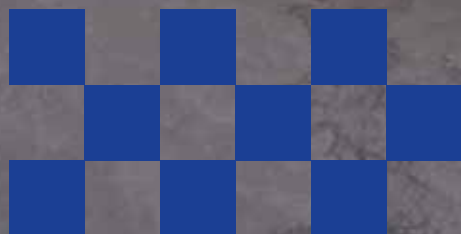


# Mascot



The Magazine  
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

## © Midget & Sprite Club

# Editorial

You find out who your friends are at this time of the year, not because they've given you wonderful Christmas presents or invited you to the most lavish of New Year's Eve parties, although that's all very nice too. But because they have been there when you've needed them. This January's *MASCOT* has been a case in point. At the beginning of December the call went out to the Area Reps and regular contributors asking them to basically do my job for me by helping to fill the magazine with interesting articles.

It's a quiet time for most Spridgets, having been put to bed for the winter, while their owners are left to concentrate on looking after their other nearest and dearest. The weather is also a contributing factor in Sprites and Midgets being a bit thin on the ground at this time of the year. Subsequently, there is very little that gets written about their adventures and so you as readers are left wondering if it had been worth running to the front door and ripping open the cellophane wrappers of this month's magazine.

I hope that this *MASCOT* has been worth the trek to the front door and the ripping of cellophane has not been in vain. If you've enjoyed it, then it's all down to the support of the friends within and outside of the club who have contributed articles and stories which have enabled me to fill it.

This brings me on to the Midget Challenge race reports which appeared in last month's *MASCOT*. The feedback that I've received from you has been very positive and the news that a couple more MASC members have bought cars to compete in next years series means that it will be of even more relevance to the Club.

The Midget Racing series along with other Classic car races such as BCV8 series, T-Type series, Classic Thoroughbreds, Mayflower Cup and Triple-M Championships are all put together by our friends at the MGCC and without them (and the various race sponsors), there would almost definitely be no Classic MG related races anymore. Since 1930 they have looked after the interests of the larger MG Clan and have organized and become the guardians of MG racing.

This brings me back full circle to friends and presents. I have been informed that there may be a possibility of some free tickets available to MASC members and Midget Challenge supporters during this year's coming race schedule. I will keep you fully informed via *MASCOT* as and when the tickets become available.

It's hoped that as with Spridget50, MASC and the MGCC will continue to forge ever stronger bonds.

Finally I'd like to highlight the Cambridgeshire area whose boundless enthusiasm has meant that they can no longer contain themselves in just the one county. Not content with having 3389 square kilometres to play in. They under the leadership of David Dixon have felt the need to push out into the rest of the Kingdom of the East Angles. So if you live in East Anglia and you see a marauding group of Spridgeteers arriving from the West. Fear not. They come in friendship. It's good to have friends.

**Gary & Gaps**

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The statements and opinions expressed in each and every issue of the *MASCOT* are not necessarily the considered views of the Midget and Sprite Club. The views expressed by the editorial contributors, letter writers and advertisers are their own and do not necessarily reflect the view of the Club. The Midget and Sprite Club accepts no responsibility for the results of following contributor's advice, nor does it necessarily endorse the services or products offered by advertisers.

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*Front cover picture: Domenico Valentino's immaculate multi award winning "Airport Racer" Mk1 Sprite. This car will feature on the cover of the 2009 Moss Motors (USA) Brochure*

# Club Nights

- 2nd Tuesday **London Area** (Congestion Zone) – **Note Changed day & Venue!** Meet at The Ace Cafe at 7:30pm. together with the Classic Cars Magazine night. Will revert to The Plumbers Arms, Belgravia next spring. 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 January 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** – Now called **East Anglian Area**. 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, BH16 6JE 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

**Northern Ireland** Point of contact is Robert Holmes, Tel: 02892 689274 or email: robertholmes25@hotmail.com. If enough interest, will arrange a meeting.

**NEW NEW NEW!!! South West Wales group forming.** First meet at **Fox & Hounds**, High Street, Bancyfelin, Carmarthen, Dyfed, Wales SA33 5ND  
Tel. 01267 211341 at 8pm on Friday January 23rd . More details from David Hill on 01239 811307 or email: david@hillnet.clara.net

## Club Website

### Members Only pages for January

User name: Micro Password: Blister

## Events

From David Hill & Webmaster Toby Ancombe

### Events organised for 2009 so far

#### February

Sunday 1st

Home Counties North West Christmas Dinner. Venue to be confirmed.  
Contact Mark hall on 01296 660103 or Chris Jackson on 01707 261567

#### May

Sunday 3rd

Home Countries North west's "Spirit of Dacorum" Historic Car Run through the Borough of Dacorum. Multiple start points with Grand Finish in the Marlowes, Hemel Hempsted. Contact Mark Hall on 01296 660103

Saturday 23rd  
To Tuesday 26th

South East Area's Westward Ho! Tour. Visiting Somerset Exmoor and North Devon. Book now or you may be too late. Details Julie: john\_julie@mac.com or Helen: h.ward@vla.defra.gsi.gov.uk

#### June

Sunday 7th

Dorset Area will be attending the New Forest Run organised by MGOC 1009. Further details from Ian Beaver on 01722 326840.

Thursday 11th  
To Sunday 14th

South East Area's annual June Battlefield Tour visiting museums, monuments and castles around Amiens. Contact Alan Anstead, alan.anstead@btopenworld.com.

Sunday 14th

Dorset Area are organising their annual "MGs at Kingston Lacy" with all proceeds to Dorset Air Ambulance. Further details from Ian Beaver on 01722 326840.

Saturday 20th  
& Sunday 21st  
TBC

Scotland's Longest Day's Run to Whitby. To take part please contact Carson on 0141 245 6327 day or 013606 22334 evening.

Home Counties North West will be taking part in the Stoney Stratford Car Club Meet. Details to be announced.

#### August

Sunday 16th

South East Area's Bar-B-Q chez Ashley & Denise. Details from AdsanHinton@aol.com

Sunday 30th

Dorset Area will be attending the Hampshire Pageant of Motoring at Broadlands, Romsey. For further details please ring Ian Beaver 01722 32684

## September

Saturday 12th

MASC's Miglia Tour through France, Switzerland & Italy  
To Tuesday 22nd including Circuit des Remparts at Angouleme. Details  
from Alan Anstead, alan.anstead@btopenworld.com.

Friday 18th

Angouleme Tour for Circuit des Ramparts and joining  
To Tuesday 22nd with returning MASC Miglia Tour. Details from Alan  
Anstead, alan.anstead@btopenworld.com

## December

Tuesday 15th

South East Area's Christmas Party. Details from Alan Anstead,  
alan.anstead@btopenworld.com

## 2010

July

South East Area are going to the Le Mans Classic 2010. Yes really! These  
event take advanced planning to secure accommodation. There is a  
provisional list and I will be seeking non refundable deposits around May  
2009.

Area Reps please let David Hill (email: david@hillnet.clara.net)  
have confirmed dates for new events asap.

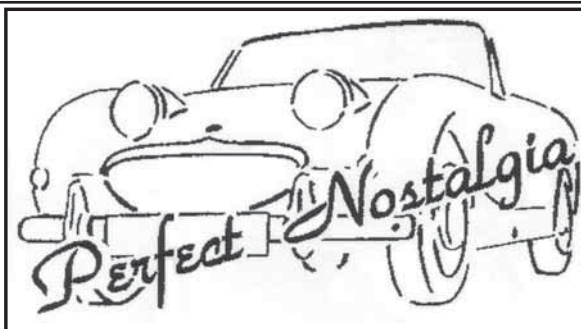
Remember there are Club Night Natters throughout the year and that  
area events are also open to members from other areas!

Please also note that the above lists only M&SC events or events where we have  
a presence or an interest. General classic events are listed in the classic press.

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# The Lucas RB106 Control Box

## Part 7: Testing and Fixing

The early Midget and Sprite factory workshop manuals contain comprehensive instructions for testing and fixing the RB106 control box – but they make no attempt to explain *why* a particular test should be performed. Instructions such as ‘disconnect wires A and B, join them together and then measure the voltage between terminals C and D’ may be all very well but they are deeply unsatisfying; they help propagate the myth that the internal workings of the RB106 are beyond our comprehension; they encourage the belief that what goes on inside the box is its own business. But we have seen that what is inside the box is actually very simple – nothing much more than a buzzer, a relay, a resistor and a couple of twists of wire with some bits of a seventeenth century clock thrown in for good luck. More than that, we have seen that the workings of the RB106 box are easy to understand once one realises that the control box and the dynamo are inextricably linked, really two parts of the same component. Now that we understand how the control box and dynamo work, we are at last in a position to make some sense of the Lucas test procedures.

No attempt will be made here to reproduce all the excellent advice in the official manuals. Instead, we shall assume that the most common faults in the charging circuit (broken or tired batteries, snapped or slipping fan belts, poor connections etc.) have all been eliminated and that a fault definitely lies within the dynamo/control box combination. To further simplify matters, we shall concentrate on a subset of tests – the few really important ones – and show how these may be understood with the knowledge that we have acquired in previous parts of this story. These tests require no dismantling and are easy to perform but they do require a couple of jump leads (short lengths of wire with crocodile clips at each end) and a good quality DC voltmeter capable of operating in the range 0-20V. A DC ammeter capable of reading 0-20A is another useful (but non-essential) tool. Old-fashioned moving-coil meters with needles that move are much better than fancy modern digital things and

the voltmeter should be accurate to at least one tenth of a volt.

Because the dynamo and control box are joined at the hip, any test procedure should aim to first establish which unit possesses the fault (or, worst of all, whether both units are faulty). It is hard to test the regulator without a properly functioning dynamo and so the first step is to disconnect and test the dynamo. To do this, disconnect the ‘D’ and ‘F’ wires at the dynamo, join the ‘D’ and ‘F’ dynamo terminals with either an ammeter<sup>1</sup> or a jump lead and connect a voltmeter between the dynamo’s ‘D’ terminal and earth (see Figure 1). In this test configuration, the vital connection<sup>2</sup> between the dynamo’s ‘D’ and ‘F’ terminals is now at the dynamo, the dynamo and control box are totally disconnected and the dynamo’s output will be unregulated.

Now test the dynamo by starting the engine and increasing its speed, gingerly! The manuals warn that this must be done carefully but we know why – if the dynamo is unregulated, its voltage will rise alarmingly and dangerously with increasing engine speed. If the dynamo is in good order, the voltmeter reading should rise rapidly without fluctuation and the ammeter (if used) should read 2-2.5A when the voltmeter shows approximately 12V. These readings should be achieved at engine idling speeds and no

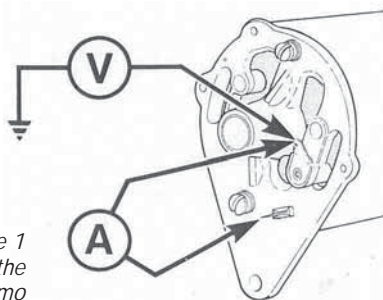
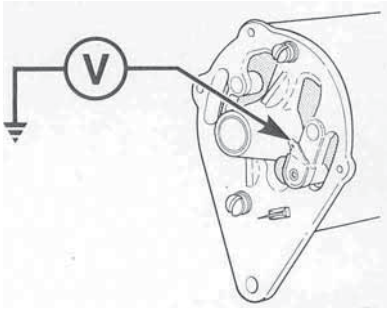


Figure 1  
Testing the  
dynamo

<sup>1</sup> An ammeter is as good as a jump lead here (an ammeter must have a low internal resistance – in effect a short circuit – because otherwise it would affect the very thing it is trying to measure!)

<sup>2</sup> See Part 2 ‘The Dynamo’



*Figure 2 If the dynamo's D-F connection is broken, output should fall to c.a. 1.5-3V at 1500r.p.m. If the voltage is outside these limits and the brushes are in good order, the dynamo's armature may be faulty.*

attempt should be made either to race the engine much past 1000 r.p.m. or to allow the voltmeter to reach 20V. If the short circuit between the 'D' and 'F' terminals is removed (Figure 2) then no current will flow in the field coils and the dynamo's output will drop dramatically<sup>3</sup> to something like 1.5-3V at 1500r.p.m. If the voltmeter readings are outside these limits, the dynamo is faulty and must be either replaced or repaired before performing any further checks. If the dynamo is working correctly, the wires to the 'D' and 'F' terminals should be re-connected in preparation for further tests.

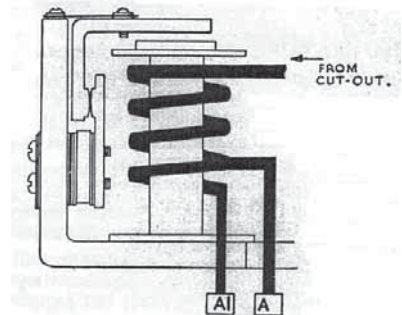
When all other possible faults with the charging circuit have been eliminated, the RB106 control box is suspect and its regulator should be tested next. At this stage, the temptation to ignore the proper instructions and merely measure the voltage across the battery as the engine speed goes up and down must be resisted strongly: **the regulator setting can only be checked properly when the regulator is open circuit (i.e. when the regulator is not supplying power to the car)**. This is extremely important and it is worth taking a little time here to understand why it is so ...

Simple electrical circuits – particularly DC circuits – can often best be explained via analogies with hydraulic systems (e.g. the pressure of water in a pipe is analogous to voltage; the diameter of a pipe is analogous to resistance; the mass of water flowing in a pipe is analogous to current; pumps are

analogous to batteries or dynamos; taps are analogous to switches etc.). The pressure in a pipe can be measured most accurately when there is no flow (no leaks, all taps turned off) and, for exactly the same sort of reason, the voltage setting of the RB106's regulator can be measured most accurately when no current is flowing out of it into the vehicle's electrical system. We have seen already<sup>4</sup> that the regulator must be set very precisely: anyone who attempts to check or adjust the RB106's regulator setting without a really accurate voltmeter and without understanding exactly what is going on is tempting fate, teetering on a cliff, courting electrical disaster.

To understand how the regulator can be disconnected for test purposes we refer again to the diagram (Figure 3)<sup>5</sup> that illustrates the series and load turns on the regulator's bobbin, remembering that terminal 'A' connects the regulator to the battery and that terminal 'A1' connects the regulator to the whole of the car's electrical system. Disconnecting the wires to these two terminals therefore disconnects the regulator from the car's electrical system, as required for testing.

But disconnecting the wires to the 'A' and 'A1' terminals also disconnects the battery from everything else and we must be able to start the engine and spin the dynamo to test the regulator. The solution is to link the two disconnected wires together with a suitable jump lead. Now with a voltmeter connected between the control box's 'D' terminal and chassis earth (Figure 4) we are ready to test. Note that the wire to the 'D' terminal should



*Figure 3 Early pattern regulator A' and A1 terminals'*

<sup>4</sup> See Part 6 'The Battery'

<sup>5</sup> See Part 5 'The Series & Load Turns'

<sup>3</sup> See Part 3 'The Regulator'

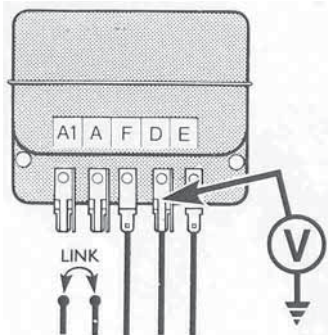


Figure 4 Testing the Regulator's voltage setting

not be disconnected because otherwise the dynamo will be unable to power the regulator's buzzer. To perform the test, start and run the engine at approximately 3,000 r.p.m. The displayed voltage should be within the limits given in the factory manual for the temperature of the regulator (at 20°C., the acceptable range is 16.0-16.6V). Note that this voltage is *higher* than the 13.8V which is needed to charge the battery, a discrepancy which can be explained with another hydraulic analogy – the water pressure in a closed pipe will *fall* as soon as any taps are turned on and water begins to flow out of the system.

If the regulator's voltage setting is outside the specified limits, it must be adjusted carefully according to the instructions set out in the workshop manual. The cut-out switch cannot be tested properly if the regulator is miss-set.

To check the cut-out, remove the temporary link (Figure 4) and reconnect the wires to terminals 'A' and 'A1' – but keep the voltmeter in place between terminal 'D' and chassis earth<sup>7</sup>. Now start the engine, put some load on the system by, say, switching on the headlights and then slowly increase the engine speed, remembering that when the engine is idling the cut-out switch will be open<sup>8</sup> and the battery alone will be powering the whole car. As the engine speeds up, the voltage at the regulator will rise towards its preset value (c.a. 16V) until finally the cut-out switch closes at its own preset value. When the cut-out switch closes, the voltmeter needle should flick<sup>9</sup> *downwards* and settle on

a steady value in the range 12.7-13.3V, just right for proper battery maintenance. For this process, the appropriate hydraulic analogy is one that imagines pressurising water in a closed tank with a pump, up to a maximum pre-set pressure. If taps are opened just before this pre-set level is reached, then water will begin to flow out of the tank. The tank pressure will then drop slightly and steady at an equilibrium value once the volume of water being pumped into the tank is exactly equal to the volume of water flowing out. Note that in this analogy the pre-set pressure is best set with all taps off, just as the regulator's pre-set voltage should be set or checked with no current flowing from the regulator.

In practice, it is unlikely that the cut-out switch will require attention. Although the workshop manual contains detailed instructions for adjusting and fixing both the regulator and the cut-out, an attractive option for many people is to simply replace a faulty RB106 with a new unit. New original stock Lucas RB106 boxes are highly prized and can still be found at auto-jumbles while new replicas are widely available at a cost that may be less than the cost of a good moving coil DC voltmeter. In the 1960s, when most cars possessed dynamos rather than alternators, the simplest and cheapest professional method of correcting a fault with the dynamo/control box was often to replace both components immediately without bothering to investigate the fault: the price of exchange units compared favourably with the possibly time-consuming task of tracing and correcting a fault. As a bonus, the fix was rapid and could be accompanied by a guarantee. The same general strategy probably applies today with the possible exception of the early Lucas C39 dynamos for mechanical tachometers which are now relatively rare and expensive. Brand new up-rated replica C39 dynamos from India are available but beware: at least one major supplier sells these on an exchange-only basis while the same unit is available elsewhere as an outright sale for less money. A faulty but restorable C39 dynamo is still a valuable item. *Caveat emptor!*

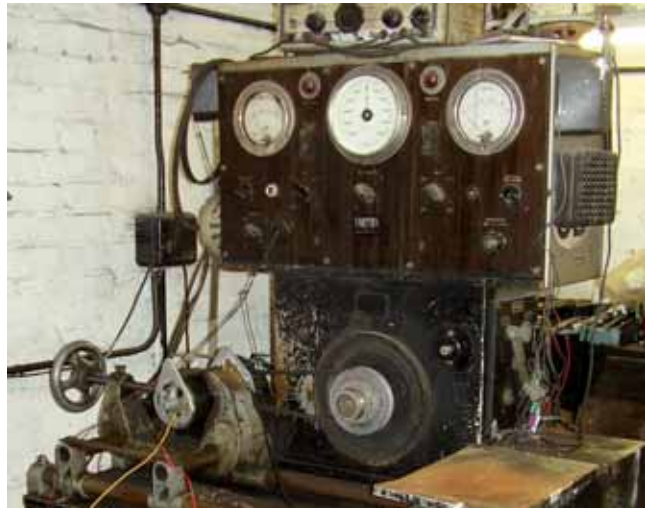
Finally, anyone about to adjust their RB106 control box with a dubiously calibrated voltmeter acquired for a few quid at an auto-jumble should first take a long hard look at Figure 5 – a photograph of the sort

<sup>7</sup> If you wish to install a voltmeter on your dashboard, this is a good way to make the connections.

<sup>8</sup> See Part 4 'The Cut-Out'

<sup>9</sup> This 'flick' is much easier to see with a moving coil voltmeter than with a fancy modern digital meter.

Figure 5 Factory equipment for setting dynamos and regulators. The C40 dynamo in the clamp (lower left) is dwarfed by the rest of the machine!



of equipment used by professionals to check dynamos and set regulators. In this photograph, the dynamo on test is dwarfed by the dials of the dinner-plate sized volt and amp meters and a cheap voltmeter looks puny by comparison.

In next month's concluding episode we shall return, as promised, to the Egyptian hieroglyphic like circuit diagrams presented in Part 1 and show (hopefully!) that these now make perfect sense.

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

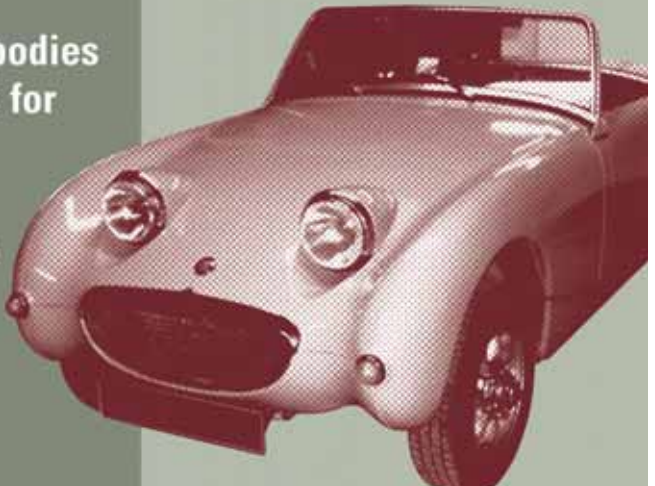
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# New Members



*Brian & Ann Mosley's 1500*



*David Hughes Mk2 Sprite*



*Ian Cooke's Sprite*

## We extend a warm welcome to the following new members

4075	Mark Crossley	Lancashire	Sprite Mk 4
4076	Chris & Vanessa Holden	Lancashire	Frogeye
4077	Brian & Ann Mosley	West Midlands	Midget 1500
4078	Myles Kirby	Middlesex	Midget 1500
4079	Andrew Hunt	Staffordshire	Sprite Mk 4
4080	David Hughes	Merseyside	Sprite Mk 2
4081	Ian Cooke	Nottinghamshire	Sprite Mk 3 & Mk 4
4082	Eric Yuhas	United States – PA	tba
4083	Brad Oliver	Fife	Midget Mk 3
4084	Jim Knorr	United States – AZ	tba



*Mark Crossley's Mk4 Sprite*



*Roger Pearce's Frogeye  
(new member in November)*

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# MASC at the Classic Motor Show 2008



*Setting up*

Continuing a terrific year for our cars after Spridget 50, the Warwickshire Group again organised the MASC stand at the NEC for the 2008 Classic Motor Show at the NEC last November. This year to celebrate the Club's 25th and the Frogeye Sprite 50th anniversaries we applied for a 15 car stand and were delighted to be awarded a stand 16 m x 10 m with space for 10 cars plus our new Gazebo. Taking out 5 cars proved a difficult task but we finally selected our 10. The theme of this years show was "Launches" which fitted nicely our 2 celebrations.

The 10 cars shown were Lizzie Bartlett – Frogeye Sprite/Jonathan Whitehouse-Bird – Sebring Sprite/Tim Saunders – W&P Midget Mk2/Andy Bourne – Midget 1500/Dave Parker – Midget Mk3 RWA/Roy Cole – IOW Frogeye/Chris Yates – Sprite Mk4/Bob Clarkson – Sprite Mk2/Stuart Gunn V8 4WD



*Spit and polish*

Midget and the Sectioned Midget from the Patrick Collection.

As is now usual, it rained heavily on the Thursday during setting up day which saw many folk re-polishing their cars upon arrival.

The run up to the show became a bit of a roller coaster ride for me this time as more problems developed than usual. Firstly I intended to show my Midget RWA but having suffered a trapped nerve for 6 weeks. I had little use of my right arm which meant that I could not prepare the car in time so Dave Parker stepped in with the offer of his latest eBay purchase, a RWA which he had kept well hidden away from us !! I had originally hoped to carpet the stand but leads failed to materialise so we resorted to the white lining tape as previous years to mark out the perimeter.

A member withdrew his Midget Mk1 only 6 days before set up and Bob Clarkson kindly offered his Sprite Mk2 despite business commitments, which meant that he was only able to attend personally on the Sunday. On the Monday before the show the Patrick Collection notified us that the sectioned car would not be covered by insurance whilst away from the museum and it looked like we would have to pull the car from the show until Jim Willis saved the day by arranging short term insurance for us.

The logistics of getting some cars to the show found Mark Boldry bringing Tim's car from North Yorkshire by trailer and then going onto Wolverhampton to collect Jonathan's Sebring. Also Roy Cole and Andy Smith arranged to transport the Sectioned Midget from Birmingham. Lizzie and Steve hired a box trailer to transport "Freddie".

It was a pleasure to have Lizzie "I am the Stig" Bartlett and dad Steve with us over the 3 days. She lowered the average age of those standing dramatically !! We were also pleased to have Lizzies "Wreck Rescue" DVD running throughout the 3 days which created a lot of interest, with help from the Rover P6 club on an adjacent stand who recharged the batteries.

*Photos © Tim Saunders, with thanks.*

Chris Milner reunited with 410 EAO



As with previous years, we have tried to involve members from other areas of the country with display cars and were delighted to have some 30 club members sharing the manning over the 3 days, something we will encourage again. It is very good to have such enthusiastic support from members who put themselves out with time and money to help.

The show is now in 5 halls with Classic Motorbikes new for this year. It is now very difficult to see over 1,000 cars from 180 owners clubs in one day. The organisers estimate a record 40,000 attendance, with a similar number from the MPH/Top Gear Live shows. At times we were very hectic with our stand packed out during the middle of each day, although the start and end were particularly quiet. The credit crunch obviously affected our low regalia sales, but we did enrol 4 new members and gave out over 120 application forms, clearing out our stock of back number *MASCOTS*. So we can expect some new members shortly. We also



Half the club stand

gave away over 100 Frogeye card cut out kits, generously supplied by Dave Colclough, which went down well with youngsters of all ages !

On the Friday we were delighted to welcome onto the stand legendary Sebring Sprite racer Jack Wheeler whose racing exploits are currently being serialised by Gary in *MASCOT*. The "magic moment" of the show however was on Saturday when a guy approached Jonathans Sebring EAO, closely inspected the number plate, threw his arms in the air and declared "I don't believe it, this used to be my car". It turned out to be an overjoyed Chris Milner who owned the car in the 1960s and did not know that it had survived !

It was good to meet so many members during the 3 days, some visiting from as far away as Northern Ireland and Scotland and also to put faces to various contributors from the BBS, all to talk about our favourite cars and especially to meet Jane Gundry from our printers Quorum, who I know helps Gary enormously producing *MASCOT*.

The ticket stubs scheme benefited the club by £49.00 this year, certainly worth doing and thanks to those who contributed.

Thanks go to the Display Car owners for some stunning cars, Chris Yates and Alan Couch for support setting up, Rosemary Couch and Sheila Yates for the birthday balloons and decorations, Alan Anstead for support for 3 days, Ann Platt & Janet Hunter for Cakes, Mark Boldry, Roy Cole and Andy Smith for vehicle movements, Stuart Gunn for flags, Barrie Smithson for anniversary signs, Gary Lazarus again for personal badges and all the Guys and Gals from Warwickshire and other areas who gave up their time to man the stand – A big thank you all very much.

Will we do it all again? – Well following your many emails, cards and letters of support, much appreciated, we are already planning next years show, having already made an application for another 10 car stand. We shall have to wait and see what size we are allocated before we can consider the line up. Put the date in your diary now 13/14/15 November 2009.

**John Platt**

Photos © Tim Saunders, with thanks.

# Frogeye Reunited



I am a new member of the Club and was inspired to join after meeting a group of members at the Bearsted Classic Car Show in Kent in September this year. I didn't have my Frogeye with me since I took my other car – a 1949 Triumph Roadster – to the show. However I introduced myself to the members present and got to talking about 5 Speed conversions. It was soon clear that “the knowledge” resided in the Midget & Sprite Club and I joined the next day.

I first owned a Frogeye in 1966 – it was 224 VMP Pale Blue – I sold it in 1967 and I wonder if it still exists?

My present car – YLT 938 – was purchased in April 1972 for £240 with 65,000 miles on the clock. It was my wife, Eileen's everyday car for six years and we sold it in July 1978 having covered 25,000 trouble free miles. The sale was forced upon us by the arrival of our son and the need for more “sensible” transport – a Morris 1000 Traveller! The Frogeye went to a friend in the same village.

We went overseas to work for about 10 years and then returned to our village to find that our friend still had the car but had not yet started on his planned renovation.

Time passed and I bought my Triumph and started getting involved with Historic Rallying in France. I soon found the Triumph was not really the car to be dashing around the back roads of France. The delicate issue of a second classic car was raised with Eileen. I

already had a fairly modern XJS and another vehicle was “a car too far” in her view. I then had a eureka moment – “what if we could buy back the Frogeye” Her eyes lit up and off I went to find my friend. Fortunately he was happy to do a deal.

So in 2007 after a 29 year gap we had our Frogeye back! Having sold it with 89,000 on the clock I bought it back with a mileage of 92,000. My friend had done 3000 miles!! During this time my friend had some minor renovation work done on the body including a re-spray in the original colour – Old English White. He also fitted a rebuilt 948cc engine with all the correct accessories.

However my first rally in the car soon revealed that it was underpowered and I resolved to fit a 1275 cc engine and while I was at it, a 5 speed Ford box. Unhappily my friend died about 6 months ago and it is perhaps fortunate that he is unaware that I am undoing some of his meticulous work.

I am now in the middle of the modification and I am indebted to Alan Anstead for his support and encouragement. I am sure that if I had not joined the Club I would not have the courage even to start the venture.

**Roger Pearce**  
Tatsfield, Surrey

*Editors note. I have managed to supply Roger with some up to date photos of his old Frogeye (last seen by him in 1967) along with the current owners email address. Let's hope they can be reunited.*

# Brabham Midget

(Or How to get a Midget into a VW Transporter)



*Jack Brabham with the Midget*

I discovered the car during a visit to a fibreglass specialist, regarding a customer's Elite. We were talking about cars in general and I mentioned that I had owned several Frogeye Sprites some years ago. I said that it would be nice to own one again. He had a friend who had rebuilt several Sprite/Midgets.

We went over to see this pal of his, he did not have a Frogeye but had a Brabham. I said do you mean a Brabham race car, no he said it's a Brabham Midget. I couldn't hide my enthusiasm. Where is it? Up there on the scaffold shelving. It was a stalled restoration.

The work had got off to a very shaky start some 14 years earlier. The then owner lost interest as the cost rose and eventually said sell the car as payment for the invoices that were now mounting up, mainly for panel parts. Some work had been done, mostly cutting away the rusted sections. Nothing more happened and it got left up on the shelf. The restorer had the title to the car and was prepared to sell it to me. He did however want to complete the body work.

A year passed and he had not restarted the work mainly due to ill health and day to day workload. Sadly he died and so I collected the parts and brought them home to my work shop.

Since I do not do bodywork, only mechanical stuff, I needed to locate the right man to perform the magic. Bill at Hardy Engineering suggested David Grove. He will be sorting out the panel work. About 80% of the original car exists and I have a suitable Coventry Climax FWE engine which I will rebuild and install.

I should add that the Midget is in a very sad state, you will see this from the attached pictures. I think it must have been left out in all the worst weather and partially filled with water.

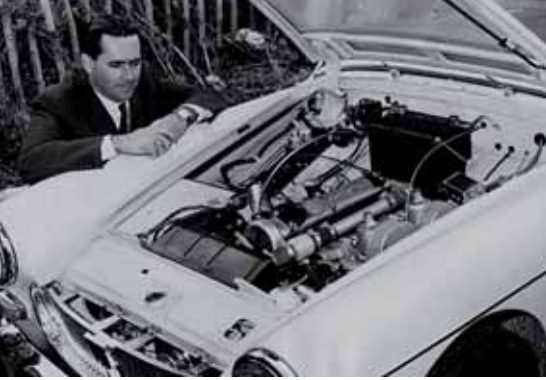


*A Midget in the back of a VW Transporter*



The seats were rotted right though including the meal shells at least up past the squab level. The bonnet, boot and 3 wings are also original, although they are at present red they have been green, blue in the past. This is borne out by the log book details. Traces of the original OEW colour are still evident.

I cannot be sure when the car lost its Climax engine but I can be sure that there came a time when the engine was worth more than the car. Many Brabham Heralds were sacrificed for their engines. The main culprit was Chris Smith (Westfield) it is alleged that



*The Climax engine*

he bought up anything with a Climax engine, gas axed the engine out and scrapped the remains. My car at least was treated more sympathetically and was refitted with a 948 engine.

The Climax is an ex Lotus Elite engine. I don't know how or when it was parted from the car but it also has had a sad life. I have been restoring/rebuilding these engines for some years and have many spare parts.

The main shell and all of the panels is now with David Grove and he is confident that he can bring it back to full health and reuse/repair all of the original remains; he is as keen as me to preserve the originality of the car.

The car is the original Jack Brabham press car registered on the 14th of August 1961 and the Chassis number is GAN1 /593. The registration number is "751 VPF".

I will be restoring the car to the original spec. And will keep *Mascot* readers up to date with pictures and up dates as it progresses.

**David Bruzas**



## Mutual Assistance Directory



**W**e are now over Christmas and heading for Spring and Summer! I am certainly looking forward to using our Midget again. This is me and our Midget on the only sunny day last summer.

Maybe some newer members are not quite sure what MAD is all about. Well, the idea was that if you were far from home in your pride and joy and it broke down, wouldn't

it be nice if you could call another member who was living near to where you broke down for help. This is the basic idea of the Mutual Assistance Directory. The list has members who are willing to help a fellow member in trouble by offering practical help, maybe B&B or at very least tea and sympathy and local knowledge. Over the years, the directory has proved its worth so get involved and send your name to me by email, phone or on the members' only pages of the club website.

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**

## Committee Member Profile

**A**t this years AGM I was re-elected to the post of committee member; my second year in post and my thanks go to those who thought I might be of some use to the club in the year ahead!

I own a MKII Midget which I've had since 1992 although at that time I barely had the time or money (work and family) to maintain it in a roadworthy condition. Consequently, for a number of years it languished in the garage with the occasional trip out when time permitted. Finally, in 2003 I managed to organise enough time and money to undertake a comprehensive restoration. Unlike many Spridget owners, I do not have the necessary skills to work on body repairs or the application of paint – well, not to a standard that I'd be happy with. While these aspects were being taken care of by someone more competent, I concentrated on repair, refurbishment and renewal of the majority of mechanical components and trim.

Many of us know what a revelation that first drive can be in a newly restored car, especially when you've put so much time and effort in to it. Whilst I envy the excitement



of those who compete in a performance Spridget, my preference is originality and to re-live car driving from the period of registration.

I regularly attend our area meetings and although these are typically quite small gatherings, we enjoy lively discussions about all things Midget and Sprite plus drives in the glorious landscape that is the West Country.

I'm looking forward to the year ahead and working with members of the committee, old and new – who inevitably will bring their own ideas and initiatives to the workings of the club – as we move towards becoming a limited company.

**Philip Sellen: 1153**  
01454 299222  
P.N.Sellen@bristol.ac.uk

## Spridget 50 Cheque Presentation



*In the picture are (L – R):  
Bill Mohan, Anita Lachowicz, Gary Lazarus, Toby  
Anscombe, Bernadette (in centre), Pat Kimber,  
Julie Neville, Dennis Wharf and Mark Boldry.*

**O**n Friday 28th November eight representatives of the Spridget 50 organising team were able to present a cheque for **£5,034.41** to Bernadette Halton

of Macmillan Cancer Support. The money comprised all the remaining funds after the payment of all bills from the event.

Not all club team representatives were able to attend the ceremony but a fair cross-section from the clubs involved were there.

The team wishes to thank all the Spridgeteers that supported us in achieving the near enough full, one thousand car spectacle on that rare sunny day in May.

We also heartfully thank all those who sponsored the event and provided prizes and publicised Spridget 50 for us, worldwide.

Without your help we would not have been able to make the presentation to such a worthy cause.

# The MG Midget A-H Sprite High Performance Manual by Daniel Stapleton

Due to publishing deadlines and actually getting hold of a review copy, you are reading this in the dark, dismal days of January.

The question on everyone's lips is should I bother buying it? What's in this edition that's not in the previous edition? In a nutshell – it's the same, detailed view of what modifications are possible with the addition of updated manufacturer part numbers and more up-to-date coverage of new developments. Each chapter now contains a list of prioritized options: do X, followed by Y followed by Z.

Although a simple change to the previous format, it provides a more logical resource for the novice or beginner as to what works and what doesn't, removing the snake oil and mystical views muttered in pubs up and down the country. Leaving in its place, solid, practical advice on how to tune any inline "A series" engine.

More experienced readers will gain a detailed view of what they may already know, with the benefit of having an up-to-date list of part numbers and manufacturers.

Although primarily geared towards the "A series", the much-maligned 1500 lump is also covered in both the engine and gearbox sections, which means that regardless of which model you own there is something here for everyone.

The ethos of the book takes the sensible approach of the four categories that govern performance: **Acceleration, deceleration, straight-line speed and cornering speed** and this forms the basis to guide the reader as to the benefits and pitfalls associated with each change; that extra 5hp might mean that an updated clutch is required with an additional cost!

The book is split into a number of chapters dealing with the obvious: **Engine, fuel system, ignition, cooling, exhaust, clutch, gearbox, prop and rear axle, suspension, wheels and tyres, brakes, electrical components including instruments and finally bodywork.** It's fair to say that it covers everything from the radiator at the front all



the way to the tip of the exhaust pipe at the back and everything in between.

The addition of large colour photos in this edition replacing the B&W photos from the previous edition helps immensely, as does the inclusion of options for each section. These sections are logically laid out, including data such as component weights, gear ratios, half-shaft lengths, ride heights and brake fluid boiling points as well as the

mentioned option lists. In essence, each chapter provides the reader with sufficient knowledge to understand not only what is possible but also why that particular change affects the overall performance of the car.

Many books covering performance are written by people who may lack personal experience; it's quite clear that Daniel has written this from the perspective of one who has actually done the work; the writing style is that of someone looking over your shoulder telling you of the pitfalls and unexpected problems along the way. Having met Daniel a number of times and spent time with both him and his car this updated and revised edition chronicles the evolution of his car, whilst at the same time drawing on the experience of others to provide information relating to modifications that he has not completed such as Rover K series conversions.

Concours owners will hate it! The rest of us should ensure that there is a copy on our bookshelves next to Vizard. It really is the best and most concise information source around, at least until the next version.

*Toby Anscombe*

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# "I had always wanted a Frogeye"



I purchased my Mk I Sprite in September 1998 from Dave of Dave of D J Grove Restoration. Dave had already been a great source of help, advice, and parts for the restoration of my Mk II Sprite, which I had just completed.

However I had always wanted a Frogeye and Dave had 318 UMD for sale. The car was basically an unrestored rolling shell and lots of bits, including a steel bonnet. It was originally Old English white with red trim, and was built 17/3/59, first registered in Middlesex, and the dealer had been Car Mart. I had restored my Mk II sprite to original spec i.e. 948 engine, smoothcase gearbox, even removing incorrect disc brakes and returning it to drums, and of course painting it in its original Iris blue.

The Mk I was going to be different though, first the body work had to be restored, with all the usual places needing attention, floors sills, rear bulkhead, door pillars, we all know where the nasty bits are! It was almost a case of deja vu after the Mk II.

The unrestored steel bonnet was sold and replaced with fibreglass Frogeye one, and my Mk II was also sold to provide funds for the restoration. With the bodywork completed I painted the car Primrose yellow, code y13 my favourite sprite colour.

The suspension was cleaned and painted, with reconditioned stub axle assemblies and wishbones, and uprated lever arms at the front. Std ? elliptics and lever arms at the rear.

I had been able to obtain a  $\frac{3}{4}$  bore tandem master cylinder through an advertisement in *MASCOT*, so this was fitted along with discs at the front. At the rear I used Morris Minor wheel cylinders and minifin brake drums. I wanted to do something different with the engine, and had read of a period mod used before the arrival of the 1275 engine. This involved using Hillman Imp pistons. A wanted ad in the free ads paper produced some new Imp pistons + 0.020" which, when used in the 1098 engine gives 1233cc. A 1098 engine with 2" main bearings was located. The method for this engine build is outlined in *Vizards A series bible*, and involves moving the bores and also removing some material from the top of the block. This work was entrusted to Owslebury crankshaft services, who made an excellent job of this and also ground the crankshaft and lightened the flywheel. The whole rotating assembly was balanced and I assembled the engine with a duplex timing gear and a minisport fast road cam, a standard 12G295 cylinder head was used after the Downton one I have kept blowing head gaskets.

An MG Metro hif44 carb was obtained from a local scrap yard, and used with a Titan motorsport inlet manifold bought from a car boot sale. A three branch Manifold manifold and single box silencer completed the breathing.

The interior was retrimmed, carpeted, and black seat covers piped in yellow were fitted. I used a Formula steering wheel and an electronic rev counter from a later Spridget.



*With black top and Frogeye front*

I decided to fit electric screen washers and use a toggle switch for the horn, as these had been items that had been problems on my Mk II at MOT time.

The Frogeye passed its MOT at the first attempt in July 2003. Once the car was roadworthy, Vic (my wife) and I used it for shows, rallies, club meetings etc, with the Hampshire chapter of the Midget and Sprite club. After everything was run in and settled down I took the Frog over to the Airey Tuning Co for a rolling road tune up, and left with a recorded 71 bhp at the flywheel which was very pleasing. Not much else was done to the car as I was busy with a Clan Crusader I had found, but that's another story.

Personally I have always preferred Spridgets fitted with hardtops, (I had a Healey top fitted to my Mk II). So in early 2007 I started looking for a hardtop for the Frogeye. The



Ashley top appealed because of the dramatic effect it has on the shape of the Sprite, turning it into a fastback coupe. One was found on eBay and bidding commenced, only to lose it in the dying seconds of the auction. This was on a Saturday evening, so on Sunday morning I placed an ad on the wanted page of the Midget and Sprite website, and on the following day had a call from a chap who had one for sale. It was a Mk II Frogeye Ashley hardtop with opening rear quarterlights. I drove up to Oxfordshire and collected it the same day.

The hardtop was black, and after a clean up and a polish was fitted to the Sprite, and we attended several shows through the 2007 season in a yellow Frogeye with its Ashley top. The intention had always been to paint the top the same colour as the rest of the car, and with Spridget 50 coming in May 08 it seemed like a good time for a spruce up of my car. During the course of a conversation with Dave Grove some time previously, he had suggested that a Sebring type front would look good with an Ashley hardtop. So I purchased a reproduction Sebring front and fitted it to the car.

I had not been happy with the finish of the car, so some reshaping was done at this time and then the bodywork was repainted. Also fitted at this time were some Minator alloy wheels (another car boot find), Kenlowe fan, Moto-lita Derrington steering wheel, Peco twin tail pipe silencer and some period Lucas spot lights. The car was finished just in time for its first outing in this guise, Spridget 50. Since then I have fitted rear bumperettes, Pertronix electronic ignition, and converted to an alternator. Is it finished? Not quite, I have an Ashley front and Sierra 5 speed gearbox waiting in the garage.

**John Foard** – Hampshire Chapter

*Images © www.richarddredge.com with thanks from MASCOT*

# Rubber Bumper to Chrome Conversion

The process of converting a rubber bumper Midget to a chrome bumper type is fairly simple if you have basic mechanical skills and access to welding equipment and for a weekend's work the improvement in appearance is in my opinion well worth the effort although some purists may not agree. I am sure there are many of you who have already completed this conversion and would have probably used different methods, however this is how I did it.

There are companies that market a conversion kit but these can be expensive so being a cheapskate I decided to use items sourced second hand through eBay.

The first thing to do is decide which type of chrome bumper to fit. This is most noticeable by either the split rear bumper as fitted to the post 1969 model or the full width one as fitted to the earlier models, it is just a matter of preference, as you can see I fitted the split rear ones.

Firstly starting at the front, disconnect the front indicators then remove the old rubber bumper, these are simply bolted on with eight bolts at the rear of the bumper, these bumpers are very heavy so it is advisable to get an assistant to help take the weight as the final nuts are removed.

Having removed the bumper remove the grill, held in place with self-taping screws.

Three things become obvious, one that you now do not have any indicators, two that there is a large stud protruding from the end of the main chassis member and three that there is a large oblong aperture in the lower portion of each wing, these problems are simple to deal with.

First decide what size and shape indicators you intend to use, I think the ones I have used were ex-metro, and make a blanking panel to fit into the oblong wing aperture, This blanking piece should have a hole cut in it large enough to allow the light unit to fit through. Then I welded this plate into the wing aperture. As an alternative you could possibly use pop-rivets or even fibreglass matting to secure the plate in the aperture.

It was then just a case of grinding the weld down and a skim of filler to even up the contour of the wing.

The indicators were then drilled in place, secured with self-tapping screws and reconnected.

With the aid of an angle grinder I cut about one inch off the end of each chassis member thereby removing the protruding stud, this was done so that the new grill would fit further back into the grill aperture.

I then welded new end caps over the chassis member to keep out dirt and moisture. I also welded three small right angle brackets inside the grill aperture to attach the new grill to, one each side and one at the top.

The front bumper mounting brackets were made from 12 inch lengths of 7/8 inch threaded bar which were bent to approx 45 deg just off centre so that one end was approx 5inch the other 7inch.

The next step is to remove the two towing eyes on each side of the chassis member underneath and remove all trace of rust and paint (this makes easier welding) then temporarily replace the towing eyes without doing up the bolts to tight.

Attach the bumper to the 5inch end of the threaded bar using two nuts and two large washers and carefully pass the other end



through the oblong holes in the front valance, the bar should lie neatly alongside the towing eyes, you then need to align the bumper horizontally, it helps to have the car on level ground here.

Having got the bumper level, clamp the threaded bar to the side of the tow eye with a self gripping wrench for each side, this should clamp the threaded bar and the tow eye securely ready to weld. Alternatively you could spot a small length of weld to hold them in place.

Carefully remove the bumper and nuts and washers and unbolt the tow eyes and remove from under the car, the bumper mounting bar and tow eyes can now be welded much easier on the bench.

Re attach the tow eyes, refit the bumper (you can adjust the distance between the bumper and the valance by moving the nuts along the threaded bar) mark any excess thread on the rod and cut off to length, then apply a coat of Hammerite or similar rust preventative.

Presto front end done! Because there was some vibration when the engine was running I attached two twisted brackets to the exposed portion of bar and bolted it to the valance.

I made the grill from a sheet of 3mm aluminium by first making a wooden template, then cutting, shaping and drilling as required. This was then attached to the three small brackets previously welded into the grill aperture with self-tapping screws. The MG badge I'm sure you will recognise as a boot badge.



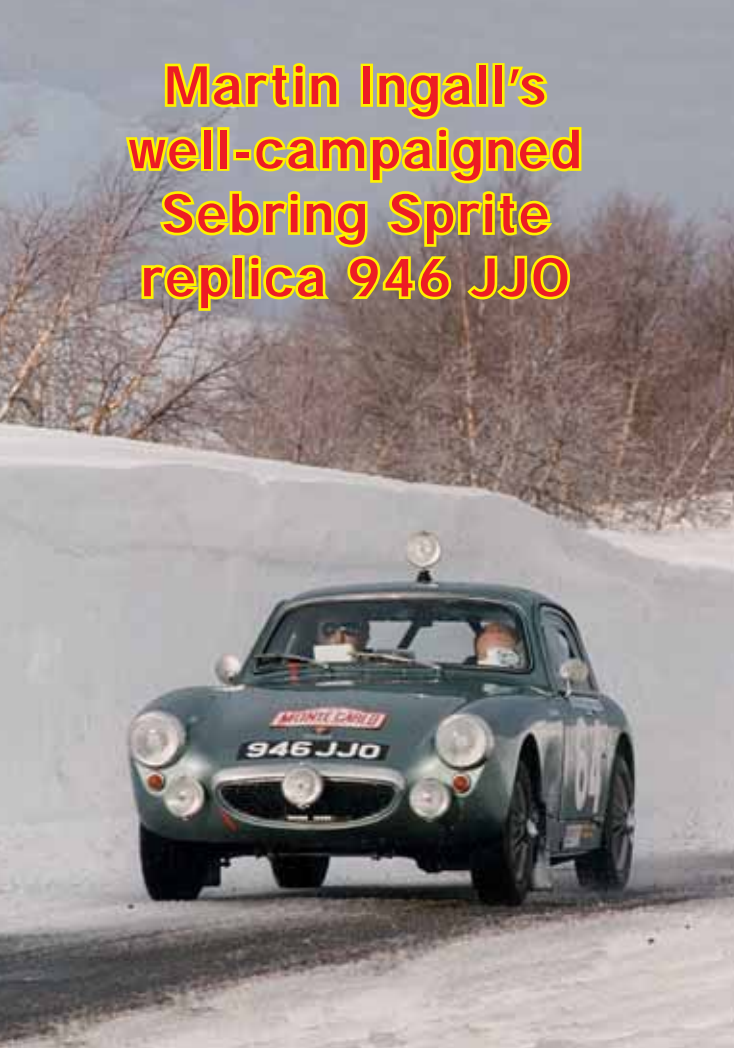
The conversion to the rear was much easier, just a case of removing the bumper, after first disconnecting the number plate lights, offering the split bumpers up to the rear panel, marking the holes and drilling as required, two of the existing mounting holes were used as a common reference point and again care was taken to align the bumpers horizontally. I was lucky in that all of the bumpers came complete with the required mounting brackets and number plate lights, all of which I stripped de-rusted and painted and also tested the lights before fitting

All that remained to be done was to fabricate some brackets to attach a new set of number plates to and connect the lights up.

I think that sums up the main points needed for the conversion, I hope you find some of this information useful but you may prefer to use alternative methods and materials, it's just a matter of choice.

*Brian Mosley*

# Martin Ingall's well-campaigned Sebring Sprite replica 946 JJO



I have had such a tremendous amount of feedback and questions about the December cover shot featuring Martin Ingall's Sprite that I thought I'd put a few more of photos of it in this month's *MASCOT*.

Martin built his Jade Green Retro Sebring Sprite in 1973 and has campaigned it extensively in historic rallies in the 90's including Monte Carlo Challenge, Marathon, LeJog and Tulip. It is now used in hill-climbs and sprints and on the road.

You can read much more about the Sebring Sprites on Martin's website [www.sebringsprite.com](http://www.sebringsprite.com)



Gary

# Out and About in Hampshire

## Sunday Lunch in Arlesford

This was our third visit to The Ship on the outskirts of Arlesford. On the two previous occasions it had poured with rain so we were due for some better weather – it wasn't wall-to-wall sunshine but it was dry, so most people arrived in their 'old' cars. Alf had a good excuse; he had been 'thrown' from his bicycle the week before and the handlebars had spitefully 'put the boot in' and he was nursing a broken rib as a result. Pete, Lou and Sam had come in the modern car as they were bringing the entertainment – more of that later.



The hospitality and food were as good as ever and we were able to swap news with members whom we hadn't seen for a while. The entertainment consisted of a small tabletop steam engine, which was happily chugging away next to the apple sauce and several steam driven boats that sailed around in Sam's baby bath that the landlady obligingly filled with water for us. You don't have to be eccentric to appreciate the Hampshire section but it helps!

A photo-call in the car park followed by an uneventful drive through the Hampshire countryside brought us home just in time to watch the Grand Prix on the telly – Nice One!

*Jenny Green*

## A New Arrival

My Jeep restoration had hit an obstacle, so when Pete said there was the possibility of a Mk I Midget for sale locally along with a Mk III, I had a really good think about it! Well, the Mk III went to Pete, and Smidge came to me. The MOT had unfortunately run out, so she came home on the trailer.



She had been sitting under a cover with not much chance to dry out so there were a few electrical problems. Time to call in the A team – Barry was volunteered, and then Pete joined him. The MOT was booked at 11:30 and we managed to button her up at 11! Off to my favourite MOT man after a reluctant start. All was well until Andy got his toffee hammer out, then we discovered two holes underneath and a loose seat bolt.

Ah, just get Pete to have a look, (after all, not only was he the one that got me into this situation, but he also knows about Midgets and can weld upside down!) and I was assured that not only was it no problem, but it would be done that very afternoon. So, back home for coffee and doughnuts and an afternoon of welding for Pete!

Sunday morning, and she was still reluctant to start, so we changed the spark plugs – to good old NGK – and tried again. She roared into life, now 'all' we had to do was get the



exhaust clamp tight – a case of two half inch spanners and a little blue air.

Monday, and I'm back from the MOT station – the good news is that Smidge passed and all the lights worked well in the dark. The welding was inspected, and the certificate issued – whoopee, tax tomorrow!

*Harriet Langridge*

## Something for the Weekend!

Well it's a 1967 MK111 Midget and we picked it up on the afternoon of Saturday 25th October and after running some other parts around Fleet decided to go for a beer instead of taking it back to West Sussex as the weather on Sunday was forecast to be better than Saturday.



That turned out to be a minor technical error! After getting up and sorted (sausage sandwich) and a small delay getting Harriet's Midget to run, we set off. Arriving home I opened the garage and surveyed the mess the needed sorting before I could get the shell in.

The general listing was: 2 steam engines; 1 Landrover engine; 1 Morris Minor engine and gear box; 2 front half shafts from L/R; 1 diff from L/R; 2 tool boxes and contents; big pile of overalls; various rusty bits (not sure what off but will keep them anyway) and general unidentified stuff.

Plan A: Fill trailer with engines and car bits then pile everything to right hand side of garage allowing shell to fit – and it worked, only drawback, big pile of stuff to sort so I can locate tools and begin the re-build. Then as it was getting dark we thought bugger there is still Harriet's truck full of boxes which we hope contain most things needed to build a Midget. Luckily it all fitted in a pile in front

of the shell. As to the contents of the boxes, we had a small rummage but will need more time to sort (think that 4 bottom wish bone pans might be slightly excessive) but that is another day. It all ended with a Chinese and waving T&H off as they went home and to return the trailer.

*Pete Hawkins*

## Hampshire Chapter's visit to Frontline's Manor House

On Friday 5th December three of the Hampshire Chapter's intrepid team took leave from their day jobs to carry out some very important research. We all got into one car (obviously not a Spridget then!) and drove up the A34 to a very attractive thatched house in Sutton Courtenay – not too far from Abingdon and MG country. Why? – you may ask.

One member of the Frontline business lives there, and that's where there was a very average looking red MkIII Midget parked in his garage. We went there to drive this Midget – but because it had one or two modifications – it wasn't really that average!

The mod we were all interested in was the front suspension conversion – where the lever arms are binned, and purpose-designed AVO telescopic shock absorbers (and some other metalwork) are fitted. The other one of real significance was the engine – a K-series 1.8 litre, with or without VVC, I'm not sure, but claimed to deliver approx. 170bhp!!!!

To cut a long story short – we all drove this car around the country lanes near the "Manor". The car accelerated like the proverbial off a shovel – not very surprising, really, given those power to weight figures. But the truly impressive discovery was just how solidly it stuck to the road, under acceleration, bumps, bends and slippery surfaces, and with all that power!

I'm hooked, and am saving up already. Big John handed over the readies there and then – for the suspension conversion, I hasten to add. The engine and its power were awesome, but we all agreed a bit OTT for a fun little sports car!!

*Mike Sleath*

More information as usual  
[www.midgetandsprite-hampshire.info](http://www.midgetandsprite-hampshire.info)

# Yorkshire Report

We made a return visit to The Kings Arms at Heath, Wakefield for our December meeting. In terms of excitement and drama it would be impossible to match that of the Bristol Area as reported in December's **MASCOT**. We did however have the chance to enjoy some Christmas Fare, catch up with fellow enthusiasts, welcome John & Jeanette (who have a 1500) and chat about plans for 2009.

Our January meeting will be at lunchtime on Saturday 10th at The John Bull Inn, Thorne. Please contact me for more details on 07720 725429 or email [spridget.girl@ntlworld.com](mailto:spridget.girl@ntlworld.com)

February, March and April meetings will all be on first Saturdays, so 7th February, 7th March and 4th April. Venues for these meetings are already decided. May to Sept meetings will be on first Thursdays, changing to first Saturdays for the darker months starting with a Conker Run in October.

There will be a Hot X Run on Good Friday April 10th. Drive It Day is Sunday 26th April and I will be organising a Picnic on The Stray, Harrogate. Other plans include a Track Day



*Waiting for opening time*

at Croft Circuit with the MG Car Club's MGs On Track on Sunday 16th August (put that date in your diary now please). I believe they are visiting Cadwell Park in May. We also plan to have our own area at the Historic Vehicle Rally at Newby Hall, near Ripon on Sunday 19th July.

Happy New Year. Look forward to seeing you soon.

*Anita*

## Diary of a Race Midget



*My old local*

I have decided to start a diary to keep a record of my adventures with my new driver. I have been racing for a few years now both at home and abroad with the MG Midget Challenge and with FISC. Previous owners include Stéphane Chassaing, Alan Pettit and most recently Steve Collinson of Team Sibling Rivalry fame. My new owner is

none other than the MASC Technical Advisor, Mark Boldry, who travelled down to Berkshire a few weeks ago to collect me and take me 'Up North'. On the way we stopped off for some refreshments at my old local in my hometown of Abingdon (see picture).

Since moving to Yorkshire I have visited a local college where the Vehicle Technology course has a module covering motorsport. Some of the students are personally involved in racing. I'm hoping to help them learn something about classic cars and maybe they will come along to some of my races next season. The race calendar isn't confirmed yet but my first outing with Mark is likely to be at Donington in April. Before then Mark has a few checks and bits of maintenance planned to brakes and suspension and hopefully he will also ensure my paintwork is polished as regularly as I am accustomed to.

*Chequers*

# December, cold, as you like it South Staffs do Christmas



*Spridgets outside Midland Classic Restorations*

**W**e celebrated the festive season in our usual style with a meal at the Green Man, as the evening wore on we began to discuss, as you do, next year's calendar.

Four or five of us are hoping to join the London Congestion Zone on their annual New Year London Bridges Run, I shall definitely be there and Johns Collins and Wragg may come along with Andy and hopefully Mark. We will report on the fun and games next month.

We also discussed our first "event" for next year, a follow up Brum Tunnels Run. Some of us discussed this at the back of the room before the AGM and here is the basic format.

We will meet as usual at 10.00 on the Sunday morning on the 22nd February and drive the tunnels and follow up with a drive out to the National Memorial at the new national Arboretum in Staffordshire, afterwards, ending early Sunday afternoon. We hope that many of you will join us when we go to pay our respects at the Memorial. Full details on the club website soon.

On the 6th of this month (December) Peter May Engineering, who have recently moved to new Premises with Midland Classic Restorations in Ombersley, Worcestershire had an open day/Natter with free mince

pies and drinks. The two Johns, John Wragg and John Collins and I met up there to see how Peter is settling down and meet fellow Spridget owners from all over (one guy came from Kent to pick up some parts and join in the chat) A great day for a top down drive too, chilly but with loads of sunshine. Many of the Midgets there were converted with the Rover (Lotus in one case) K series engines. Food for thought for John C who has plans in mind....

***Bill Mohan 1067***



*Lotus K Series engined Midget*

## Wark's Talk

Once again the Warwickshire Area supported John Platt in helping to set up the MASC stand at the NEC Classic Car Show. There will be a report on the show elsewhere, but we were wondering if people realised the work that goes into setting up. We start with an empty floor space, which we can access about midday before the show. The first of the cars arrive and the gazebo is erected. Prior to this a floor plan has been drawn up to scale, so that all the cars can be placed appropriately with regular spacing between them. The drivers then start work cleaning off all the evidence of their journey to the show, which is frequently wet and mucky. The cars soon shine as though they have never been used. As well as the car drivers, there are also the back-up teams for driving them home, as their cars remain on site for the duration of the show. This year there was also the additional decoration to celebrate the anniversaries. Blowing up lots of balloons is no mean task and can lead to light headedness. Stuart's extension to the flag poles and the new posters that went with them were very elegant and provided the necessary anchor for the line of balloons. The balloons and other glittery decorations provided by Rosemary needed to be put up, with vast quantities of string and sticky tape used. In addition Lizzie's car needed a table and battery for the DVD player showing the television programme of her restoration. Finally the regalia is displayed, ready for sale and this year the new fleeces with a zipped front that opens completely are worth purchasing. A big thank you must go to John Platt and all the back-up team.



*Blowing up balloons*



*Polishing cars*

The Christmas dinner this year at the Green Dragon was a most enjoyable affair with everyone arriving promptly at 7'o'clock, except for us of course as work and grandchildren had caused a delay. Fortunately there was plenty of time to exchange pleasantries and pull the crackers before the meals arrived. It was encouraging that the usual meeting format was requested once we had finished eating as it provided the opportunity to circulate the draft agenda for our events next year and getting the necessary commitment to firm up more dates. Several of our regulars were not able to attend due to prior arrangements, however Jim & Rosemary had sent us all a postcard from a very snowy Bavaria where they were staying and of course we toasted them all! Roy told us about his day at Peter May's new workshop which was open to all, to demonstrate how the mechanical parts of our little cars could be tuned, modernized or replaced to optimize their performance for road or track use. Someone having a very different Xmas was my fellow representative, Alan, who announced that he would be having a replacement kneecap next week which means 5 days in hospital followed by a very quiet period without any driving for at least 6 weeks; however the good news is that we have all promised to visit him at home!!

Having established that 2009 was going to be another busy year for us, with our first outing planned for February, we exchanged seasonal greetings and went out into the extremely cold night, with country roads that made keeping our cars in a straight line very interesting.

Best wishes to all members for a Happy New Year, with many miles of interesting and safe travelling in your Spridgets, from the Warwickshire Area Group.

*Chris and Sheila*

# Pete's Rubber Bumper Rebuild

Here are some pictures to inspire those conducting rebuilds over the winter. I can't claim I did the work myself as living in London the car is kept in a folding garage and I have no where to do antisocial things like welding and panel beating.

I bought the car from a friend in October 2004, he had bought it from one of his friends in August 2004 after it apparently covered just 106 miles in 6 years going to and from the MOT station.

After a bit of recommissioning I enjoyed 3 years of touring Britain and Europe with MASC Kent and Surrey sections. The body was sound but I definitely had the scruffiest paint job in Kent and Surrey sections. There were a number of other bodywork issues that didn't need an expert eye to detect.

- Very thin paint especially on the bonnet and sills.
- Two dents on the front offside wing (the bundle of receipts showed that a previous owner had managed to break 6 mirrors, they must have had a favourite gate post or a wild driving technique)
- The front inner edge of the bonnet was rotting away (this area fills with water when the car is left outside).
- Body filler in a hole at the rear of the bonnet.
- Generally poor panel gaps around the doors although at least these were indicating poor preparation not structural weakness.
- All the front end panels were slightly misaligned.

In Dec 2007 after the end of the years Spridget events I took the car off the road and passed it to Fisher MG ([www.fisher-services.co.uk](http://www.fisher-services.co.uk)) in South East London for a bare metal respray.

Mark from Fishers and I agreed a budget based on the following instructions.

- To renovate the body starting with bare metal and aiming for the best panel fit achievable.
- To renovate the engine bay using body colour from the reinforcing rails upwards and underbody protective materials below that point.
- Modern paint and materials to be used but the original MG Black colour to be retained.
- All seams to be sealed and to apply anti corrosion treatments to all box sections and the underbody.
- To rebuild the tired gearbox taking advantage of the fact that the engine needed to come out.
- Replace the toughened glass screen with laminated glass.

Whilst Fishers had the car another customer (who now has an MGC) walked into their workshop and announced that he had previously owned the car and had it rebuilt by another specialist about 1993. This was useful information as the car had come with an undated receipt for many thousands of pounds worth of bodywork.

The previous owner provided some photographs and it is clear that the car was in last chance alley when he bought it. He



*The car at the end of 2007*



*The car before its first rebuild in about 1993*

also had the engine rebuilt and converted to unleaded.

Fishers were able to explain the misalignment of the front end of the car. The outer panel of the footwell on the driver's side had



*A few pictures of the car during the rebuild*



*On a recent trip to the Lake District*

previously been welded on the wrong side of the flange. This pushed the rear edge of the offside front wing out a few mm and the whole misalignment carried on right around the front until the previous restorer had been unable to get the bolt to the bulkhead in at the rear of the nearside wing. It was decided to trim the rear flange down on the offside wing and leave the foot well where it was.

New front wheel arches were fabricated and pin holes in the rear of the boot floor were welded up. The inner sills were fine but a pair of new outers were fitted, Mark adjusted the shape of these at the front to get a better panel gap where they meet the front wings.

The door gaps were adjusted by slightly moving both A posts and refabricating the bottom of the nearside B post, this wasn't due to corrosion but just to get the best possible fit.

When paying for labour it's sometimes cheaper to fit new than repair existing panels so a new bonnet and boot were fitted, the boot shape was adjusted slightly to fit the existing aperture.

I got the car back in January 2008 with plenty of time to enjoy Spridget 50 and the MASC trips to the D-Day beaches and Le Mans Classic. I am very pleased with the work as the car not only looks good in a fresh coat of black gloss but definitely has better panel gaps than the day it came down the line at Abingdon.

Overall I have had immense fun with this car and have covered about 20000 miles in 5 years with very few problems. One thing is for sure there won't be any more owners after me on the DVLA records as they will have to bury me in this car, nobody else is getting it!

**Pete Gardiner**

# November in the South East

Surrey Section met for the last time this year at the Blue Ball. For our Christmas Meal we gather at the Moat, Wrotham Heath. As one would expect at this time of the year numbers were down.

Only one Spridget was in attendance being that belonging to Peter Gardiner. This sole attendance should have secured for Peter the annual prize, of a bottle of wine, for that person attending the most throughout the year in a Spridget. The award will be made after a final "tally" at the Christmas meal.

Roger Pearce and I were slightly late in attending having "pulled" his Frogeye's engine during the afternoon. Roger is joining the 1275/type 9 brigade.

Jean Marshal came along to our meeting. Whilst visiting a local aerodrome she had seen a blue Frogeye 409AXU parked. This was her old car and now owned by Surrey member Alex Bowers. Unfortunately Alex was not present but Jean is joining Masc and will probably catch Alex for a chat later. Jean owns an ex Metropolitan Police, Traffic Division, white automatic MGBGT.

Chris Harding took up his role (a club trial for the next twelve months) as S.E. Area regalia officer and sold some regalia that we had at the venue. Was this beginners luck? Sixteen of us in total. Not bad for November!



*Paul Coveney  
and Jane Pearce*

Kent Section. Now I was very surprised that anyone would turn out for the Kent meet. When I left home it was snowing. As I drove to the meeting there was torrential rain and then as a small group of five gathered, as if to mock us, the sun shone through. Mel & Barb's Spridget really did not want to venture out of the garage. First it feigned sleep with a flat battery but then when Mel hooked it up to a pacemaker it showed signs of hypotension as its oil pressure fell away. No Spridgets then at this meet.

*Paul Coveney and Jane Pearce excited as a pair of young love birds, would like to announce their engagement to be married. Congratulations!*

*Furthermore, next year they are aiming to drive from John o' Groats to Lands End, in their Austin Sprite in 24hrs, to raise money for the charity British Heart Foundation. 23rd June is the date for the drive. And dependant upon the weather they intend to do it with the top down. They then return from Lands End to a Kent meet at the Moat on Sunday 28th, where people can hear about their adventure and should they wish, make further donations.*

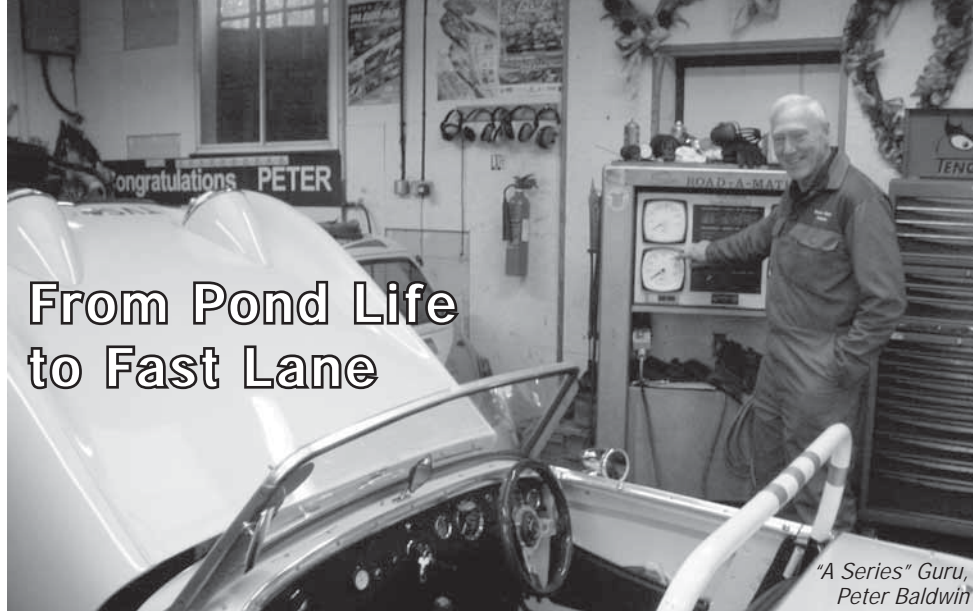
**Alan Anstead**

S.E. Area Representative  
National Reps Representative

Mail to: [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)  
Telephone: 01322-384050 (answer phone)



*New member Roger Pearce's  
One Manpower Frogeye*



## From Pond Life to Fast Lane

*"A Series" Guru,  
Peter Baldwin*

The Frog had been behaving badly: it was reluctant to start, it ticked over fine and at full throttle was good. But at half throttle it seemed as though it was only firing on three, or starving of fuel.

A local expert was recommended who had worked on "A series" engines all his working life and still successfully races minis on the European circuit. A quick chat would do it, I thought, but in the company of Peter Baldwin there's no such thing.

When I met up with him at Wilsher's Garage in Wimpole, Cambs. He had a smart '30 year' edition Mini on the rolling road to resolve an intermittent engine cut-out. This he sorted effectively and just as well as I believe it was owned by a relative of the garage owner.

It was the Frog's turn to sit on the rolling road and be connected to the Krypton tuner and exhaust sensor.

Readings on the oscilloscope showed the points gap to be too large and that the timing of each pot was at variance (so electronic ignition to be put on the Christmas wish list).

With the points reset and adjustment to the mixture on the Webber 45 DCOE, things were improving, but he was still not happy.

Whilst looking at the carb he noticed that in fact the throttle was only able to open just over half way due to the linkage fouling the heat shield!

Also I had over tightened the bolts holding the carb onto the inlet manifold which may have caused the petrol in the carb to effervesce due to vibration; this is a job for me to replace the rubber ring gaskets that Peter provided.

Upon checking the idle and main jets Peter immediately recognised the need to replace the 50F2 jets for 50F9 jets which have a smaller air inlets, this improves the transition from idle to main jet running thus giving a smoother delivery of power.

That done, now to get the best out of the distributor which really did not want to cooperate as it had not been moved for yonks.

Soon with knowledgeable adjustment Peter hit the optimum setting and to my astonishment registered 100 bhp @ 4800 revs at the engine. This was no great surprise to him and I guessed that he achieved far greater outputs from his racing engines.

The road test was a WOW, gone the jerky response and the engine now pulled so smoothly in all gears, even the exhaust note seemed better or was that my imagination?

Upon return to the garage I had to acknowledge the 'Gurus' work. He had transformed the Frog and taken it from its previous habitat.

**Graham Kirkup**  
960 Frogeye TVS 664

# North West Meeting November 2008



*Derek Walker and Ian Jones Photo credit Stephen W from the Atlas F1 bulletin board*

In the absence of our beloved leader, Les, it fell to me to introduce the evening's speaker to our members and guests. It was a pleasure and a privilege to do so for Derek Walker is well known and respected for many things in motor sport but is also a bloody good bloke/jolly nice chap. Derek has been involved in motor racing for many years as driver, designer, constructor, mechanic and Clerk of the Course and is widely regarded as the man with most wins at Oulton Park.

Derek told his audience how his interest was formed at school and how this led to him working as a mechanic for the late Dave Rees who drove the Terrier that Derek currently campaigns in Historic Formula Junior events. He then embarked on the creation of his series of sports cars for the 750 Club and Clubmans' formulae – the Ladybirds. His interests then turned to Special Saloons and the development of a Fiat 850 coupe (powered, I believe, by Derek's version of a 1000cc Holbay Ford) and then an all-singing and dancing Skoda coupe. Derek's experience with spaceframe construction meant that this was the method chosen for building the "saloon" cars. Added to his engine building skill and undoubted driving talent these cars brought him many race wins.

Derek found time to create these vehicles in his spare time for during the day he was running a successful market garden – a business from which he is now retired. Oh,

yes, he also managed to fit in flying lessons so that he qualified as a pilot! Makes you wonder just what you were doing with your time, doesn't it?

Derek raced in The United States where his competitive spirit caused comment in an apparently more "relaxed" series. More recently he has raced his Terrier at the historic meeting in Monaco, an event that was both interesting and eye-wateringly expensive! Derek has brought his son-in-law into the racing fold by building a car for him to compete in but unfortunately there are no more unmarried daughters... You can still get free advice, however, for Derek is keen to encourage and support anyone.

After a pit stop Derek invited his audience to look through his amazing photographs and to ask questions. Derek was willing to give his time freely and we duly addressed a variety of topics ranging from construction details to do you remember when...? And, yes, we did learn why he called his cars Ladybirds even when he painted them yellow.

A raffle was organised (thanks Les, Neil and Andrew et al) and Derek drew the numbers. I think everyone went home with something but there was a little suspicion raised when a certain ex-mini racer, garage proprietor and fellow race official seemed to win every other draw. Sportingly he requested a redrawing of his prizes.

When researching background information I found that people unfailingly commented on Derek's approachable and open nature. Those who turned up to hear him speak at The Kilton will readily confirm that opinion. We were fortunate to share the evening with a talented and personable gentleman and look forward to seeing him again.

*Ian Jones*

PS Thanks to Andy, our own tame Midget racer (retired), who went to great lengths to provide me with information on Derek's career and who presented Derek with a selection of photographs taken at various circuits. Derek was surprised and very pleased to have them.

# It Pays to Have a Fallback...



*No Midgets or keys*

We have a place out on the western rim of Scotland overlooking that stretch of ocean where the U-boats used to prowl. It has a garage where my wee MG sleeps the winter away while my 1995 Alfa takes the strain and the salt. Such was the state of affairs a couple of weeks ago when we took our mutts to the foam flecked beach in the Alfa on an exhilaratingly stormy day.

Sadly my hat blew off, which ordinarily is of little import, except that unbeknownst to me my Alfa keys flew out of my pocket at the same rate as I flew up the beach chasing my hat! Ten minutes later the tide was in, the sleet was horizontal, the wind was a bracing force 9 and all hope was gone.

Early next morning at low tide we spent a forlorn hour turning over seaweed, scouring the beach and being scoured by sand whipping off the dunes...to no avail, by now my keys were a crab's plaything and they were my only set! Then I remembered my slumbering MG Midget and was grateful to hear it bark into life and even more grateful for the provisions that filled its boot after a trip into distant Campbeltown.

Two days later the AA had trailered the still immobile Alfa home and the three separate dealers I had phoned all made the same teeth sucking noise and told me that as my key was chipped, most of the electronics and all the locks would need to be replaced for the trifling sum of £1000. Which was a shame as I had only paid £450 for the car on eBay!

So far I had learned a number of lessons:

- Always have more than one set of keys
- Make sure your key fob is big and bright to ease location
- It is good to be in the AA
- It is wise to have a spare MG in the garage

And to that I could now add that all Alfa dealers talk piffle.

It turns out that 1995 was the year they introduced chipped keys and mine was early 95 and unchipped. Spookily it only cost £95 to get an auto locksmith to cut a new replica key. It also turns out that even if it was chipped the locksmith could decode the immobiliser linked to the engine and build a replica chipped key for £150. So if you ever lose your only car key on a remote Scottish beach take heart, but better still take your MG – they are easy to hotwire!!

And there you have read another grand, spray-lashed report from Bob Miller. It was Holden Caufield who said that 'grand' was a word for phonies; well, I can carry it! One thing Bob left out, is that his key fob now has a device attached to it to make it float, like a mine. John (belt and braces himself) Wayne, when on the PT boats, would be proud.

Our longest day run this year is to Whitby-21st and 22nd June. Want to meet up? 'Would be grand, to be sure.' Stop. This casting's getting confused. That's Victor McLaglen's line.

*Carson and Chums*

# Guide to Heating Work Spaces and Garages

Keeping your garage or workshop warm is not just for comfort, it's a matter of safety too. It is much more difficult to use machines and tools when your hands are cold and the risk of injury rises as the temperature falls.

There are several ways to heat your workspace, with a choice of fuels.

- Electricity
- Bottled Gas – Propane/Butane/LPG
- Oil –Paraffin/Diesel/Waste oil
- Solid fuel – Wood/coal/Biomass

Each fuel has its pros and cons and consideration should particularly be given to the power supply, ventilation and size of your premises.

## ELECTRIC HEATERS



Electric heaters are very clean and convenient and there is a wide choice of electric heaters available with heat output from a few hundred watts up to 15kW if you have a suitable power supply. Care has to be exercised with any electric appliance to keep it away from water and/or flammable substances.

A normal domestic, 13Amp single phase power supply is capable of powering up-to a 3kW heater. However you also need to think about any other equipment you may need to operate, the length and core size of the supply cable.

In commercial premises a 3 phase supply will be capable of a far greater supply, enabling you to use more powerful heaters.

## CONVECTOR HEATERS



This type of heater has an element which heats the air surrounding it. As warm air is lighter than cold air, the heated air rises and is replaced by cooler air, creating a current. As there are no moving parts, this is an almost silent type of heater. They are ideal for heating an enclosed space and have a lower risk of fire hazard than fan or radiant heater and may be left unattended.

**FAN HEATERS** – This is basically a convection heater which includes an electric fan to speed up the airflow. This makes the heating process much faster, but is relatively noisy, also due to the higher temperatures involved fan heaters should not be left unattended. Machine Mart sells both domestic and industrial versions.

**RADIATORS and RADIANT HEATERS** – Directly heat items around them by radiated heat. Some also heat the air in a room by convection. However, due to their higher surface temperature, care should be taken with furnishings nearby. There are both domestic and industrial models available. These heaters operate silently.

**QUARTZ HALOGEN** – These heaters provide instant heat and only heat the objects placed in front of them, not the surrounding air. This makes them ideal in situations where there are constant draughts and they are also silent.

**PANEL HEATERS** – A slim, unobtrusive heater which is designed to be fixed to the wall and may be painted to suit your decor. These heaters have a low wattage, but because of the way they set up a warm air

current between the heater and the wall, they offer an efficient economical way to provide background heating in situations where traditional central heating would not be viable.

## INDUSTRIAL SPACE HEATERS



Industrial space heaters can be fuelled by Paraffin and Diesel (Not red) or Propane gas. They use an electric fan to blow the heat created by burning the fuel into the environment. They are ideal for heating large spaces for example warehouses, factories and garages. With heat output from 35,000 to 344,000 Btu. All require mains electricity to power the fan but only at a relatively low wattage. 110 and 230 volt models are available. As with electric heaters, care has to be exercised with any electric appliance to keep it away from water and/or flammable substances.

## SOLID FUEL STOVES



There are a variety of cast iron stoves to suit domestic and commercial premises. The advantages of this method of heating are – No reliance on a mains supply of gas or electricity. They may be used to burn coal or wood, including waste wood and off-cuts and. They can add an attractive traditional feature to a room. The majority of them may also be used for boiling a kettle or cooking. There are models suitable for use in boats, houses, pubs restaurants, workshops, studios and many other places. Heat outputs vary from 10,000 to 61,000+ Btu. Because Solid fuel

stoves do not require an electric supply, they may safely be used where water may be present, but you should still be careful where flammable substances are present.

## HOW TO CALCULATE WHAT HEATER YOU NEED

The output of a heater is measured in Watts (W) and kiloWatts (kW) for electric heaters and British Thermal Units (Btu) for all the others. 1 Watt is approximately 3.4 Btu. There are 3 steps to calculate what power of heater you need, you should consider:

1. The volume of the space to be heated.
2. The rise in temperature required.
3. How well insulated the space is.

The volume of the space is calculated by the following formula – width x length x height. So, for example a single garage 3m wide x 5m long x 2.5m high will have a volume of 37.5 cubic meters.

This figure should be multiplied by the required rise in temperature, in °Celsius.

And then multiplied again by the figure below, depending on the level of insulation in the building. This figure is as follows-

No Insulation x 3.5, Light Insulation x 2.5, Medium Insulation x 1.5, Heavy Insulation x 0.5

Then to return a result in Btu, multiply this by 4  
Therefore, in the case the single garage mentioned above, with a temperature rise of 10°C and it has no insulation, the calculation would be:

$37.5 \times 10 \times 3.5 \times 4 = 5250$  this gives an answer in Btu.

(To convert this to kiloWatts divide 5250Btu by 3412 = 1.5kW)

So now you know how much heating power is required, you should turn your attention to the available power source.

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# A Warning to Sellers and Buyers

I received this from Club member Geoff Hunter who warns of unscrupulous con men trying to part you from your money.

Hi Gary

This character contacted me from my advert for a 3:7 differential that I placed on the club's website "sales and wants" page.

From his first response, my suspicion was aroused by the use of certain phrases and terminology and I decided to run it to see how far I could push him and to smoke him out of course.

I was sure that he was a con artist. He asked for payment but didn't have the goods.

Is it possible to publish a notice in Mascot so that people are forewarned and do not respond to him or people like him. I doubt he is using his own name.

Here is a transcript of our email conversation:

My name is Frank Curtis, I saw your Wanted Ad, so I decided to e-mail you to see if you still wanted it as I have it to offer. Just list out the parts you will be needing.

Frank Curtis  
London N17 \*\*\*, United Kingdom  
+44702405\*\*\*\*

\* \* \* \* \*

Hello Frank,

Thanks for responding. I am seeking a 3:7 diff to fit a Sprite for a pal in Germany. So far I have been offered several including one at £90. Unfortunately I have a budget of 100 euros (about £80) to work with including delivery to here, so am still looking. How much are you anticipating for yours?

Regards

Geoff Hunter

\* \* \* \* \*

Well, I can sell mine to you as I am currently parting it for £80 GBP. What's your shipping address, I can ship via UPS to you on a next day delivery. I will accept payment via Western union or Money gram only.

Hope to hear from you Mate,

Frank

\* \* \* \* \*

Thanks for the rapid response. I've emailed my friend in Germany for instructions and will get back to you asap. Do you know its history and can you say it is in good condition?

Geoff

\* \* \* \* \*

Sure ! It's in a good condition never worked on it before. I will e-mail to you the instructions and my details you will need in making payment to me as I will accepting payment via Western union or money gram only.

Thanks,

Frank

\* \* \* \* \*

Hi Frank

Still waiting for my friend's instructions. In the meantime can you tell me please:

What model car is it from

What was the mileage of the dismantled car

Was it your own car

Can you tell me the numbers stamped into the top right hand side of the casing so that I can confirm the ratio.

Do you have a PayPal account. If you have my friend can pay you direct from Germany.

I appreciate you have indicated Western Union or Moneygram but I have never used either of these, I don't know where there is a W.U. office near me. I can pay you by electronic transfer or simply cheque drawn on my account if that is easier.

Thanks --- in anticipation

Geoff

\* \* \* \* \*

Sorry I don't accept cheque anymore, I received a fake posted cheque that almost took me to jail and right now my bank account and my paypal account that was linked to it as been suspended okay. There are lots of Western Union outlet worldwide even in Germany okay. Let me know if you will have to make payment via Western Union or Money gram so we can proceed and also your friend's shipping address.

Thanks,

Frank

\* \* \* \* \*

I took the liberty of telling him I had a friend who lived quite close and who would collect the item on my behalf and pay him at the same time. But I would require the information requested before proceeding. As you may have guessed I have received no further communication from him. Clearly he was a con man.

So please be very careful when giving your personal information to strangers without doing some checking first and if it feels wrong, then it probably is.

Geoff Hunter

## **Editors note:**

*Never give out your personal details to a stranger, especially if the deal seems unnaturally cheap or if they say that they have exactly the rare part that you thought that you'd never find. Trust your common sense.*

*Don't give out Bank Details, Passwords, Credit card information or addresses unless you are 100% sure that you know who you are dealing with. And remember that if it seems too good to be true, then it probably is too good to be true.*

# East Anglian Report

Hope you all had a great Christmas, are safe and well, Santa brought you lots of appropriate Spridget goodies and you can still fit in the Spridget after all the usual festive excesses.

Not too much going on in Cambridgeshire, apart from our cunning plan to take over the world (more about that on page 40 of this month's *MASCOT*), event planning for the summer and the festive meal, but in 12 weeks it will be spring. I have lots to get done on my number one Sprite, and I can't put it off until next year (like I normally do). I have to get the little beast back in running order and spick and span (whatever that means) for the new season.

The Christmas meal was great, as we opted for a good value meal at the spiritfull (or should that be spiritual) home of MASC in Cambridgeshire, the Mad Cat at Pidley. It's not the trendiest or smartest pub in the world but it is a real old English village pub, the real thing warts and all, with the grumpy guy sitting in the corner (every local has one), spittoons on the floor, a roaring log fire, a warm friendly feel, a large car park and great value food.

When we arrived for the festive meal at 12:30, to my surprise the car park was so packed we had to park on the road and since we had a really good turnout we had to try to squeeze everyone into the thronging bar for a pre meal drink (great to see a proper pub thriving). After a while we were called through to the dinning room where a huge table had been laid out for us (almost filling the dinning room) and we were confronted with a carvery consisting of either turkey or large joints of prime beef or pork all cooked to perfection and served with a huge choice of vegetables and all the trimmings. The only snag with a carvery is that everyone is served in turn rather than all at once, but this didn't see to detract from anyone's enjoyment too much with brilliant conversation and HTJ's fumble item being passed around the table (not sure I should have said that). The turkey was followed by Christmas pud and custard (or other creations for the less traditional among

us) and coffee and mint chocolates, all very nice and incredibly all for less than a tenner.

Judging by the grins and the silly hats (some of us brought their own didn't they Fred) especially from those of us not driving and the fact that it was almost 5 o'clock by the time we all left, everyone had a good time.



Some even braved the salt on the roads and turned up in proper cars, three, I think but sadly too dark for a decent photo but very well done guys. Our only casualty was Mark and Jo's green Frogeye whose carburettor runeth over and despite a pre meal group effort in the car park which managed to stem the flow, the engine was not running too well on a couple of cylinders. We hope you got home OK.

That's all for 2008 but do look at page 40.

See you all at the Mad Cat and beyond

**Dave Dixon**

## Spreading East

Something new and exciting this month and this year for all you great people living in England's biggest stickyout bit EAST ANGLIA, you are now part of something big, and inclusive. While you were quietly going about your business loyal MASCeteers from the MASC garrison in Cambridgeshire have driven their Sprites and Midgets across your borders and through your towns and Cities, drunk beer in your pubs, held car events and staged runs and erected MASC banners thus claiming this brilliant part of the country for MASC. Some of you may have even joined us from time to time. At this point I need to point out that this is a friendly invasion aimed at including more club members in MASC events and thereby giving them better access to the club and making the events bigger and better by including more people (a win win situation) and if anyone in East Anglia would like to set up their own area group then we would love to help and support you in any way we can until you get on your feet (and even after).

This is not truly a new idea we have run many events all over East Anglia and even in Northamptonshire, and wonderful Rutland to our west, and attracted MASC members from all over the area and beyond for many years. What I think we failed to do was to publicise the fact as widely as we could have. It is well known that all events and social meetings are open to all MASC members from all areas, but that is not quite the same thing as being included in an area. What are the geographical limits to East Anglian MASC well as I have indicated the obvious eastern boundary is the coast, then there is the Lincolnshire area to our north and Essex to our south, but to our west, if we are your nearest area please count yourself in. If you know of any good places to visit in your local area for a MASC event or run or better still if you fancy organising a run or event locally to you we would love to help you and support it, or would just like to see your Spridget in the *MASCOT* send me an email or photo and we will try to organise something.

**David Dixon**

Cams & East Anglia

(see contact details at the front of *MASCOT*)

## Market Place

Adverts to Alan Lo

23 Charnell Road, Staple Hill, Bristol, BS16 5NE

*email: alan@mobuzzing.net* Tel: 0117 9572617

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etc £25; 12G940 head complete £65; MKII  
Sprite bare RHD dashboard £25; Box of  
1098 gearbox internals £25; original MK I  
Midget parts list in BMC folder £25. May also  
have spare tachometer drive dynamo complete  
with OE Smiths gearbox that would be open  
to offers.

**John 01892 862656 – Kent**

### Wanted

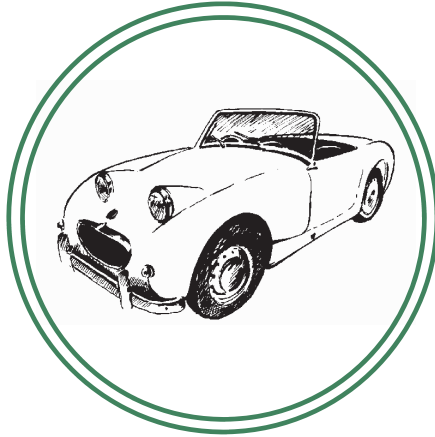
**Shorrock Parts:** CNM 014 Induction  
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**John 01892 862656 – Kent**

**3:7 Diff.**

Please call **Geoff Hunter – 01562 851544**  
**call after 10th January please**

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