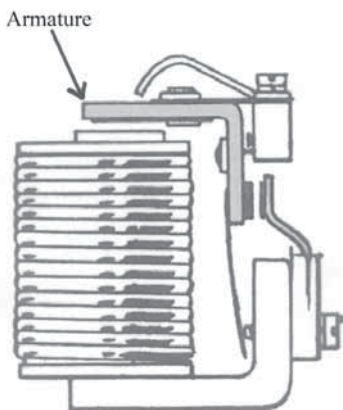
(b)

Figure 2

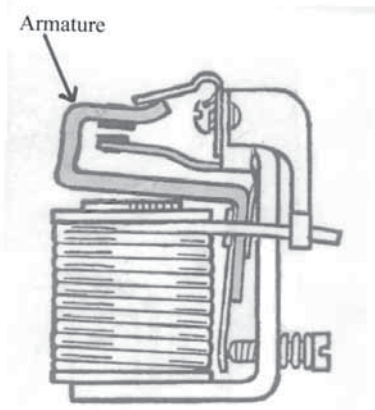
metal frame of the RB106 (i.e. connected to terminal **D**) and the other side of the contacts is connected to terminal **A**. Also, in both types the cut-out contacts *close* when the armature is pulled down, in contrast to the regulator contacts which *open* when the armature is pulled down.

To ensure that the cut-out contacts remain tightly closed instead of ‘chattering’ or ‘bouncing’ on and off (something that would shorten dramatically their service life), the RB106 control box contains yet another simple and ingenious feature: instead of routing the wire which carries the charging current from the cut-out *directly* to the **A** terminal of the control box (as illustrated in Figure 1), this wire is first wound *around the outside of the cut-out bobbin* in such a way

that any charging current flowing in this wire will augment the magnetic pull of the cut-out’s relay windings. The effect of this extra feature is that once the cut-out contacts close and current starts to flow from the dynamo towards the **A** terminal, the cut-out contacts are snapped tightly closed by an extra magnetic pull above and beyond that provided by the relay windings. Also, when the dynamo stops charging, any momentary reverse current from the battery will flow *backwards* through these extra turns, creating a magnetic field which *opposes* the existing field, thus *accelerating* the opening of the contacts. These extra and ingeniously placed windings are clearly visible in Figure 4(a), a photograph of a late pattern RB106 cut-out: there are thirteen extra turns and the

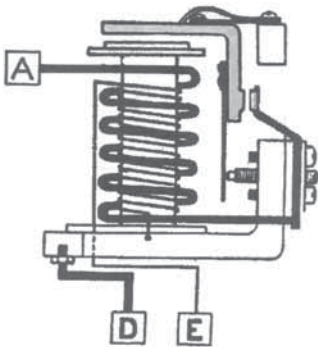


(a)

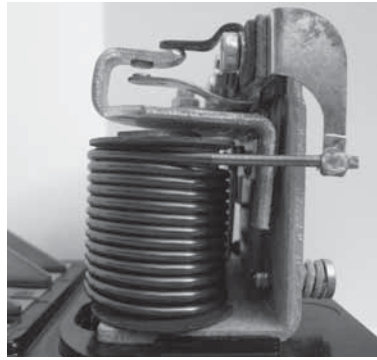


(b)

Figure 3



(a)



(b)

Figure 4

copper wire which is used to construct them is thick and strong because it must be able to carry all of the dynamo's useful output. The cut-out's 'relay' windings (which carry current between terminals **D** and **E** Earth, see Figure 2) are formed from many more turns of much finer wire and these are invisible: they lurk hidden beneath the thirteen monster extra turns which dominate the view in Figure 4(a).

It is an instructive exercise to attempt to add these extra turns to Figure 1; my attempts to do so have all produced a mess; this may be one of those rare cases where something is easier to describe with words than with a diagram. The Lucas engineers were faced with the same problem and part of their diagram for the early pattern RB106 is reproduced in Figure 4(b): this does manage to illustrate successfully how the whole frame of the unit is connected to terminal **D** and how the inner fine wires of the cut-out relay run between terminals **D** and **E**. This diagram also shows how current from the cut-out's armature can flow through the large extra turns and onwards to terminal **A**, once the cut-out contacts are closed. Although it is hard to improve upon Figure 4(b), this professional diagram is still a pretty scary thing, something best examined *after* one understands what is going on.

To ensure a good electrical connection, the cut-out points are made of silver. Although silver is a relatively soft metal, these contact points can enjoy an extremely long service life because, when they snap smartly on and off, the voltage difference across the points is very small: at the moment of contact, virtually no current flows and so no destructive sparks can occur. Unlike the regulator's tungsten contacts, which

should be cleaned with carborundum paper, the silver cut-out points should be cleaned carefully only with very fine glass paper².

Finally, the operation of the cut-out inside any RB106 control box can be observed *in-situ* simply by removing the cover of the unit and watching the contact points while a friend starts the engine: the ignition warning lamp should glow brightly when the ignition is switched on and then fade slowly as the engine speeds up, finally going out altogether when the cut-out contacts close and the battery starts to receive its charge. The cut-out switch contacts should operate smartly and decisively with no hint of sparks or 'chattering'.

This completes our discussion of the RB106 cut-out – but anyone who does remove the cover of their control box to admire its innards will quickly realise that there is yet more to understand. In Figure 1, the regulator and cut-out are two clearly separate and independent gadgets within the RB106 box, and each performs a quite different task – but the wire which makes the ingenious extra turns around the cut-out bobbin goes on to make a few more loops around the regulator bobbin before it finally arrives at the '**A**' terminal of the control box! Even more curiously, there are *two* '**A**' terminals, '**A**' and '**A1**'. These extra turns on the regulator bobbin and the terminals '**A/A1**' are closely related objects, the subject of next month's gripping episode 'The Series and Load Turns'.

John E. Davies (Member 3443)
jed2@cus.cam.ac.uk

² In the good old days, many machine shops used jeweller's CROCUS paper, but this is no longer readily available. The nearest modern equivalent is 4/0 emery paper.

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4047	Jonathon Turner	Middlesex	Frogeye
4048	Douglas Kent	United States-NY	Midget Mk 3
4049	Mike & Diana Blake	Hertfordshire	Sprite Mk 3
4050	Grant Saunders	Warwickshire	Midget Mk 3
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Digital Dilemma

After many years of helping owners to regain their Spridgley things original registration number, I have fallen foul of the numbers game. In making application to re-register a vehicle under its original number, careful attention to the vehicle's identification markings is crucial. Except that is, when it comes to my own multi-shades of red Frogeye.

This was not a matter of re-registration though, just an MOT foul up. It was when researching for Original Sprite and Midget at BMIHT that I looked up the 'birth certificate' of my Frogeye in the archives. This is triggered by the Chassis (CAR) number which in the case of the Frogeye, is prefixed AN5. I found the number from my log book in the records and was astonished to find that mine was originally blue and shipped to Canada. Now I know that mine was originally Cherry red and shipped to Swansea – strange that! When I got home, log book and Frogeye were placed side by side to play 'match the numbers'. This was when I first realised that the supplying dealership had got it wrong. They had used the Body number from the right hand door pillar and it was this that appeared in the log book. Hence, my Frogeye had a BAE prefixed number but I had simply overlooked the prefix when searching the archives. No matter, or at least, it didn't matter until the new 'computerised' MOT system came into force. The first year of this I produced the log book (V5C) as requested by the MOT garage. This year however, it's all gone wrong. I didn't take the V5C as I reckoned that everything would be on the 'system'. The MOT examiner approached me to say that the number on the system did not match that on the Sprite. "Well no, it never has, try the right hand door pillar rather than the under bonnet plate" I foolishly replied. He did and continued with the MOT and printed the document. "That's that for another year" thought I. Until the letter from DVLA arrived. This alerted me to an error on the MOT certificate concerning the VIN as it's now referred to. The number the DVLA quoted was neither the Car nor Body number, the MOT examiner had gone to the wrong door pillar and typed in the 'Body in White'

number instead. Although this begins AN5, it is not the same as the Car number.

The DVLA form did not contain enough explanation space so I wrote a comprehensive letter informing them of the 3 different numbers, their location and significance. Just dropping in the fact that I processed DVLA re-registration applications, wrote Original Sprite and Midget and was a founder member of MASC by way of giving them some idea that I might have a bit of background. I did omit the AN5 number stamped into the upper footwell panel as I thought that this might just be taking things a little too far.

So, after 48 years of my Frogeye having a false identity, the system has finally caught up with it (plus an MOT examiner that doesn't know his left from his right). I now face a possible inspection from the DVLA and a new MOT and V5C documents.

On returning to the same garage with my Sprite Mk1V for an MOT, I informed them of this but they said that DVLA had not been in touch. On checking the Car number for the Mk1V, they noticed a slash between the HAN9 prefix and Car number; the 'system' did not contain the slash and when they typed this in, the system refused to accept any form of amendment. So, if an error exists, make sure the MOT examiner maintains it.

During my years of keeping the Club Car Register, I noted many errors on log books and V5 documents. Engine number prefixes were often incomplete or incorrect but most often noted, the 'G' suffix to the Car number. From 1967, Spridgley things from Abingdon had a G suffix whilst the few Spridgley things finished at Cowley had an M suffix. All too often the G appeared as a 6 on the log book/V5. This may not have been of much significance in the past but may be now. If your documents show the last number to be a 6 whilst the MOT examiner sees it as a G, you too may receive a letter from DVLA.

I patiently await the outcome from DVLA, hopefully before next year's MOT!

Terry Horler

Parking the Other Midget Outside your House

Those of us who live in urban environments will know the problem. You pop out for a quick blast in the Spridget, making some excuse to yourself to justify driving a mile (or many many more) down the road to get this or that, simply because it's a sunny day and you can't think of any reason why you shouldn't go for a quick spin.

You and the car return with all the cobwebs blown away only to find that your pristine well-appointed parking space has disappeared. Your prime position has been taken by some Eurobox. I'm sure that it's a situation that most of us city dwellers will find familiar.

But what if the opposite occurs? Imagine that not only has the usual space within eyeshot of your home become fully available but the unthinkable has happened and the parking



bay next to yours is uncharacteristically empty too. It's an opportunity not to be missed but you only have the one Spridget.

Well when Will Munns was faced with this dilemma and with his Red Midget already parked safely in its usual space, he knew exactly what to do. He'd have to fill the extra parking bay with the only other car that he owned. The problem was that his other car, also a Midget was only a fraction the size of his main one. In fact it was 32 times smaller!

Undeterred, Will not only completely filled the parking bay with his much smaller Midget but he has photographic evidence to prove it.

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GATWICK





Caption Competition

This photo shows SE Area Supremo Alan Anstead's close encounter with a goat at last month's visit to the "Secret Nuclear Bunker" in Essex.

The best caption received by me and judged by Alan himself, will receive a **MASCOT Binder** (see attached image).

Bad taste may not necessarily be a hurdle but please bear in mind that the winning caption must be printable in next month's **MASCOT**.

In addition if you feel that you have a suitable "Caption" photo to submit to **MASCOT**, I would be delighted to consider it for a future competition.

The rules are:

1. The subject matter must be loosely Spridget related.
2. The same "taste" rules apply as above.

I look forward to receiving your captions (and photos).

Gary



MG Midget postcard 1966



Sprite Jubilee

Gerry Coker has never owned a Sprite, a Big Healey or any other BMC sports car. On May 20, Coker, the designer of the Mk.I Sprite and the Healey 100, came within one drawing of winning a 1968 MG Midget given away as part of Sprite Jubilee, a United States event that marked the 50th anniversary on the introduction of the Austin-Healey Sprite Mk I, known as the Bugeye or Frogeye.

The drawing was at the closing banquet of the five-day event in Carlisle, Pennsylvania. More than 200 people and approximately 120 cars attended, coming from as far away as New Mexico, California, and Ontario and Quebec, Canada. Although Bugeyes dominated the event, there were a number of later "square" Sprites, as well as special-bodied Sprites. MG Midgets were also represented.

This year's event was the fifth over the last 25 years, all of them on the five-year anniversaries. The first in 1988 was for the car's 30th anniversary. Organized by Rick Moses, a Hershey, Pa., dentist, they are conducted in Carlisle, the venue for many car shows each year. It ran concurrently with the annual Carlisle Import and Kit/Replicar Show.

Among the invited guests at the event were Coker; John Sprinzel, an Englishman who raced and rallied in Sprites including the car's first win in the 1958 Coupe des Alpes, and later produced special bodies for the Sprite; John Colgate and Ray Stone, Americans who raced Sprites, and Daniel Stapleton, an Englishman who has written magazine

A special bodied Speedwell Sprite and Mk. I Austin-Healey Sprites on a rainy show field in Carlisle, Pa.

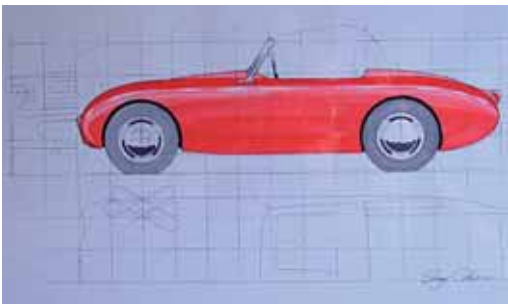
articles and a book on performance tuning for Sprites and Midgets. Event attendees took up a collection to help pay a speeding ticket Stapleton received on a Pennsylvania highway en route to the event after flying into Philadelphia from the UK. All spoke to those at the gathering at various times.

Coker, who had left Healey Motor Company by the time the Bugeye was introduced, said he tried to design a "poor boy's Ferrari." Coker designed the original Sprite with folding headlights and a much different front end. He said he had been influenced by Italian design in both the Sprite and the Big Healey. Italian sports cars, he said, all had "aggressive snouts."

"We were trying to make a small sporting car. I didn't want the car to look like the Healey 100," Coker said. The prototype car was painted Ferrari red and had chrome exterior door hinges.

He left Healey in 1957 before the car went into production and moved to the United States to work for Chrysler and Ford. The car was finished off with the upright headlights, a cost-saving move. When he first saw the finished car in 1958 in a Detroit showroom, he told a friend, "That's not my car." Coker said, "I couldn't see the car; all I could see was those bloody headlights."

But, as the years have gone by, he said he has changed his mind. "I think the thing that



Gerry Coker's Sprite drawing".

Gerry Coker, designer of Mk.1 Sprite and Healey 100, signs a programme at the closing dinner



gives the car character is the headlights, so now I claim the car," a statement that caused laughter.

Coker said the design was much easier than the Healey 100. He did one drawing for the Sprite. "I came up with the headlights later," he said, drawing howls from the crowd. "I did not do the child-like arrow," he said, referring to the Sprite's boot flash.

Coker has never owned a Healey, either the Big Healey or the Sprite or its MG Midget variant. He said he could not afford the insurance on a Healey 100 when he lived in England and wanted to buy a Sprite when he moved to the States. He said that Donald Healey, the founder of Healey Motor Company, told him to "buy a decent car with air conditioning," and he followed that advice.

Coker had been a finalist in the drawing for the MG at the closing dinner. Fred Bender, a pharmacist from Greenville, South Carolina, won the car on the final drawing, beating out Coker. Bender last owned a sports car when he was in college about 40 years ago in Erie, Pennsylvania. Interestingly, the car was an Innocenti Spyder, an Italian car based on the Sprite and which is now exceedingly rare. The Innocenti was wrecked in an accident and Bender bought another car. The Innocenti and sports cars remained a dream until the drawing. Bender attended the event with his college roommate, who recently restored a Bugeye.

During the five-day event, attendees went on mass drives to the Antique Automobile Collectors Association museum in Hershey,



Lineup of Austin-Healey Sprites at Sprite Jubilee

Pennsylvania, and to the American Civil War battlefield at Gettysburg as well as to various restaurants for dinner. Driving events and technical sessions were conducted at Hotel Carlisle, the venue for the event. An auction featured memorabilia from Sprinzel and a car show was conducted on the final day.

The drives and the parking lot events were mostly through heavy rain and temperatures in the 50s, typical English weather. Sprinzel, the rally driver, noted at the closing dinner the organizers had asked the "fairy in charge of weather for good weather, but she thought you meant English Sprite weather."

Coker had another take on the weather: "If dampness is good for your health, get a Sprite."

And, another attendee put it this way: "These cars are moveable art. If you don't want to drive them in the rain, put them in the living room."

The Pennsylvania event was one of two national planned in the United States. The other was at Lake of the Ozarks in Missouri in June. National Austin-Healey Clubs also recognized the anniversary at their summer events.

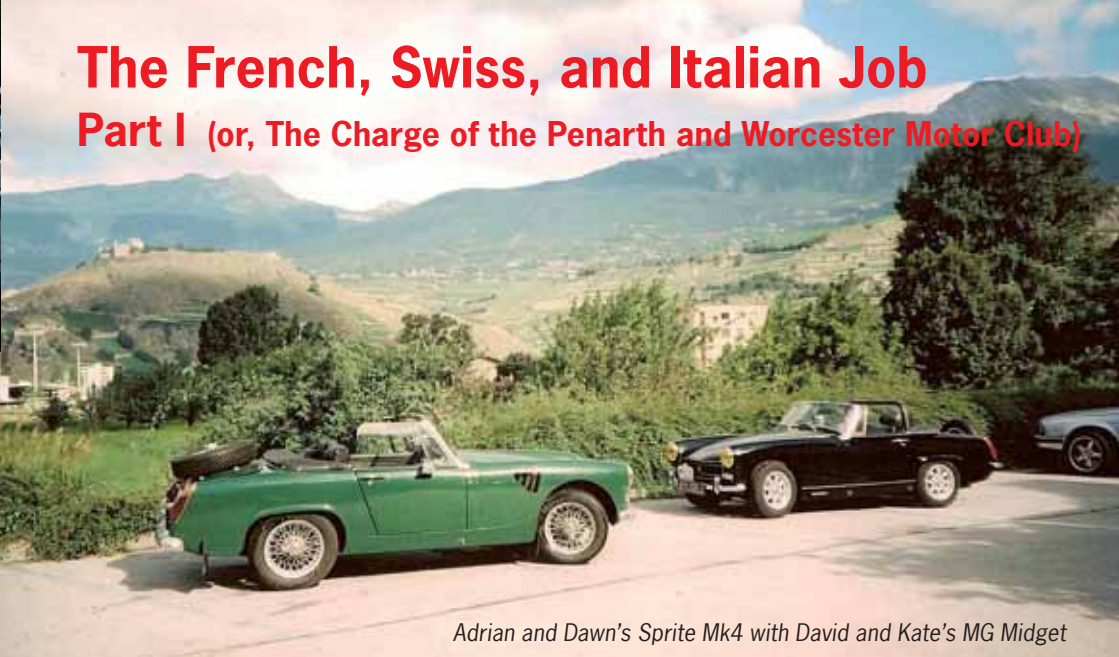
Glenn Surrette



Heavy rain as an Austin-Healey Sprite Mk.1 starts a fun run

The French, Swiss, and Italian Job

Part I (or, The Charge of the Penarth and Worcester Motor Club)



Adrian and Dawn's Sprite Mk4 with David and Kate's MG Midget

As a driving holiday, the '07 trip to the Pyrenees was a success, so plans were made soon after we returned for a similar venture in '08. The favoured locations were the Italian Lakes and the Dolomites, both areas offering stunning scenery and great driving opportunities. When we returned from the Pyrenees, we took every available occasion to entertain, or should that be to bore, our friends and relatives with stories, photographs, and 5 hours of DVDs of the trip.

Our MG Midget-mounted friends from Penarth, David and Kate, were among those who had to suffer, but they offered a different kind of reaction to this form of entertainment, professing an interest in a similar kind of venture, but with experienced companions. Dawn and I suggested that they might like to think about joining us on the road to Italy, with no great urgency for a decision. They thought about it for approximately $\frac{2}{5}$ ths of a second and then nodded their heads in unison. And so the Penarth and Worcester Motor Club was founded.

Several meetings and telephone conversations followed to plan the route and to decide upon hotels. Ibis hotels were to be used for the outward and return legs of the journey, with 2 'specials' for the 3-day stays

in Como and Bolzano. The ferry crossings were Dover to Calais and return, with the route taking us down the eastern side of France, through Switzerland, and into Italy to stay at Como. After 3 days we would head further east to Verona before turning north towards the Dolomites and another 3 day stay in Bolzano, before returning home through Switzerland and the Vosges mountains of eastern France. So, route plotted, ferry booked, hotels reserved, cars fettled, serviced, and packed to the limit – look out Italy, the Penarth and Worcester Motor Club are on the charge!

Friday July 18th Worcester to Calais

We left Worcester at 7.30 with the hood down, well, why not be optimistic, and met David and Kate at Reading Services on the M4, at which point the hood went up as the rain came down. The weather was such that the hoods went up and down with some regularity that day, but after getting lost around Guildford, a very good lunch was taken at the Barley Mow near Haywards Heath. Heavy traffic near Eastbourne and Hastings delayed us and we missed our 17.20 crossing at Dover. Not a problem – the very nice man at P&O said that we could go on the 17.50. A good crossing, very smooth and with a nice prawn sandwich, left us with a short

drive to our hotel in Calais, followed by a cold beer and bed.

Saturday July 19th Calais to Chateau Thierry

A good night's sleep – well, after a litre of 1664 (pression) what do you expect – was followed by an English Breakfast, a bit of a surprise in France. I have to say that it was very good, even the tea was an improvement on last year. The day's drive started with the hoods down, but with an eye on the weather. We visited 2 First World War military cemeteries during the morning, very calm and thought-provoking places, immaculately kept by the War Graves Commission on land donated by the French people. A strong west to east wind kept the wet weather away from us and lunch was taken at the La Tour Italienne café in Peronne in the company of some Porsche-mounted Brits. A vehicle swap was suggested, but, somehow, they did not seem interested. We carried on in ever-improving weather to take afternoon coffee on the town of Courcy-le Chateau, a less well preserved version of Carcassonne. By now the weather was sunny and warm, and the long Roman-straight roads were a joy to drive on with their open views of the countryside. The hotel at Chateau Thierry, stayed in last year, was as good as ever; a successful day.

Sunday July 20th Chateau Thierry to Dijon

Today was about pizzas and Holly. We left Chateau Thierry in good spirits and fine weather with a view to arriving in Dijon at about 3pm. for a gentle afternoons strolling in the Old Town area of this fine city. Around midday we stopped in Bar-sur-Seine for a drink and a snack. A busy Italian-style café was chosen and, while reading the menu, we noted the size of the pizzas being served to the other customers and decided that one 18" pizza would be enough for 2 people. The order was placed, but something got lost in translation and 4 pizzas arrived at our table. The cook and the head-waiter were called, apologies made, our order was re-translated, and 2 pizzas were removed. It must be said that the pizzas were very good and we departed amicably – I think. Onward to Dijon and after mistaking a car wash for a petrol station – Dawn was adamant, they DID look



No room for the Spare on the inside

Preparing to leave our Hotel in Calais



like fuel pumps – we followed the signs for 'centre ville' and parked in what we thought was the old part of Dijon. It wasn't, but 10 minutes walking put us in the right place and a pleasant hour and a half was spent soaking up the atmosphere of this fine city. Time to head for the hotel and Holly (Kate's sat-nav) was called into service with David taking the lead. After 2 dead-ends and 11 left turns – we passed the railway station 3 times! – we turned to the maps and Dawn and I arrived at the hotel. David and Kate arrived 20 minutes later from the opposite direction having visited various suburbs and made numerous new friends whilst asking for directions. Kronenburg and G-andTs to the rescue.

**Words by Adrian Turley,
pictures by Dawn Turley**

Part 2 in next month's MASCOT



Pre-start checks at Chateau Thierry



Not what it seems ...

the tale of lost Sebring-bodied Sprite 4204 MV

Williams & Pritchard were famous racing bodywork designers and builders of the 50s, 60s and 70s who were exceptionally prolific. They are most frequently associated with Lotus, having shared premises with them in the fifties, and been intimately involved in the design and manufacture of bodywork for Lotus from the VI right through to the Elite. Both Len Pritchard and Charlie Williams served apprenticeships in specialist coachworks pre-WW2 building coachwork for top end cars like Rolls Royces, and then graduated to work on Spitfires during the war, which is where their skills with aluminium were learnt.

Their work includes a whole host of specialist and small run lightweight sports and racing car bodies, of specials and prototypes, for manufacturers and for client use, for club racing right through to Formula 1. In addition to Lotus, their client list included AC, Austin Healey (on a top secret project that remains clouded in mystery), Lister-Jaguar, Cooper, Lola, Elva, BRM, and Gordon Keeble. This list is just scratching the surface of the high profile projects in which they were involved, the total of which is truly astounding. At the Le Mans Classic 2008, in the 1957 to 1961 category, at least 15 of the 66 historic racecars had been bodied in period by W&P.

In Midget and Sprite circles they are most famous for bodying the Sprinzel Sebring Sprites, based on the Mk I Sprite, for making the Speedwell Monza bonnets to Frank Costin's design, and for building the Speedwell land speed record Sprite. The Sprinzel Sebrings were largely aluminium bodied, but all bar one were given fibreglass fronts, with which W&P had started to experiment in the early 1960's. These cars achieved legendary international racing success.

The technical definition of a Sebring Sprite is a complex one, which can be very broadly summarised as a Mk I Austin Healey Sprite usually built by or with parts supplied by John Sprinzel Limited which fits the relevant FIA homologation requirements (these are set out in great detail by Tom Coulthard of the Sebring Sprite Register in his book



PMO 200 – the blueprint Sebring Sprite

co-authored with John Sprinzel, "Spritely Years"). The FIA homologation requirements applied only to the mechanical spec and "innards" of the car, but did not cover the bodywork, and because of their complex technical specification almost all were competition cars.

Sebring Sprites were bodied in several different styles, including most famously, the very pretty W&P Sebring Coupe bodywork which appeared on John Sprinzel's PMO 200 and in the Healey brochure issued for Sebring Sprite homologation purposes. Six of the original Sprinzel Sebring Sprites were bodied by Williams & Pritchard.

However, what perhaps has not been recognised in wider Spridget circles is that this Sebring coupe bodywork was a "co-operation" between Williams & Pritchard and John Sprinzel, with it being launched simultaneously on both businesses' trade stands at the 1961 Racing Car Show. As set out in their brochure for that show and in subsequent promotional material, W&P always viewed the bodywork very much as their own product.

The W&P Sebring bodywork range for the Mk I Sprite, which could be bought on a "pick n mix" basis, included their Sebring fibreglass fronts, alloy doors with a fibreglass frame, alloy coupe roofs, and alloy rear shrouds (a



Rear of PMO 200 showing the Sebring alloy roof, lightweight alloy door interior, and rear shroud

lightweight alloy Frogeye rear end without any seams) – each element of which are illustrated on PMO 200, the first Sprinzel Sebring Sprite. This range was available from 1961 until at least 1973, with W&P selling directly to the public and carrying out partial or complete Sebring bodywork conversions completely independently of Sprinzel Limited, to cars that were unmodified mechanically by Sprinzel's works. These were contemporaneously available to all with deep enough pockets, not just to those with competition cars. W&P also produced a GRP Sebring hardtop for the Mk I Sprite launched at the 1962 Racing Car Show, similar in style to the frogeye works hardtop but without the front clips.

This resulted in period converted W&P Sebring bodied Sprites, being road cars or partly enhanced cars for local competition, looking largely like what most of us currently visualise as a Sebring Sprite, but that technically were not so. At the same time there were mechanically correct fully homologated cars that were Sebring Sprites, but some of which looked to the untrained eye like standard frogeyes.

Given this confusing situation, it is highly likely that some surviving fibreglass Sebring fronts on Mk I Sprites, formerly dismissed as “replicas” because they were not on one of the six recognised W&P bodied Sprinzel cars, are actually quite original period W&P products straight from W&P's First Avenue works and indeed came from exactly the same mould, and were made in the same way, as those on the fibreglass fronted homologated cars.

One example of just such a Sebring bodied Sprite is 4204 MV. This car has only just come to light following discussions with the

Pritchard family, and I am grateful to Graham Pritchard for his permission to reproduce his period photographs in *MASCOT*.

This lost Sebring bodied Sprite belonged to Graham Pritchard, Len Pritchard's son, and was his first car at 17. This car was lovingly crafted by Len at home for his son, with similar types of Sebring bodywork modification to those “pick n mix” options that W&P carried out for their paying customers at the First Avenue works.

A wrecked Frogeye was located by Len at a local garage in Hertfordshire in 1963. He could clearly see its potential, knowing that he could make it good, although Graham himself says he personally wasn't convinced. It was a completely standard Sprite (albeit slightly bashed up) when bought. Len then transformed the bodywork to create “an amazing first car”. Firstly he fitted a new standard steel rear Frogeye end (presumably because an alloy rear shroud would have taken too much time and was not as dent resistant for a new driver!). He then fitted a Sebring front and a white W&P Sebring GRP hardtop. The only bit of bespoke alloy work done by Len on the car was the addition of an aluminium power bulge to the Iris blue Sebring front after Graham fitted some larger carbs and bashed them on the bonnet. In my opinion this bulge is what gives the car its very distinctive look.

Graham initially did a full engine rebuild to fairly standard spec when he first got it, and added various interior “goodies”, but after the engine blew up during a youthful display of exuberant over-revving whilst attempting to impress some young ladies on a camping trip, the engine was rebuilt again by an engineering works in Hornsey, North London (given the location and being such



Later W&P Sebring GT bodywork

a close knit community, it may have been one of Len's contacts who were tied in with Lotus – we are still researching this). Graham continued to tinker and tune the A-series engine which was “Vizzarded” before finally replacing the car with a newer MG Midget. He cannot recall to whom he sold the car or when, although it would have been shortly after the colour photos were taken which are marked as having been developed in 1968.

The car is not currently registered with the UK DVLA. The W&P Sebring GT Register and Graham are very keen to trace the history of the car, and to know whether it survives in whole or in any part to this day – so if you have a Sebring front with an aluminium power bulge, or know anything about this car, please get in touch with me at registrar@williamsandpritchardregister.co.uk

In 1967, to diversify from their bespoke racing bodywork business and compete with other popular bodywork modifiers such as Ashley and Lenham, whilst continuing to manufacture the Sprinzel style Sebring (and from at least 1969, the Monza) fronts in fibreglass, W&P launched the all new Len Pritchard designed “Sebring GT” range of fibreglass hardtops and replacement front ends for a range of cars, including the E-Type Jaguar, MGB, Triumph Spitfire, and the Spridget (in respect of which it was styled to mimic the E-type at the front, with a stylish kamm tailed coupe hardtop). These were either fitted as aftermarket modifications by customers or their garages, or by W&P themselves at their works, who would also bespoke the bodywork if required.

The W&P Sebring GT Register exists to record all surviving examples of the pretty Sebring GT bodywork, particularly on spridgets where most examples are still to be found, but also with the support of the Pritchard family to more generally promote the work of Williams & Pritchard. You can read more about 4204 MV and see more pictures of it, with Graham's witty commentary, along with a lot more information about Williams & Pritchard and the later Sebring GT bodywork (examples of which the Register keeps track), and various fibreglass spridget fronts and hardtops, at www.williamsandpritchardregister.co.uk

Tim Saunders

Yorkshire Area, and Registrar of the Williams & Pritchard Sebring GT Register



Graham Pritchard cleaning up the wrecked 4204 MV – 1963

Sebring front on, note unpainted new standard rear – 1963



Nicely painted with Sebring GRP hardtop – 1963



Aluminium bonnet scoop added by Len Pritchard – 1968



This article is based on detailed research and evidence – all sources shown and credited on the website. Photographs of 4204 MV © 1963-1968 Graham Pritchard, not to be reproduced in any form – all rights reserved.

Cambridgeshire Report

We were compelled to take the old Volvo to the Mad Cat, due to the need to pick up the engine crane Roger had kindly offered to lend us, anyway it would have been very risky taking the Sprite with the clutch now slipping very badly. We arrived early for a pleasant pre meeting eating session as did Hubie and Sally and then moved through into the bar as the others began to arrive. We had a good turn out of regulars and a lively enjoyable meeting. The main topics concerned the coming events, especially the arrangements for the treasure hunt, unfortunately Pat and I will miss this one due to another visit to France. We left the meeting a little early since we had to pick up the engine crane from Roger's house, however it had been a very enjoyable and entertaining evening. We followed the supercharged Arkley the few miles back to Roger's place and I was interested to see that the Arkley's lines soften a little in the darkness and make it look quite convincingly like a sleek version of something from the 1930s.

The other event this month was the ever-popular BMC Rally at Ferry Meadows near Peterborough, this was an easy run for us of just 3 or 4 miles so we risked the clutch. The weather forecast was a little disappointing, however the day turned out to be quite warm and sunny although I suspect that the adverse forecast had put some people off, certainly a few of the marked out auto jumble pitches were unoccupied. I even spotted a Mini being driven very slowly across the site with a fully erected gazebo sheltering it, with a man supporting each leg and walking briskly to keep up with the car (and I thought Nigel was obsessive). Despite the missing stalls the auto jumble was actually quite good and there was a good selection of classics on show, mainly BMC but with a few exceptions that somehow sneaked under the radar. We had a good turn out of Spridgets on our stand despite one or two of the regulars not being able to attend, I think I counted 10 cars in all, not including HTJ who I was told was on site but somehow failed to find the designated parking area (there is always one). It was great to welcome our friends from Coventry and Nottingham (one of whom fell victim to the roving commentator in my absence) again

who have been supporting us at this event for the last few years (we will have to see if we can tempt you out to some of our other events).

The event seems to attract a great many different clubs ranging from local generalist classic car groups to specific make and model clubs like the Triumph club, the Jaguar club, the Mini club and ourselves. There were general classic car parking areas however the majority certainly were grouped into clubs. It is great to see some of those old cars, gleaming examples of cars (in some cases) that I have owned, and some I would have liked to own or just always had a soft spot for like the Mini Moke. It is also interesting to see some of the modified cars with some of the good (and less good) ideas people have come up with to personalise their vehicles. You always see those half car trailers, often very nicely made and a perfect match to the parent vehicle, although a part of me wonders why if you loved your chosen classic, you would want to cut one in half. As the day went on we had a few comings and goings, and the usual sprinkling of potential new members visiting our area, our cars always generate a lot of interest. A few weather wimps left a little before proceedings wound up fearing that the fabled Cambs weather was not going to last out to the end, which it did (you know who you are don't you Rob). Sadly the weather wimps missed one of the



Diane's prize

highlights, the prize giving, with Diane once again carrying of an award for the little blue Frog, brilliant!

See you all at the Mad Cat

Dave Dixon



North West Area Report

The day of the August club night started off with rain (just for a change) but this started to clear as evening approached. So, being a hardened northerner I decided to make the journey to the Kilton with the top down. There were a few showers on the way but things cleared up by the time I got there so I parked up leaving the top off. After a while Andy said 'is it raining?' Well what an understatement, it was absolutely tipping it down; by the time I got outside and put the hood on I was completely drenched. To make things worse, in my rush I knocked one of the rear light lenses off so had to faff in the dark and rain trying to fix that. It all adds to the fun of owning a Sprite I suppose.

August bank holiday weekend was the Gold Cup race meeting at Oulton Park. By having a club display there we were able to get free entry for both days. On the Sunday we had a very respectable turn out with ten cars. We were joined by Anita and Mark from Yorkshire and it was nice to see them again. The racing was excellent and there were lots of very interesting cars to see. One particular car that caught my attention was a 1960 Huffaker BMC Mk 1 Formula Junior, this has a



Huffaker BMC Formula Junior

996cc A-Series engine but more interestingly uses the same lower suspension pan from the Sprite/A35 combined with coil over shocks, although I must say the fitment to the A-pan looked rather iffy but it obviously works. Also immediately recognisable was the steering rack and mounts – just like my Sprite. This particular car had a rib case gearbox but would originally have had a smooth case unit. From what I can find out its power was about 85 bhp. The car was the brain child of Joe Huffaker from the BMC competitions dept in San Francisco and was an immediate success. Some big name drivers were also there, Jackie Oliver (ex-Formula 1 and Le Mans winner) and the one and only Barry 'Whizzo' Williams to name but a few.



Barry 'Whizzo' Williams

I could only make it for the Sunday but there was also a good turnout on Monday. I'm certain most of us will be there again next year.

October club meeting: this will again feature Ian's quiz night. Not too taxing and all good fun.

November club night: this will be a very special evening. We are privileged to be having a talk given by racing driver Derek Walker. Derek is one of, if not the most successful clubman's racing drivers of all time; in fact he has won more races at Oulton Park than anyone else. His experience covers many years and a wide range of vehicle types. He is currently campaigning in the ex-David Rees Terrier Formula Junior. This should be a very good evening.

Well that's it for now. See you at the Kilton on 8th October.

Les

September at Speed for SS&NB

A free day out

At the Green Man this month we discussed the news item in the MASC website on the free entrance and parking at the final Midget Challenge race at Mallory Park and the subsequent power test runs at Aldon Engineering. The relevant dates for each are: Mallory Park, 12th October and the Aldon's rolling road tests on the 18th October.

The Mallory Park and Aldon day's tickets needed requesting in advance, but if you are quick? Who knows? This is where frequent reference to the Midget and Sprite club website pays dividends.

When I have info that is too "near the date" to refer through the pages of MASCOT (let's face it, however much Gary tries to put everything in he can't get it all in) I always try to upload it to the club website news section. All area reps have been advised on the method of adding updates and I note that its use is increasing with reps.

I know from my days as chairman that a large percentage of our membership now has access to email and the Worldwideweb but I wonder how many actually check the club site out during the month between the arrival of copies of MASCOT?

The Midget Challenge meeting info is also on the South Staffs and North Birmingham website too at:

<http://ssnbmasc.freezoka.com/index.html> we hope that you will pay us a visit in there too. The technical pages are being brought up to date, as are our cars histories.

All of which brings me around to mention that Trevor our webmaster at SS&NB is going to come along with me to the Mallory Park race, as is Dave O'Neill who was paying us a visit when we were discussing the free day out. I hope I see a number of you all too

The "Run to the SUN BAY" trip is happening later this month and I am

sure Geoff will send in an article about the fun and games in Hope Cove later, wish I were going but not possible this year.

Bill Mohan 1067

(Note from Gary) The two images taken from the SS&NB website are of area member Steve's Sprite.

You will notice how its front probably looks different to yours. There are additional images on their area website. See above web address.



Steve's Ford yellow 1967 MK3 Sprite



With 60s Farina styled rear wheel arches

Filching Manor and Motor Museum Visit



I was meant to submit the monthly write up for the Sussex Section meeting, on 28th August 2008, but so few people turned up there was not a lot to put on paper.

I therefore did not have high expectations of a good turnout, for a mid week visit, on 3rd September 2008, to Filching Manor and Motor Museum nr Polegate, East Sussex. All credit to David Wright for arranging this visit. Unfortunately David was unable to attend due to poor health which had also caused him to miss the Sussex August meet. Visits are by appointment only. The manor house and museum are the property of the Faulkes-Halbard family. Mrs F-Halbard was good enough to open up the ground floor of the manor, where she resides, for us to look around. She also made us all teas and coffees upon arrival as we awaited all to assemble. The Manor has stood since the 1400s and is built and decorated with heavy oak beams. Medieval weapons hang from the wall in what is Mrs F-Halbard's living room. She confessed that she retires to the warmth of the kitchen in winter when cold draughts abound. I reckon it might be spooky of a night time.

Near the appointed time our group began to gather and grow. Not a tin top in sight and a good number of Spridgets. I was well surprised!

John Clark and Bob Wallis were in Frogeyes. Tom Tulip in his Trojan Frogeye David Southcott, Nigel Baker, Mel and Barb Collins came in varying mark's of Midget. Colin Aldridge was in a Sprite having managed to find his own personal rain cloud. His jacket and car seats were testament to the deluge. No one else appeared to have been so lucky. Karl F-Halbard then took us all on a guided tour of his vast collection. Some rarities amongst a host of interesting cars and automobilia were Malcolm Campbell's K3 World Water Speed record boat, a Vale motor car, a Rolls Royce R type engine that held all Land, Sea, and Air speed records at one time or another. For three hours we were shown around with Karl answering all manner of questions or drawing attention to a particular item.

We then all adjourned to the nearby Eight Bells for lunch the weather fine enough for us to dine, outside, in the Secret Garden. Although some had then to leave it was too good a day not to do something else so a small group of us went off along the winding byways to Birling Gap to see the sea and take a very blustery walk atop the Seven Sisters Cliffs. I eventually made it home by 1900hrs.

Alan Anstead

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Home Counties North West Report



Richard Currie's Sprite is the one to the left

Gary! We're glad it's you again and again and again. A 'gap', since the departure of Barry, very well filled. Keep playing, and thanks from all of us. It is the privilege of the man at the helm to share the love of his car with us all, and rightly so. So, let's have 'Gaps' on the cover and encourage all of us who require a bit of bodily adjustment, to hold our heads high. We could call this our 'gap' year.

HCNW has moved hither and thither this month but not as far as some. August 15th saw some of us joining Pat and Zara Kimber's charity run. This annual event involves members of some of the clubs that Pat and Zara support. Hence a variety of transport of the elderly type. Two Austin 7, 5 Big Healeys, a Ford Capri, Mike's A40 and, of course, Midgets and Sprites totalling nine. The 'run' starts at a pub, after lunch, and explores umpteen Hertfordshire lanes, trying hard to confuse the contestants, and ends at the Kimber mansion for a magnificent tea. Many interesting people met and, wey hey!

two new members for the Midget and Sprite Club. Welcome Diana and Mike. £225.20 was raised for 'Livability'.

Pub night, August 27th, saw 20 gathered at The Chequers, Redbourne. Nine Spridgets including two from Hampshire bearing Barry and Jenny and Alf and Lynn. I'm afraid that our table was full to overflowing when they arrive but Mark joined them and others stopped by to chat. You were very welcome and next time we will mix it better. Also present were Mike and Annie from Northolt and Richard Currie from Hemel. Mike and Diana attended their first M&S riot. Richard, newly joined, emerged from a decade of entombment in a Monastery where he rebuilt his beautiful MkIV Sprite. He surfaced to make contact with human kind and seek confirmation of his path to Spridgetdom. No Heritage shell for Richard. He's done the patchwork quilt job. Bootiful!!

Some went to Knebworth and some to Capel Manor, despite the weather.

Chris



Chris's Sprite, Mike and Diane's Sprite with Pat and Zara's Frogeye



Maurice enthralls the ladies with tales of dual master cylinders

So after the full month Chris has reported on we ended the summer (did it start?) with a BBQ at Maurice and Sharon Godden's on the 31st August. We awoke, not unsurprisingly, to rain and thunder, but that didn't put us off. A few phone calls later and we arrived at the lunchtime BBQ.

Between the 19 of us, despite the weather, we even managed to muster two Sprites, a Midget and a Stag in front of the house. Not quite the photo opportunity Maurice was hoping for but not too bad. We were treated to a marvellous feast and the eating and drinking went on well into the early evening and despite a few spots of rain nearly all of us were outside for the whole afternoon. We even managed a trip to the local Buddhist temple! A really big thank you to M&S for their hospitality and the amazing steaks. Maybe we will get that killer photo next year!

Mark

PS. Spridget 50 hats and badges

In these bleak and miserable days of late summer you are possibly sitting in your car in the garage, top down of course, nostalgically reviewing the past season. Oh yes, there was Spridget 50! Now why didn't I buy a bit of memorabilia? Well, it's not too late. We have a number of hats, beanies, stickers, event badges and posters, signed or unsigned, to pass on to you. Cost is merely postage and your own conscience will direct you to make a small contribution to any charity. Contact me (see MASCOT front page) and we can make arrangements. Go on. You really do regret not splashing out at the time. (Should have offered wet suits)

Chris Jackson

Summer 'Goings On' in Hampshire

As the date of the Great Bloxam Steam Fair grew ever close it was 'all eyes on the weather forecast' – nobody wanted a repeat of last year's mud bath (it's the same weekend as Glastonbury) !!! It rained on Friday night but by the time things got under way on Saturday a strong wind got up and dried things out 'hang on tight to that kite Barry'. It was our youngest member's (Sam 20months) first proper taste of camping and he proved to be a petrol head in the making – a true chip off the old block.



Sam, Lou & Pete in Harriet's 1950 Willys Overland Jeepster

Our next outing was to Woodcote near Reading – Alf's favourite show (Real Ale tent). Heavy rain on the Friday evening threatened disaster and sent Barry & Jenny back home for a change of shoes, but the organisers 'managed' the showground very well and the show went off as planned. Unfortunately John and Vic had the misfortune to break down just as they left the gates and had to be recovered home – all fixed now though – a faulty distributor cap again! (Deja vu Gaydon).

The end of July and we have a trip out to show the cars at Brooklands Museum. We meet up on the A3 in warm sunshine, joined for the first time by Jeremy in his shiny red Sprite and we arrive in convoy – the 'girlies' looked a treat and attracted a lot of attention – as usual.

A trawl through the autojumble turned up some treasure to be refurbished and sold in aid of the Barry Green Metal Bonnet Fund and



'The Girlies' at Brooklands

everyone found something to interest them. We were surprised at how many different events are held there throughout the year and we may well return – we were told of a rally and lunch that may take place on New Year's Day so we'll keep an eye on the web site for more info.

We have a weekend off now and then it's Classic Wroughton for the first weekend in August followed by the Club Barbie at Alf and Lynn's – it's all go!

Well, we had the Barbie and braved the weather for as long as possible. The gazebo sheltered us from most of the wind, but we ran for cover when the rain started dripping through the roof – good here isn't it?

Wroughton was probably the most disorganised show we have visited in a long time. The first challenge was to find the camping area – it took Alf and Lyn nearly half an hour and were on the verge of going home again when they found someone who could show them the way – and it didn't get any better.

However two of our members found fame if not fortune. Alf was invited to take part in the filming of a television programme to be shown on ITV in the autumn while John (and his car) was photographed for Classic Car Mart magazine.

The last event on our Summer Calendar was the annual visit to Hampshire Pageant of Motoring at Broadlands in Romsey. We travelled there in the rain (nothing new there) but the sun came out shortly after we arrived.



Life gets tedious

It was good to see Scottish Dave (recently renamed Kiwi Dave) who was back in 'Blighty' on holiday and we had a good day with lots of interesting people to talk to.

Club Nights have been well attended throughout the summer. Colin & Jude visited us from the Surrey section and it was great talking to them and hearing about the different events they had attended. Last month Lee, the proud new owner of a white Frogeye, joined us. He spoke to Alf at the Woodcote show about possibly buying a 'Frog' and it was good to see that he had found one to his liking.

We planned a visit to the Home Counties August meeting, sadly Terry & Harriet couldn't go because of other commitments and John & Vic fell by the wayside when their dynamo packed up en-route to the rendezvous point. However four of us managed to get there without mishap, we were made most welcome by Mark and the rest of the group and hopefully we will visit them again before too long. (Waiting for the Xmas meal invite!!)

<http://www.midgetandsprite-hampshire.info/>

Wark's Talk



Parked in the Old Quarry
at Carrick-a-rede

It was the beginning of the Wark's annual trip abroad and six cars met at Stuart and Sybil's home, to make the journey to Bangor, where we stayed the night before catching the Holyhead ferry to Dublin for our Northern Ireland Tour. The journey was uneventful, except for Barrie who caused us all great concern by grinding to a halt in the middle of a busy roundabout. His coil had failed and a new one, which he had in the boot, was quickly fitted. Just one of those little things that happen in old cars, but we could have done without the comments about buying a new car from passers-by.

The weather forecast was poor, and as we crossed the sea it was reported that areas of Belfast were under twenty feet of water, but we were not deterred and, as we arrived the



Naturally, men don't need maps

sun was actually shining. We were met at the dock by a very lively member of the Austin Healey Club, Brian Byrne. Where were the Irish MASC members you may well ask?! After a discussion about what we could do and see during our visit, Brian very carefully led the way through Dublin, showing us the sights and making sure he did not lose any of us, by stopping whenever he could not see all of us in his rear view mirror. The journey through Dublin was interesting, with lots of waves from pedestrians and some exciting moments as we played with the buses. Bus lanes don't count on a Sunday apparently. Leaving Dublin behind we travelled towards Limavady, only stopping for lunch, and arrived with plenty of time to unpack and have a drink before dinner, the first Guinness of the trip for the men, the ladies having a more delicate and varied palate.

Monday, being the first day of our visit, we set off for the Giant's Causeway and Bushmill's distillery. As the Causeway was top of our list of places to visit, it proved to be just as well that it was on the agenda for the first day and no other. The Causeway is spectacular, which is why it is a World Heritage Site and the distillery was worthy of note, especially the tasting at the end. Unfortunately, while returning to the hotel,



Sybil and Stuart Watson in O'Connell Street

Chris and I were surprised by the usual note of the engine turning very suddenly to a loud roar. "We have lost our exhaust", we said over the radio to the car behind. "No, it is still there", was the reply. On inspection, the manifold had split completely; nothing would do except to order a new manifold. Moss was telephoned and a new exhaust promised within 48 hours, apparently Northern Ireland is "difficult to reach". There was nothing we could do except to wait for delivery, although, with the help of a local garage, Chris did manage a temporary repair that allowed us to take a short run on the next day.

For those with cars still roadworthy, that was everyone except Chris and Sheila, the Inishowen 100 Route was followed, taking in the rugged cape of Malin Head. This coastline is beautiful and time was taken to explore some of the spectacular beaches along the route. Unfortunately, the journey was of such a length that it did not leave time to explore Londonderry, so it would appear that another trip is necessary in the future.

On the third full day in Ireland the group followed a scenic route to Portstewart, with its crescent shaped promenade, sheltered by rocky headlands and then along the coastal road to Carrick-a-rede, where we were able to join them with the new manifold fitted by Chris in the morning. The Carrick-a-rede Rope Bridge, which connects the mainland with a small rocky island, was fitted in the past to enable the fishermen to catch salmon from the island, but when what used to be a daily catch became an annual catch it fell into disuse. However, it now makes more money

as a tourist attraction, encouraging visitors to brave the walk across. A very Irish moment!!

The return journey took us through the outskirts of Londonderry, and then followed the A5 and N2 to Dublin, stopping by the lovely Muckno Lake at Castleblaney for lunch. There was an overnight stop at Bangor again and then a delightful drive through the Llanberis Pass, stopping at Betws-y-Coed for lunch. It was a lovely trip, with some super driving through spectacular countryside, weather good enough to have the hoods down most of the time and great company. Our thanks go to Alan and Rosemary Couch for organising another wonderful trip across the water.

The other events planned for this month were not so successful, with Mike and Benita's Fun Day and the Coventry Festival cancelled, through poor weather and other organisational difficulties. We are now starting to think about the Classic Car Show at the NEC, led by John Platt with support from the Warwickshire members.

Chris and Sheila



Driving back through Wales



SE Area Surrey Section August 19th Meet

Surrey meet at the Blue Ball, Walton on the Hill

The Blue Ball has been refurbished with some good points and, for us, some bad. Whereas we were able, in the past, to occupy the full length of the front window overlooking the front car park, and also observe people coming from the side car park, that area has now been partitioned in two. I have asked the landlord, and he has agreed to reserve the larger area for us each month. That said we managed to squeeze nineteen people into that larger area even though four non-members were also sitting there all evening.

John Clark had driven about seventy miles, from Herne Bay, Kent, in his red Frogeye, to join us. I had rendezvoused with John at Clacketts Services (M25) and driven, from there, in convoy, tops down, with my leaf green Frogeye. We were first to arrive. Pete Stevens arrived next in Hils, white, Frogeye with hood up. Pete's south easterly route had provided some rainfall. Would Hils approve of the hood being up had she come? New member Peter Neale-Smith made it four Frogeyes arriving in his 'new' car acquired from departing member Sara Walker. I am joining Peter this coming Thursday at the Sanspeed (Bexleyheath, Kent) rolling road to try to sort some 'niggles' in the running of this car. Then another new member: John Marklew brought a picture album of his soon to be rubber bumper-less Midget restoration. John has made his own rotisserie to assist with the body work part of the project. Well John! What about an article on making a rotisserie, with some drawings, measurements, and pictures for a MASCOT feature?

Jeff and Elsa were Frogeye-less this evening but have just purchased two monocoque

Frogeye tubs for a restoration project. Tim and Helen were also Frogeye-less following an impact when the car suffered brake failure. I was able to hand over several deposits that I had collected for our 2009 late May Bank Holiday, four day tour, in/around Minehead that Tim & Helen, and absent Julie & John Harle, are conspiring to arrange. Places are filling fast for what has proven to be, in the past, a popular tour. Do not prevaricate but reserve your place now, with a deposit, with one of the organisers either direct or through me. Peter Gardiner can always be relied on to have his Midget present as can Mike Lay. But Nay & Col? Where was 'Phil'?

David & Linda joined the Frogeye line up, for the photograph, in front of the pub. Mike Gorman came without his car as our meetings cause him to dash from the office. Then there was Chris Harding. No 'new' car this time, no 'new' boat, but a new face at his side – Cheryl.

Alan Anstead



Peter Neale Smith (L) Peter Sanson (R) at Sanspeed Rolling Road

SE Area – Kent Meet

24th August



Spridget lineup at the Kent Meet

Ever the optimist I looked out for a window of opportunity amid the showers. At the time I had decided to leave for the Kent meeting the rain stopped.

It was but a cruel joke by whomsoever controls the sprinkler valve in the clouds because halfway along the M25 it started to rain again but it was not so bad just a light misting. The hood remained stowed.

This month we were meeting away from our regular haunt. We were gathering at the Woodman Public House, Goathurst Common, Ide Hill, Sevenoaks, Kent. TN14 6BU. In order that I could gauge opinion on using this location for the **SE Area Christmas Meal on Tuesday 16th December 2008**. This pub has a private room able to seat sixty in comfort, three large car parks, and is easily accessible from A21, M25 & M26 allowing us to bring members from Surrey, Sussex, & Kent together at the end of the season. Opinions were favourable.

For October Kent Section will return to the Moat, Wrotham Heath on the 26th.

Almost as the clock struck twelve, midday, Paul Coveney and Jane Pierce, wearing WW1 flying helmets, to ward off the rain, arrived in their Austin Sprite. They were followed, in convoy, by John Clark in his Frogeye. John is part way through fitting an oil cooler. If he

keeps on fitting more period accessories he will soon have to fit a bigger engine to haul them.

Mel & Barb came with hood up in their Midget as did Gavin Rowles. Ralf Whitmarsh left his Frogeye at home. He lives the nearest!

After some fine food, and good company, we sat around a circular table for a couple of hours until it was time to leave. Just as we were about to go to our cars the sun shone and remained, for me, shining throughout my journey home. I chose a scenic route rather than motorway for return following John's Frogeye as far as Bat and Ball Railway Stn where I turned off. It was good to see the hoods coming down on the other cars prior to their departure.

Alan Anstead



Kent Meet at Woodman, Goathurst Common

The Concentric Slave Cylinder

1 What is it?

2 Why would I need one?

3 Who makes them?

1 “Concentric Slave Cylinders are hydraulically operated systems combining the release bearing and the slave cylinder in one compact unit. Vehicle manufacturers are fitting CSCs in preference to both mechanical and conventional hydraulic systems. They offer numerous advantages in their design, assembly, maintenance and operation.” quote from the National (clutch manufacturer’s) catalogue.

2 When fitting Ford’s type 9 five speed gearbox certain alterations have to be made to the front of the gearbox and oilseal carrier. Some clutch covers also require a further modification to the pressure plate too, removing the pressure pad that the carbon thrust bearing runs against. When fitting the normal A series clutch operating lever arm the arc through which the bearing is required to travel takes the bearing across the face of the diaphragm spring in addition to the normal in and out motion you would expect. This lateral motion against the rapidly rotating diaphragm clutch stresses the diaphragm spring’s “fingers” as they rotate, often causing a distressful pedal “bounce” and leading eventually to diaphragm spring breakage. (In service my diaphragm clutch cover had suffered two breakages within a few months of each other.)



Broken cover

Ford cable operated clutches are fairly immune to this as their release bearing has a spring loaded retainer that allows the release bearing to stay fairly centralised within its travel and the lateral movement is restrained by a locating tube along which it would normally travel. To fit the gearbox to a Spridget using the standard flywheel/clutch unit the tube has to be trimmed off which allows the excessive motion to occur.

Some owners elect to retain the Ford style cable operation but when Ford use the cable system they also have a special tensioning ratchet and pawl built into the pedal to maintain cable tension, this is rarely used when the application is fitted to Spridgets, due to space restraints.

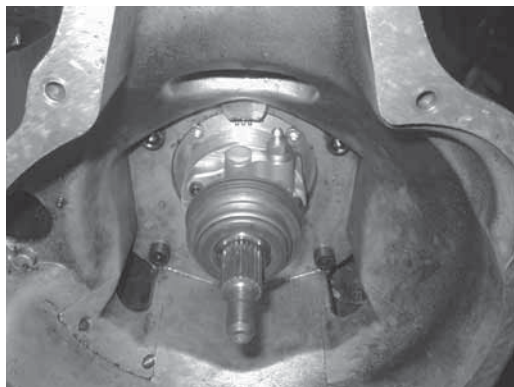
Use of the concentric clutch system prevents all of these potential problems.

3 Many vehicle manufacturers use the system these days and it would be possible to pick up parts in local scrapyards. Saab, later Fords and Vauxhalls may have them, as do some Audi, VW and Chryslers. For instance Saab have been using these since the late eighties with very few horror stories coming from their owners.

How is it Done Then?

To fit to a “type9” an adapter needs to be used. Burton Engineering makes a replacement front section for the gearbox that has an oil seal within it but is also drilled and tapped to enable a CSC to be bolted to it. (Type9s are the gearbox of choice on many small production cars, Westfield, Caterham and Lotus for instance) By using the nose piece and various adapter blocks of various thickness the distance of the CSC from the clutch may be varied.

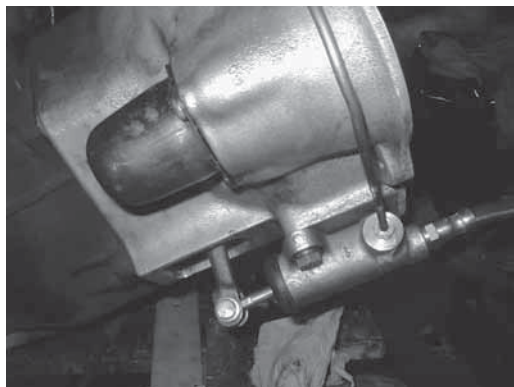
In another method of fitment I have heard of having the gearbox’s front plate drilled, tapped and machined to allow packing blocks to be used instead of using the Burton device. Utilising a block of alloy billet machined to suit the application a Sprite is happily making its way around the Lake District using a Ford CSC and taking in its stride all the slopes and gradients in its home area.



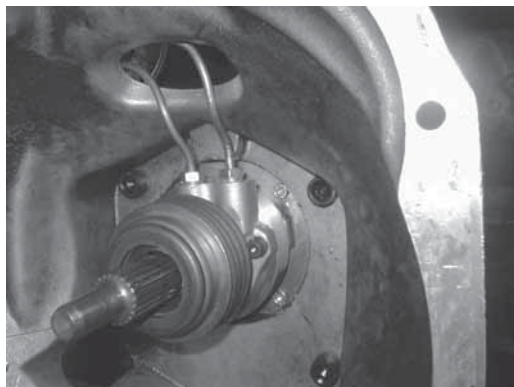
Bellows and bearing in place

I used a CSC sourced from a Saab 900 and was able to keep my costs down by buying a "pattern" parts rather than Manufacturers parts and sourcing some parts via eBay. I made the packing piece from an alloy billet that cost very little at my local Non-Ferrous Metal dealers, which I turned in my friend's cellar on his factory surplus 6" lathe.

I had to set up and measure the fitting distance for the clutch clearance in order to decide the thickness of the packing piece and I also needed to set the angle of the CSC against the front of the gearbox with the outlet (used for the bleed nipple remotely operated away from the unit) at a slightly higher position to the inlet from the master cylinder to allow the egress of air bubbles from the hydraulics. These details finished the assembly was fitted in the car and has functioned happily for some years now.



Remote bleed



My car still uses its twin master cylinder from 1966 and has adapted clutch hydraulics that allowed the later 1275 pipework to be fitted, all in all ... I love it.

Bill Mohan 1067

Linc'slot

The torrential rain during the afternoon of Thursday 4th September did not bode well for the evening drive to our new meeting venue, The Plough at Potterhanworth Booths. However, the sun came out and the early evening was beautiful weather. All but our farthest flung friends, Tim & Jill, arrived, tops down. Pete & Mary, Phil & Annie and Sue & I all left our Midgets with their hoods furled whilst we enjoyed a very nice meal in the otherwise empty pub. We discussed our forthcoming camping expedition, One Night in Glaisdale, which, if we are spared, I shall tell you more about next month. For now it is enough to know that it is in The North York Moors somewhere near Whitby.

Anyway, when we left to go home, all our seats were soaked with the cool moist night air. All except Tim & Jill's of course as they had left their hood up.

Our next Chin Wag is on Thursday 2nd October at The Plough. If you are a Satellite Navigator the Post Code is LN4 2AU. Do come.

Brian Jefferey

25 Years of the Midget and Sprite Club

Part 7 – The Club Officers

It may just happen that you are reading this on the 3rd of October, subject to your local 'postie' getting through the floods. "So what's the relevance in that?" you may ask. Well, on the 3rd of October 1983, The Midget and Sprite Club was officially formed. 18 people attended the inaugural meeting at the Lamb Inn, Iron Acton with another 6 sending their apologies. The proposal to form 'The Midget and Sprite Club' was passed unanimously and the draft Constitution formally accepted as being the terms of reference and 'rule' book. A committee was elected made up of Lindy Clifton, Bob Smith, Tim Palmer, Nigel Williams and Terry Horler. The hand written minutes of this meeting are still legible and held in a hermitically sealed safe. (Do you really believe all you read?)

What has happened between then and now we have been recalling throughout 2008. What we didn't realise in 1983 was that in 25 years time, we would be celebrating both 50 years of the Sprite and 25 years of MASC. No one at that 1983 meeting would know if the club would last 25 months leave alone 25 years – but it has. 50 years of the Sprite could not have been a better plan for a joint celebration even if we had of been of such forward thinking. If only we could take credit for this foresight.

Of that original meeting, just John Ruderman, Nigel Williams and Terry Horler are still members, the latter pair still having their same Spridgley things too. And if that isn't worth a prize, TH's Sprite is the only one still running. (Have you guessed yet who is writing this?) If we tend to regard things in terms of fractions of a century, then 25 years marks another milestone for the club. This time, becoming a Limited Company. This may sound rather formal but essentially, this is only a move to safeguard member's liabilities. But this is for the future and for '50 years of the Midget and Sprite Club', for now, it's back to the past.

Last time, we looked at the roles and roll call of all the committee members that the club has had since inception. The

subject of committees and their function can sometimes be contentious or even a complete mystery to members who subscribe to a democratically run club. Whether you understand the system or indeed, have any interest at all in the subject, it is a system that we have to have. In the Sprite and Midget world, some organisations have neatly avoided the subject altogether by either being a fully fledged business (No need to name them!) or, by being a 'one man band' affair. I do not intend this in any derogatory sense, but simply say that you subscribe in good faith but have little or no chance of changing anything they provide. Hence, if you are a member of a democratically run club, you have both a financial stake in it and a say on how it is run and what it provides. If you are a subscriber to a business or singularly run entity, then expect no say or influence how it is run or what it provides. Your only vote is to not renew your subscription should you be dissatisfied. Whether a business, a one person affair or a club in the true sense of the word, the Spridgley thing owner of today has plenty of choice of which to subscribe to. As such, all have to provide a good service and value for money, expectations from owners are much higher today than they were 25 years ago.

The Midget and Sprite Club is in the minority of organisations that supports interest in our cars where we the members, are the sole masters of our destiny. This we prided ourselves on 25 years ago and still do today. This is ensured by having an elected committee who are there to act on your behalf. But wait, this is not the whole story, what of the club OFFICERS? Right from the very beginning, it was realised that there were a number of tasks that needed to be done on a regular basis that were not within the capacity of a small, part time committee. A number of these tasks were not of a decision making nature or necessarily requiring a seat on the committee to perform. Stuff like MASCOT printing, collating and distribution. The spares page collator, the events and contacts pages collator, technical and

archive contacts. Even a slot car racing 'Officer' at one time! Regalia sales, Trade advertising, Mutual Assistance and technical support of club systems are, or have, been Officer Roles. The committee needed a team of members to rely upon to perform all the regular or 'special' tasks' without being encumbered with general committee business or requiring a committee meeting room the size of a village hall to conduct the clubs decision making business. Furthermore, as the committee is elected annually, should certain key positions not be filled, at least we would have a second front to keep many of the day to day activities running. So, a team of 'Officers' was appointed by the committee to perform the regular and special tasks as and when needed. These would not be affected by the annual elections; they could simply get on with their tasks until such time as the committee decided otherwise.

Now this may seem rather undemocratic but it is rather akin to our own elected government having the civil service 'up their sleeve'. Well, I had better not say anymore about that but in our instance, should the membership have any concerns about a club

Officer, then the committee can be alerted and the appropriate action taken. The club has had this 'Second Front' from the very early days, the service to members has most certainly benefitted enormously because of it. It has relieved the committee from an overload of work and has provided a reliable and continuous service unaffected by annual elections and general committee business. A glance at the Contacts page of MASCOT will give you the names and roles of who we have today acting on your behalf. Over the years, we have had a whole army of members filling these and other roles. It is with huge thanks to all those volunteers that members have benefitted as they have from the club. I will not attempt to name them all, that would take the wall of a village hall, and we have but 40 pages.

So, it is with great thanks to all those 'Officers' who have quietly got on with the job of keeping the club functioning over the past 25 years. Next time, that all important subject – money. Where does your subscription go? I have until next month to find out!

Terry Horler



The front cover of the UK Midget MkIII brochure

Scotland Report 3

If I were a 'Wee Free' I'd call Tobermory a recruitment centre for the sinful; a refuge for shrewd property sellers from elsewhere, some, assimilated as unreal Postman MacPats! And the hits just keep on comin'. But, as I'm not a 'Wee Free', Tobermory is a picture postcard. And, for the August three day event, it was the perfect spot for a carouse and the boys let no one down to the point that they couldn't even collect themselves together to meet us off the 10.15am ferry at Craignure on a lovely Scottish puffy grey Saturday morning.

Ah! The wantonness of it all. Bless you boys. I couldn't have conducted you better myself.

Linda, the dug, and I were in the Dyane because we were headed for Kilchoan, across the Sound of Mull for a week's holiday and all those testaments to skilful Midget holiday packing are brilliances of others but pure mince to me. The dug's bag was bigger than ours. Love.

When the chums finally met us, at Craignure, their acceptance of the diverse Dyane was nice. Thanks. So off we went together to Iona.

Basically, all the roads on Mull are single track and difficult: exemplified with head of the column Bob Miller's meeting with a

BMW which didn't want to yield to our three Midgets, two Bs one Spitfire and the oddity. The man and the woman in the BMW were solid in their belief of 'our motor's better than yours' they more or less shouted. Later, Bob charitably said the sad sack couldn't reverse which was true. But here were specimens of humanoids, for, as they yielded they swore at Bob. Even I didn't wave. No thank you, siree-you're welcome to who you are and that's a fact.

Anyway, it was all great that day, scooting about; a real test for our brakes in the descent to Carsaig another exposure to Bob's impishness for that's one cruel road worth going down to see the wave smashed small pier and the huddled hills marking the sea's dominance, ended. But nerves of steel Thomson was panicking going back up the fiendish incline in case there was a force of BM's coming down it.

MacBraynes have this curious arrangement with the Kilchoan ferry whereby you can book it, but can't reserve space on it. So, in another panic (this fun stuff's great) the Dyane fairly tore to Tobermory which was mobbed; but David and Sarah in their Spitty and Bob and Lorraine (neither couple mess about with parking), well, they ran to the

ferry and jumped on the ramp and we all sailed to the Ardnamurchan peninsula. I thought this was absolutely terrific and a gesture of true friendship. Getting off, the girls sat on the luggage in the Dyane and we bumped up to the hotel and a nice welcome.

Going back from Kilchoan, I waved the chums away into the sunset. They were the only passengers. This was true Scotland.

Carson and Chums



Front, John & Betty Kerr's Midget, Ricky with the MGB.

Rear, Bob Millar's RWA Midget with Lorraine

PS. For Mull photos: www.glasgow-mg-and-triumph.co.nr

DVLA Re-Registration Scheme

As a consequence of a policy review by DVLA, there is an important amendment to the re-registration scheme. The scheme was introduced in 1990 to allow the re-issue of registration numbers to vehicles that had not been transferred onto the then current V5 registration system. Prior to this, classic vehicles were either awarded an 'Age related' number or even a 'Q' suffix if of 'doubtful parentage'. Since 1990, many classic vehicles have been able to re-gain their original registration numbers thanks to this scheme and the owners club's who process the applications on behalf of the vehicles owner.

DVLA now expect all vehicles to be reinstated with the original registration number to be inspected by a club official. Up to now, an inspection has been optional. This now presents a problem to owners clubs who are a part of this scheme, such as MASC.

How do we operate a nationwide service to owners applying to have their Spridgley things original registration number reinstated? As a part of this scheme, we are obliged to offer this service to all owners, not just Masc members. Although we could ask for volunteers to act as vehicle inspectors in their 'spare' time, can we cover the whole nation? Would volunteer inspectors be prepared to travel 200 miles to check out a Spridgley

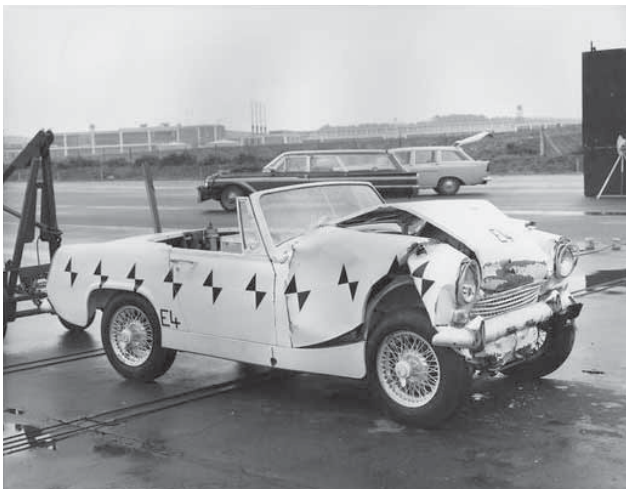
thing or do we have to decline applications because the owner resides in the wrong place? Certainly, we would have to charge the applicant travelling expenses of the inspector but perhaps more of a problem would be finding the time when both inspector and applicant could arrange a date.

Essentially, I need to know if any members would be prepared to take on the role of vehicle inspector in their region. I can supply the 'job description' for anyone who is prepared to help out with this. I also need to establish how expenses would be met and a realistic timescale between the application being made and an inspection being arranged.

If you are at all interested, please give me a ring on 01454-881770 after 6.00pm.

I must add that I feel that DVLA are rather locking the stable door after the horse has bolted. By now, the vast majority of vehicles being eligible for re-registration have already been processed without being inspected. The club receives only a trickle of enquiries now which is only likely to reduce in future. Hence, if we are to continue, we need to set up a team of nationwide inspectors for what is likely to be a declining service.

Terry Horler



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How Times Change

These days the idea of purposely setting fire to a Midget or Sprite for a bit of training would seem ludicrous, but in the 1970s it seemed a justifiable use of an old car in order to teach fire safety procedures. This photo was taken at the Lakeland Raceway at Lakeland, Florida during a Crash & Burn School for course workers. The school was sponsored by Central Florida Region of Sports Car Club of America. The year is probably 1974.

Louis Galanos was one of the instructors (as well as a volunteer race official) teaching

students how to put out a petrol fire. In those days their personal safety equipment was minimal even for professional events. It consisted of just a cotton shirt and trousers, as cotton won't melt in high heat like nylon will.

Spridget owners, not to mention Health & Safety officials would all be up in arms if the same were to happen today.

MASCOT would like to thank Louis Galanos for giving permission to use his image.

Market Place

Adverts to Alan Lo
23 Charnell Road, Staple Hill, Bristol, BS16 5NE
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