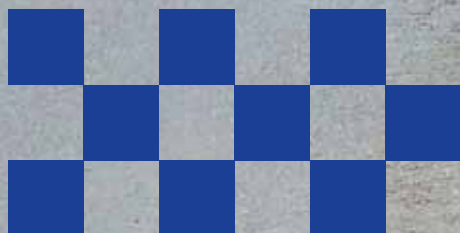


Mascot



The Magazine
of the
Midget & Sprite
Club





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

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YORKSHIRE	

Also see the Club Nights section on page 4 for new areas and contacts.
Compiled by David Hill. Please advise me of any changes, errors etc.

MEMBERSHIP RENEWAL: IF YOU EXPERIENCE 'MASCOT' PROBLEMS UPON RENEWAL, PLEASE CONTACT THE MEMBERSHIP SECRETARY OR THE TREASURER STRAIGHT AWAY. The Committee

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Editorial

The days are getting longer. Yes really! Which obviously means those of you who've had your cars tucked up for the winter, may now be turning your thoughts to de-mothballing your Spridgets. While those of us who have been using them over the dark winter months, are thinking about washing them.

What will the coming year bring?

Various areas have already submitted dates and events to David Hill, and these are printed in the following pages of *MASCOT*. Does your area have an event that the rest of us are just waiting to hear about? Please let us know.

As you may have read in last month's *MASCOT*, David Dixon's troops have ventured eastward towards the sea. But were you aware that far over into the west there lies a land which up until now, has been almost bereft of our little cars. Yes WALES. They've had Midgets and Sprites, but no one to organise them and no place to meet. All that has now changed with the first tentative steps by the aforementioned David Hill and club member Neil Thomas joining forces to promote the Midget & Sprite Club in Wales.

Are you a Spridget owner in Wales? If so, don't hesitate. Get in touch with David at david@hillnet.clara.net or on 01239 811307 as he and Neil would love to hear from you.

Also those of you who read the "Who, what & the where" page at the beginning of *MASCOT* each month, may have noticed that the Notts & Derby area's rep is a chap called Ian Cooke. Well Ian has kindly been looking after that area of the country on behalf of the Midget & Sprite Club, on an informal basis for many years, and we are delighted to finally welcome him as a member of MASC and as our official area rep. I even hope to tempt an area report out of him in the coming months.

February the 28th sees the first Area Reps meeting, which is to be held at Gaydon from 1400Hrs. Is your rep going to attend? Ask them.

Arm them with questions, ideas and comments about the club, Magazine or anything else. Above all, make sure that your area is represented. It's a big year for the club and we don't want anyone to be left out

Finally on a sad note, the Club and the committee wish to pass on our condolences and good wishes to Regalia Officer Mike Grout, whose wife Carol, passed away on Christmas Day, after a short illness.

Area reps and contributors to *MASCOT*, please note that the copy deadline for the March *MASCOT* is **Friday the 13th of February**.

Enjoy the month ahead.

Gary & Gaps

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

Front cover picture:

SE Area's Le Mans Tour 2008 with thanks to Nay Carpenter for the photograph.

Club Nights

- 2nd Tuesday **London Area** (Congestion Zone) – **Note Changed day and 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 February 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 Meysey
- 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 was on Friday January 23rd. More up to date details from David Hill on 01239 811307 or email: david@hillnet.clara.net

Events

From David Hill & Webmaster Toby Anscombe

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.
- Saturday 21st Warwickshire are going to the Severn Valley Railway's 1960's Transport Day. Please contact John Platt, Tel: 01789 488321 or email: john@platt2085.freemove.co.uk
- Sunday 22nd Dorset Area are holding their AGM at "The St. Peter's Finger", Lytchett Minster. All MASC members welcome. Please phone Ian Beaver (01722 326840) for time of start (probably late morning) if you wish to attend.
- Sunday 22nd Warwickshire are attending the MG Show & Spares Day at Stoneleigh. Contact: Dave Colclough, Tel: 02476 677897 email: david@colcloughonline.co.uk

April

- Sunday 26th Warwickshire are going on the "Drive your classic" Run. For details, contact: Geoff & Janet Hunter, Tel: 01608 665066 email: hunters360@btinternet.com

May

- Sunday 3rd Home Counties 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 9th & Sunday 10th Warwickshire are holding their "Exmoor and even more" Run. For details contact: Chris & Sheila Yates, Tel: 01608 665066 email: chrishe@tiscali.co.uk
- 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

- Friday 5th To Sunday 7th Warwickshire are attending the "Spridgettreffen" in Germany. If interested, please contact, Geoff & Janet Hunter, Tel: 01608 665066 email: hunters360@btinternet.com
- 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 Central Scotland: Does anyone want to join us as we head south to Whitby, on our June, Longest Day Run? If so, what grid reference do you want to meet at please? Contact Carson on 0141 245 6327 day or 013606 22334 evening.
- TBC Home Counties North West will be taking part in the Stoney Stratford Car Club Meet. Details to be announced.

July

- Sunday 12th Warwickshire are holding their "Worcester & Shropshire Run". Contact Stuart Watson or Roy Cole, Tel: 01562 885766 email: roy@geraldineandroy.co.uk
- Saturday 18th & Sunday 19th Warwickshire's Woodies Wild Weekend in Hereford. Overnighter. Contact Phil & Mo Wood, Tel: 1905 456303 or email: philipwood@btinternet.com
- Saturday 25th Silverstone Classic Racing. Warwickshire Area will be there. Contact: Chris Yates, Tel: 01608 665066 email: chrishe@tiscali.co.uk

August

- Tuesday 11th Ace Café Classic night. Warwickshire will be there. Contact John Platt, Tel: 01789 488321 or email: john@platt2085.freeserve.co.uk
- Friday 14th
To Sunday 23rd Warwickshire will be "going abroad" to the Isle of Man between these dates. If interested, please contact Alan Couch, Tel: 01564 773302 or email: roalan@talktalk.net
- 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.

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.

A Matter of Liabilities and Responsibilities

Many of us each year attend classic car events in one form or another. Some people attend shows both indoor and outdoor some large and some small. Others, myself included, prefer to drive their cars on tours or road runs at home and abroad. Some of us organise such events that are held in the clubs name. Most of the time these events pass off with no fuss.

But what if things go wrong. Throughout our short lives we all make mistakes and have accidents sometimes we may be negligent. Sometimes it may be our own fault and sometimes the fault of others. In some cases the incident may be minor whilst another time it may be fatal. Who might be responsible? What or whom is liable morally and in law?

Who might be liable in respect of a claim arising out of a club event or tour? What is a club event? The committee have provided a definition: A Midget and Sprite Club Event is one sanctioned by the area representative implementing an indemnity form.

Club member is more easily defined as you have paid your membership and hold a Membership Card. I think it safe to say that spouse and kids are thrown into this definition for free if accompanying the member but how do we define a temporary member. Again you can rely on the Committee thus:

A temporary member is a person committing

to a Midget and Sprite Club event, on payment or otherwise, for the duration of a specific event.

With regard to static shows Masc has £5,000,000 Public Liability insurance. (Policy no BM.Com.6364580 valid until April 2009) through *MASCOT* advertiser Footman James Insurance.

With the coming of limited Company status? add-ons to this policy will be required to cover Directors and employees (volunteers are employees) and our Editor. For Magazine Editors there is always the risk of libel, slander, or infringement of copyright claims being made against them as oversights can occur despite rigorous checks for accuracy. It is, apparently, illegal for limited companies to operate without employer liability cover (which can usually only be acquired as an add on to a public liability policy), and decidedly unwise for any club that does anything other than provide an exchange of information to operate without public liability insurance. These add-ons will, of course, impact upon cost.

With regard to tours and road runs it appears that should the driver of a motor vehicle on a road be driving without insurance in respect of third party risks as complies with Section 143(2) Road Traffic Act 1988 or a driver, of a motor vehicle on a road, whom is disqualified

for holding or obtaining a licence to drive ((Sec 103 (1) Road Traffic Act 1988)) cause injury or damage the club, or event organiser, may be held to be vicariously liable.

In respect of tours, both at home and abroad, I now, and have for some time, got a disclaimer signed, by the participants, as does Warwickshire Area group. A straw poll of Club Area representatives shows that many have not considered this issue. Is the wording of the disclaimer document legal? The FBHVC, of which Masc is a member, suggests the use of disclaimers / indemnities whilst also giving warnings in the past about the need for the indemnities that organisers expect event entrants to sign to be fair. Equally, participants have been warned not to enter events where the indemnities required persons to sign away their legal rights.

The number of individuals prepared to bring an action is only likely to increase, making the availability of insurance protection very valuable and the need for disclaimers a necessity.

So what is suggested? That for all events be they static or mobile being run under the title of a Masc event be it solely organised by Masc, or its members attending as a group representative of Masc an event organised by another the Area Representative keep a record or log. That record or log should be kept in a retrievable form, available for inspection, and kept for no less than six

years in case of litigation issues. Any guests participating with the Masc group but not members of Masc to be enrolled, on payment or otherwise, for the purpose of that sole Event. A Masc disclaimer to be signed by each participant and again retained with the log. The Committee is currently working toward a disclaimer, or disclaimers, to be available for use. In the interim a FBHVC suggested disclaimer may be obtained from the Area Reps Representative.

Organising an event, in this day and age, is a great responsibility but with some thought and due diligence the opportunity for mishap can be minimised. Some way toward this goal our European counterparts are, for once, ahead of the game. Many European counties require drivers to carry a fire extinguisher, first aid kit, warning triangle, reflective jacket(s), spare bulbs etc that can often prevent or minimise a hazard. How long before each event needs a Risk Assessment completed?

The foregoing does nothing in the way of considering sporting events or touring assemblies for which Motor Sport Association and Department of Transport authorisations are required.

Alan Anstead
S.E. Area Rep.

*Reps Rep to National Committee
mail to: alan.anstead@btopenworld.com
Tel: 01322-384050*

Mutual Assistance Directory

Ooooo..... the dark days of winter. Must admit that I do suffer from SAD a bit. That is Seasonal Affective Disorder. It is cold, miserable, dark longer than it is light and in a word, horrible! I really would go mad if I lived in a place like Svaalbard where it is dark the whole winter. Mind you, the summer there is not so hot either, even if it is light the whole day. Don't suppose that there are any Spridgets there though. However, there are some in West Wales and by the time that you read this, we should have had our first meet. Hopefully all has gone well and we will have regular meet ups from now on. I've said it before but we have some fantastic roads here

in West Wales, not to mention beaches, cliffs, mountains etc. So to motor along in a Spridget convoy in summer is really great. Lets hope that the summer is a good one this year.

Don't forget, if you don't carry your copy of the Mutual Assistance Directory and you would like a copy you can download it from the members only section of our website. However, if you do not have access to the web or don't know someone who does, I will print off a copy and send it to you. Please remember that it is constantly updated so to be up to date, download it at least every month.

David Hill



What's in your Garage?

I don't know about you, but my life seems to be governed by "Parkinson's Law", which states: *"The job in hand expands to fill the time left in which to do it".*

But what of a similar law which states: *"The acquisition of old vehicles (finances permitting), expands to fill the space available to store them".* We will call this "The first law of Auto-Magpieism". To which most of us reading this would probably admit being subject to, to some extent.

In extreme examples, this acquisition reflex may get out of control, resulting in "The second law of Auto-Magpieism". This simply states that: *"The acquisition of additional space to feed the need for the storage of additional old vehicles*

overrides all other laws". This is better known as the rare condition called "Boldry's Syndrome".

Ladies and gentlemen, I give you photographic evidence of "Boldry's Syndrome" in action. This image shows conclusively the preparation of additional storage (The second Law of Auto-Magpieism) to satisfy the First law of Auto-Magpieism.

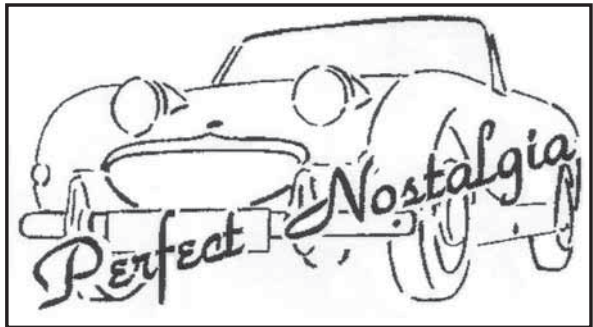
Do you know of anyone who suffers from Boldry's Syndrome? If so please send your photographic evidence to me. Gary Lazarus editor@midgetandspriteclub.co.uk

With help and guidance, the partners of those suffering this debilitating affliction can be taught to live almost (but not quite) normal lives. Unfortunately there is no known cure.

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Problem Solvers

Over the coming months *MASCOT* will be featuring a number of simple Problem Solver articles. They will split into seven sections: 1. Brakes, 2. Engine, 3. Steering, 4. Fuel, 5. Electrical, 6. Clutch and 7. Cooling.

Part 1. Brakes

<i>Problem</i>	<i>Cause</i>	<i>Cure</i>
Excessive Brake Pedal travel	<ol style="list-style-type: none"> 1. Brakes need adjusting or replacement 2. Air in system 3. Faulty master cylinder 4. Leaking or contaminated fluid 	<ol style="list-style-type: none"> 1. Adjust or renew brake shoes 2. Bleed hydraulic system 3. Fit new master cylinder 4. Bleed hydraulic system
Brake fade	<ol style="list-style-type: none"> 1. Incorrect pad or lining material 2. Old or contaminated fluid 3. Excess use of brakes or car overloaded 	<ol style="list-style-type: none"> 1. Fit new pads or shoes 2. Renew brake fluid 3. Check vehicle load
Spongy brake pedal	<ol style="list-style-type: none"> 1. Air in hydraulic system 2. Shoes badly lined or distorted 3. Faulty hydraulic cylinder 	<ol style="list-style-type: none"> 1. Bleed system 2. Fit new pads or shoes 3. Check hydraulic circuit
Brake pedal too hard	<ol style="list-style-type: none"> 1. Seized wheel cylinder or caliper piston 2. Glazed friction material 	<ol style="list-style-type: none"> 1. Replace seized component 2. Fit new shoes/pads
Brake pedal requires pumping or loss of pedal	<ol style="list-style-type: none"> 1. Brakes wrongly adjusted 2. Air in hydraulic system 3. Fluid leak from component or brake pipe 4. Loss of fluid from master cylinder 	<ol style="list-style-type: none"> 1. Adjust brakes 2. Bleed system 3. Check hydraulic circuits and replace parts as necessary 4. Check hydraulic circuits and replace parts as necessary
Brakes grab when applied	<ol style="list-style-type: none"> 1. Contaminated friction material 2. Wrong linings fitted 3. Scored drums or disk 	<ol style="list-style-type: none"> 1. Replace (don't clean) pads or shoes 2. Replace (don't clean) pads or shoes 3. Fit new drum or disk
Brake squeal	<ol style="list-style-type: none"> 1. Worn retaining pins (disk) 2. Faulty damping shims or shoe retaining clips 3. Dust in drum 4. Loose backplate or caliper 	<ol style="list-style-type: none"> 1. Fit new pins 2. Fit new shims or clips 3. Remove dust from drums and shoe 4. Tighten caliper or backplate
Brake shudder	<ol style="list-style-type: none"> 1. No clearance at master cylinder operating rod 2. Shoe tension springs either broken or weak 3. Wheel cylinder or caliper piston seizing 4. Faulty self-adjusting mechanism 5. Seized handbrake mechanism 	<ol style="list-style-type: none"> 1. Adjust rod if possible 2. Replace tension springs 3. Fit new caliper or cylinder 4. Check mechanism 5. Check handbrake operation

Problem	Cause	Cure
Brake pull to one side only	<ol style="list-style-type: none"> 1. Contaminated friction material on one side (grease, oil or brake fluid) 2. Loose backplate 3. Seized cylinder 4. Faulty suspension or steering 	<ol style="list-style-type: none"> 1. Replace shoes and pads all around 2. Tighten backplate 3. Replace seized cylinder 4. Check suspension or steering
Handbrake ineffective	<ol style="list-style-type: none"> 1. Worn rear shoes or pads 2. Brakes require adjusting 3. Faulty handbrake linkage 4. Cable or rod requires adjustment 	<ol style="list-style-type: none"> 1. Fit new shoes/pads 2. Adjust brakes 3. Check linkage and operating mechanism 4. Adjust cable or rod
Servo (where fitted) late in operation	<ol style="list-style-type: none"> 1. Blocked filter 2. Bad vacuum sealing or restricted air inlet 	<ol style="list-style-type: none"> 1. Clean or replace filter 2. Tighten vacuum hose connections and check hoses
Loss of servo action when braking heavily	<ol style="list-style-type: none"> 1. Air leak in servo-vacuum low 	<ol style="list-style-type: none"> 1. Either overhaul servo or replace
Loss of fluid (servo only)	<ol style="list-style-type: none"> 1. Seal failure 2. Scored servo bores 3. Damaged or corroded pipes 	<ol style="list-style-type: none"> 1. Replace or overhaul servo 2. Replace or overhaul servo 3. Inspect and fit new pipes

Next month Part 2. Engine

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Andrew and Lauren Mortimer's Frogeye

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2797	John Self	Suffolk	Sprite Mk 2
4085	Andy Grimm	Avon	Midget Mk 3 RWA
4086	Andrew & Lauren Mortimer	Kent	Frogeye
4087	Ken Lowe	Hampshire	Midget Mk 3
4088	Roger & Maggie Byford	Hertfordshire	Arkley Sprite
4089	Iain Hughson & Nicola Macgregor	Dorset	none yet
4090	Peter Brassett	Co Durham	Midget



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My MG Experience – or “the real life on Mars years”

It all started way, way back when as a small boy, we lived near the centre of Tamworth town. I was fascinated by cars even then and could always tell that my dad was on his way home even before he turned into our street by the distinctive exhaust note of his Morris Minor van!

When I was old enough to go to the sweet shop on my own (around 6 or 7 I think, I used to stop and sit opposite the old Marmion Motors garage in Tamworth, which was one side of a crossroads with Rose Brothers dealership across the road from it and gaze at the new cars in the show room. This was a fairly busy crossroads and I could waste many an hour here eating my curly wurlys and sherbet fountains whilst watching Marinas, Cortinas, Corsairs and Allegros pass by. This was when I probably invented my game of identifying any car that went past, much to the annoyance of my Mum or whoever I was with at the time, and which still annoys my wife, Pom nowadays. I was a “life on Mars” kid living the life of the mid '70s as it happened.

Of course I was always counting down the days until I was old enough to drive, and used to leaf through any car brochures and magazines devouring BHP, 0-60, paint colours and many other facts and figures more eagerly than a revising A-level student!

I always wanted a Ford Escort Harrier as seen in the opening titles of Minder, but it was the MG Midget of a school friend's elder brother than set the scene for me when I was around 13. This was a British Racing Green G registered Midget on wire wheels, and after seeing him shoot up the road in it, I knew that I would have one too!

So I started to read all that I could about MG Midgets, and nagged my dad into taking me to classic car shows.

I got a paper round so that I could get some money and began saving hard, although I was tempted and bought a new Peugeot triathlon

racing bike! It was through my paper round that I got closer to owning my first MG.

It was whilst doing my evening paper round (couldn't do a morning one as I hate getting up early!) I noticed an MG under a sheet looking sorry for itself. Eventually I got brave enough to knock on the door and ask about the car. Looking back I'm surprised they didn't tell me to clear off, but after a while we got chatting and I was allowed to have a look at the Midget.

I found out that the man at the house was the original owner and that he had part exchanged a Frogeye for it at Station Motors in Tamworth in October 1964. Apparently a miner had ordered the car, but had had an accident at work so was unable to purchase the car. Therefore it was available for purchase. The car was then driven up until 1979 when the owner was no longer able to drive the Midget. It was then parked up and covered over until I got it in November 1986 (being just turned 16 myself!)

After a few long chats and discussions with my parents, I was given the Midget on the provision that I would never sell it.



A proud man

It was pretty original and I did get it to run nicely, but the body was extremely rusty. My skills were massively poor and I was out of my depth, but I did manage to get a second hand shell from Spridgebits and transferred all the mechanicals etc to that shell and managed to get it MOT'd just before my 18th birthday.

As I said, the car got an MOT, looking back, I'm not sure how! but I thought it was so cool and I was able to drive to school as by now I was in the 6th Form.

However, the shortcomings of my knowledge meant a steep learning curve in roadside fixes, and with the prospect of University looming, I dismantled my MG and stored all the parts safely for another day.

So onto my second car, which was a 1970 MG Midget. This was bought as an unfinished project from a guy in Kingsbury in 1989. All the welding had been done and I just assembled it all in time to start teacher training at Worcester.

I was there for 4 years and the Midget ran well 80% of the time, mainly because it was never garaged and I didn't have too much money to spend on it, but also because it did around 70,000 miles in those 4 years, and they weren't easy on the car.

Two weeks before graduation, I got home and there was a big bang as the front wishbone parted company with the chassis rails. The car was telling me that enough is enough! So it was put in a garage for 4 years and forgotten about as I was now working, earning money and I worked through the range of Ford XR2s, XR3is, XR3i Cabriolets, BMWs etc. But one day, I did decide to restore my 2nd Midget and bought an ex-Californian bodyshell from a guy in Derby. The car was then rebuilt into this during a 6 week summer holiday and looked great.

However it wasn't being used so I sold it at Stoneleigh MG show in 1997 and used the cash towards a house deposit.

The years passed and it got to 2004, I had some spare cash and bought a BGT, then another BGT and so on!

But I put a post on the MGOC website to see if my MG was still around and I got a reply!



Towing back from Scotland

So I bought it back, it was in Edinburgh though, so I drove up in the morning, bought it at lunchtime, drove home and was home in time for a late dinner!

I got the Midget running nice, fitted a 5 speed gearbox, mini-lite wheels and got it all sorted, then sold it again!

Well by now, I was a member of the Midget and Sprite Club and had met many great people who I now class as good friends. I won't mention names as I wouldn't want to miss anyone out!

I had also developed an appetite for owning lots of cars from somewhere, and had MGBs, MGBGTs, Sprites, Midgets and even Spitfires!

In fact it is at the point where each month when I turn up at MASC meetings, I'm asked "what are you driving this month!" But there was a plan to get back to my first Midget!

OK, so what about my 1964 Midget in all this time? Well I had taken it apart carefully and stored all of the parts. I then began to look for a correct bodyshell. Bit tricky this as not too many were made with the pack away roof and wind up windows. I believe they were only made from mid 1964 up to some point in 1966?

I did purchase one shell which had been rebuilt, but then involved in an accident. I was going to use this and asked Bill and Geoff from the Midget And Sprite Club what they thought and they said that it could be done. I began fitting this shell up into a rolling

shell, but then an even better fully restored (but abandoned project) came up. This shell had had lots of metal work replaced and no patches welded anywhere. Well this was the one to use.

Work started in September 2005 and it was soon rolling on all new suspension and the 1098cc engine and box were fitted. I had chosen to change the colour to a colour similar to Iris Blue (I know, its an MGB colour!) and I also changed the car to be on wire wheels. The underneath, engine bay and interior were all painted up before parts were fitted.



Work begins

However, I had by this time met Pom. We were spending lots of time together and we were engaged in 2006 and married in 2007.

I think Pom knew what she was taking on by marrying me, after all she had been on one of the Midget and Sprite Club annual weekends away at Sun Bay in Devon!

However, we were very busy with arrangements (or rather Pom was!) so I didn't get so much done on the Midget at this time.

I did manage a few small jobs on my '64 Midget, but other MG's and even Triumphs came, went and generally took my time away from my car.

However the imminent approach of Spridget 50 in May 2008 meant that something had to be done!

A list of jobs was drawn up, parts were ordered and work begun.

Half term week of February 2008 meant a week off work for me, and I was praying for good weather so that I could get on with bodywork.

Well the weekend was bright and sunny which meant that I could get the priming finished. This was then blocked and flatted back and I began to put on some top coats. This was the first complete car that I've sprayed and it was all done outdoors in February!

Gaydon drew closer and closer, and the list of jobs didn't seem to get any smaller. But the MOT was passed on Thursday, it was taxed on Friday afternoon,

BUT... Brakes stuck on on Thursday evening – faulty master cylinder! So I rebuilt a spare one that I had lying around and fitted it on Friday evening. Finished and road tested at 10pm!

However, it was all worth it as after setting off for Gaydon early on the Saturday morning, we arrived with no problems to be greeted by hundreds of other MG Midgets and Austin Healey Sprites.



At Gaydon

It was a fantastic day and the organisers and helpers should be very pleased with themselves.

So that's the story of how I got into MGs and also how my Midget is now back on the road. However, as with so many other people, one Spridget is never enough!

And I'm about to start on my next project. You can keep up to date on my blog at <http://1964mgmidget.blogspot.com>

John Collins

Chateau / Battlefields 2009

Thursday 11th June 2009 until Sunday 14th June 2009

On Thursday 11th June 2009 we shall cross the channel via P & O Ferry at 0915Hr (return ferry on Sunday 14th at 1825Hr) to drive, via the walled town of Montreuil, to stay for three nights, at Kyriad Amiens Nord, Zac St Ladre. Rue Le Greco 80085 Amiens. www.kyriad.com (distance app.102 mile)

On Friday 12th June we shall visit the WW1 museum in the pleasant town of Albert before moving on to the Lutyn's war monument at Theipval. We will return to base via the many French lanes, and if time permits later, may visit the Cathedral in Amiens centre.

On the Saturday 13th June a 77 mile drive will take us to the Seine Valley to visit Chateau Gaillard. Chateau Gaillard is a classified historic monument standing in ruins above the village of Les Andelys. The castle was built by Richard the Lionheart in 1196, and remained intact until Henry IV had it destroyed in 1603. In the interim it had a colourful history, including the siege of 1203 in which many hundreds died of hunger in the castle, part of the wars between England and France. Various sieges and imprisonments continued during the centuries that followed – including the imprisonment (and death) of the adulterous wife of Louis X. In 1417 the castle held out against a siege by the English for 16 months, eventually failing because the last rope that was being used to get water from the wells broke. But the ruins remain, a romantic and evocative sight on the hill with far reaching views over the Seine Valley, and are a highlight of a visit to the region. History oozes from the castle, a fascinating testament to the events that have taken place here.

On Sunday 14th June we return home.



This will be an easy tour for Midget and Sprite Club Members, driving Midgets, Sprites, or derivatives who may not have driven in Europe before. I will carry spanners and overalls and be on hand for minor breakdowns.

Alan Anstead

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

20 Ways to Improve a Spridget

Over the 35 years I have owned my '67 Austin Healey Sprite, I have made many changes to it, mostly to improve performance, often to improve comfort or safety, once or twice to improve her looks and sounds and occasionally, all of these. This month highlights the first ten of the top 20 changes. Described here in the order which in hindsight, I consider most cost effective: that is not necessarily the way I did them.

1. Remote Operation of the Heater Valve.

This I did very soon after purchasing the car in 1973. A visit to a scrapyards to obtain a mini heater valve together with a choke cable for a few pence to enable me to control the heat from within the cabin. Now I have an MGB control knob on the side of the centre console fitted during the car's 2002 ground up rebuild.

2. Driving Lights including rear fog light.

Another very early change done in 1973 to improve safety, especially the rear fog light. At the front, Lucas quartz-halogen Brighteyes were complemented by a Lucas fog and spot used as driving lamps. These were rigged to come on with main beam only, but the switch also allows me to turn off the mains in foggy weather. Unfortunately one Brighteye recently went dim, so were replaced by Wipac Quadoptics which are not as good.

3. Long Centre Branch (LCB) exhaust manifold.

Another early change, done soon after I had the car. Not only improves performance and economy but gives the car that beautiful deep note. About £100 nowadays.

4. Intermittent Wipers.

Another very early change and an invaluable one. Home-made unit by my brother-in-law as a Christmas present employing the hot off the press 741 Op-Amp and is still working perfectly, so did not cost me a thing.

5. Electric Fan.

A fan retrieved from a scrap yard and a home-made thermostatic switch not only releases a few extra HP but keeps the car from getting bad-tempered in those

summer traffic jams or when winding your way up those 2nd gear hills in the Pyrenees. Undertaken during the 2002 rebuild for about £20.

6. Centre Console.

This was a very early change so early in fact it was first done by the previous owner circa 1970 to fit a radio and speaker. Soon after I acquired the car I added some extra instruments: an ammeter, essential for seeing if the then dynamo was coping with the electrical load; and a vacuum gauge. This latter item is an excellent way of spotting if your pride and joy is on-song. I remember returning to university late one Sunday evening in 1973 watching the vacuum gauge slowly rising whilst in my normal cruise. I had just made up my mind to stop and investigate the cause when, exiting the Oxford bypass onto the A420 roundabout with some gusto, the car behind was suddenly brilliantly lit up by a huge flame out of the exhaust as simultaneously the engine died. The cause? Over-tightening of the distributor which had fractured the casing, had come loose and eventually fallen out.

7. Alternator.

This is a very worthwhile change if you are not worried about authenticity. I no longer have to worry about the electrical load on that dark wet night that I still seem to get caught in from time to time, when you need every thing turned on. Alternator, brackets and an old regular box to modify to keep the wiring the same, acquired from the scrap yard for about £30, done during the re-build.

8. Centre Arm Rest.

Another PO change which I have kept, not only for comfort, but gave me somewhere to put my sunglasses for the last 35 years. £130 if you get one from Moss, or about £30 if you make it yourself.

9. Overdrive.

In 1977 I fitted a 3.7 diff from a scrap Riley 1.5 to help with my then weekly commute from Bath to Plymouth giving me 4,000 rpm at 70 mph versus the original 4,600 rpm. To obtain even taller gearing, reducing the revs to 3,200 at 70, an overdrive unit was fitted

during the re-build employing a Triumph o/d gearbox. This has to be the most difficult conversion done to date. Modifications to the tunnel, gearbox mount and propshaft and re-calibration of the speedo were all required. However I now have an 8 speed gearbox, yes I modified the original interlock so that only reverse was excluded, which if attempted, so I am informed, is a terminal event for an unsuspecting overdrive. Overdrive second is an excellent ratio, especially when accelerating hard through the gears as you only have to change once (1st to 2nd) to exceed the speed limit. Perversely o/d first is not much use when in a hurry, but when in that summer jam it makes life a little easier as the car will change from 1st to o/d 1st and back automatically! I decided on the overdrive route rather than the 5 speed option as in this

instance I did want the period effect. Besides, I love snicking the switch and hearing the engine note drop without letting off the power. Cost of this conversion was about £150 and a lot of work.

10. Sound Deadening.

During the re-build I put sound damping material on all flattish surfaces: floor, door skins, boot lid, bonnet, wings, and foot wells. Gives the car a nice solid feel without adding too much weight. About £80 to do the whole car.

So what is yet to come? Next Month will see the second instalment **"Improvements 11 to 20"**.

*Gerri Swann-Price
Blown Mk IV Sprite*

SS&NB First Footing London New Year Outing 2009



Here are John's car, then mine and Andy's behind me all lined up at the start.

John, Andy and I took the opportunity to join the London Congestion Zone and friends on their 2009 "Sprites and Midges across the Bridges" event with which they usually begin the New Year.

Andy and I met up near the M42 in order to take a run down to the event, on an awfully cold January morning. I had optimistically started out from home at 06.00 in the morning with the roof down but by the time we had reached Warwick Services on the M40 I had no choice but to stop and put the roof up, my fingers were so cold. The rest of me was OK but it made no sense to suffer when the roof makes the car so much better equipped to handle the chills.

After Andy and I passed Oxford, John making his way down from Kinver joined us and we made our way to the Ace Café for breakfast together.

Always aimed for the first Sunday of the year, so that we don't have to actually PAY the congestion charge the Bridges Run usually makes for a great convivial occasion. This year there were more than 25 cars (I counted 24 at first, then added another in before we set out and then we were joined by one that

was waiting at the other end of the road and lost us.)

We set off over Tower Bridge and then “process-ed” across about 17 or 18 of the bridges over the Thames.



Here John (above) is leading me onto Tower Bridge and Andy was behind me (below), seen through the back window of my Midget. (Sorry about the poor quality of the picture, but if you wanted better you should have been there to take it!)



We had a re-group on the Chelsea Embankment and then after a further bridge or two stopped at a McDonalds for a much-welcomed coffee break. The downside of this however was a twenty minute wait to be able to drive off the car park and back into the traffic.

The traffic around that part of London, even on Sunday just after mid-day was awful and I feared losing the “pack” and my guides, not a happy feeling I’ll tell you. I had already lost contact with John and Andy and was simply following a small bunch of Spridgets who seemed aware of where to go.

When we resumed our convoying we drove across several more bridges (no, I dunno which bridges, but one was near Mortlake cemetery) and finished the run in Richmond at a large pub. Many of the “Runners” took advantage of the carvery there before dispersing.

John, Andy and I had been guided across London from our start point at the Ace Café by *MASCOT* magazine editor Gary Lazarus to Tower Bridge and the start point and Gary, being the kind hearted soul he is, resumed the guise of native guide by taking us back to the A40 at Hangar Lane at the conclusion of a great day. We met many people from around the Spridget fraternity, plenty of whom use the MG Enthusiasts BBS to pass time and information between meetings. If you have time why not visit the site yourself.

We would have been even stronger in representation but John Collins is having clutch problems at present and Geoff too, was unable to join us.

At the Wednesday evening meeting though we heard that John C is now going to have the “K series” engine he desires in a Midget, based on a car he bought for the purpose. That means his lovely light blue Mk 2 Midget won’t get altered in the quest for power, phew.

Dave O’Neill, who occasionally drops by for a chat, joined us at the Green Man. All in all, a pleasant evening given the chills outside.

As the only Spridget driver to brave the cold I had a pleasant drive home, noticing that the thaw was beginning to set in.

Bill Mohan 1067

Track Days for Dummies

(With apologies to the "Microsoft for Dummies" series)



A beginners' guide to track days, vehicle preparation and track safety

Disclaimer: The notes and comments contained in this article are the personal comments of the author and whilst every effort has been taken in compiling this article the reader must take their own precautions based on their own research and the guidance issued by the circuit and or Track day host.

I have attended several track days over many years driving both my Frogeye Sprite and TR4 as well as a range of guest drives (MGA, MGB, Audi, BMW and Jaguar sports saloons) as well as 'Hot laps' in everything from F40s to GT40s! Where available I have always availed myself of the professional driver training available at Track Day Venues. The following notes reflect my experiences and recollections.

OK, that's the boring stuff out the way let's talk track days and then we'll pose some how, what and when questions and get some answers

Quote: "Sterling (or Hamilton) where are you going in such a hurry?" ... it's an old joke which refers to being nicked on the public highway for exceeding the posted speed limit. Not too clever from a safety point of view, not to mention endangering your licence and maybe your livelihood. With the advent of ever faster cars and even faster Gatso cameras the ability to 'exercise' your cars

performance has become extremely limited and the growth of the track day franchises has blossomed as a result. No self respecting owners club, performance magazine, training company or major manufacturer can call itself complete without a track day function.

My first track days were with Manufacturers whilst working in the motor industry. These days were used to show off either outright performance (Jaguar XKR) or the latest electronic aids such as ABS braking up to cones or ESC electronic stability control helping you to complete a slalom against the clock without knocking the cones. This was my first real flat out motoring in a safe environment. I enjoyed it so much I started to look for opportunities to do it again and again and ... well you get the idea.

The other, some would say more important, benefit of track days is the opportunity to explore the handling limits of your car and your own ability in the 'relative' safety of a track environment. If you loose it and spin there is nothing coming the other way and no street furniture (kerbs, post boxes and lamp posts) to flip you over or cut you in half!

I always ask for instruction on a new track as the local instructors know the track, the correct lines and the problem apexes. The rule, as always, is to take it SLOW let the car and you warm up, let your mates' blast away and hope that's all they do. Cold tyres, cold brakes and cold minds are a classic recipe for disaster ... I'd rather bruise my ego than bend my car. Over the years I have had some great days on track in my classics and over time have modified them to maximise the track day experience i.e. FIA Half Cage (diagonal bar), FIA 3" four point harnesses,



race seats and brakes and suspension to match, engines ALWAYS come last ... BUT you can have just as much fun in a standard, road legal TR6 or MGB. So back to those questions we were going to answer.

1) Can anybody attend a track day?

YES: Provided that you have a valid road licence, road legal car or track car capable of passing Scrutineering and a ticket or invitation.

2) Do I need special driver 'skills'?

NO: Any competent driver can attend a Track Day, a degree of self confidence would be an advantage however, BUT over confidence is to be avoided (see 'Driver mind set').

3) Does my car need to be modified?

NO: Road legal cars with a valid MOT are accepted. Due to the higher than normal stresses placed on the car it is advisable to ensure that car is checked over prior to the event (see: 'Basic safety preparation' later on).

4) Is my car insured?

NO: Track days are at YOUR OWN RISK, your car is not insured by the venue or the organisers. Neither is it insured by your best mate's insurance company whilst he drives your car at your invitation. For further information see 'Insurance and Risk'.

These are the four main questions on people's minds and they in turn give rise

to more detailed enquiry and responses, covered under the following headings:

How does somebody get an invite to attend a Track day?

Track days come in all shapes and sizes, your Marque club will normally hold one at least one a year and there are numerous commercial organisations running events. The best source is the actual track local to you, they will have a full diary of events

How much do they cost?

The normal price is around £150/£250 for 1 day, 1 car, 1 driver, extra cost for 2nd driver and passengers. Weekend events cost more as do limited number events.

What types of cars can I drive?

You can drive anything that is safe; your road car will be fine. Some people have track cars that are exclusively for track use and are not road legal as they do not have, for example, headlamps!

Which circuits are best for classic cars (MGs/TRs etc)?

The smaller the better really. Big ex GP circuits tend to have long straights which seem to make older cars appear slow and have the hidden danger of disguising your terminal speed which means you arrive at the hairpin going far too fast for your ability, brakes and vehicle dynamics ... Oh dear!



Which track days should I attend?

If you are planning to attend in your classic sports car then a 'classic' event will be more user friendly than, say, a TVR/Lotus/911 event where you will be seriously crowded for track time and speed.

What driver preparation is required?

Providing that you are reasonably fit and self confident you'll be fine. However, any self education is a plus so read the supplied briefing notes BEFORE you arrive

What driver 'MIND SET' is required?

Your mental preparation and expectations of the day are your greatest safety device and your greatest liability. If you start slow, pretend you know nothing (easy for me!) and listen to the briefing and instructors you'll be fine. Charge in, show off, drive too fast too soon and you'll be in deep trouble very quickly. *I saw a guy write off his car on his first lap, you would be surprised how often that happens!*

What clothing is required?

Contrary to popular belief you don't need a race suit and boots. You do however need a helmet. Normally these are available for a nominal charge at the circuit. If you are using your own, make sure it complies with current BSI 6658 85A, or BSI 6658 85 A/FR, MSA and/or FIA safety standards. All helmets must be securely fastened at all times when on track. You will also need to have your arms and legs covered (i.e. no T-shirts or shorts).

Basic safety preparation of my car for track use

Ensure that the car is in tip top condition with particular attention to tyres, tyre pressures, pads, and wheel nuts. Make sure you EMPTY all non-essential stuff from the car and take a large box or bag (see paddock). Clean all glass and mirrors.

Advanced safety preparation of my car for track use

Additional preparations could include fitment of race harnesses, roll hoops or half cage, race seats, extra high level brake light, fire extinguisher

Performance modifications for track use

Performance can be improved in three main areas: Brakes, handling and then performance. Brakes, better pads and then bigger discs, vented discs. Handling could be better dampers followed by stiffer lower

springs (however at this stage you could start to compromise your road performance) and then finally performance. This is normally the engine but give some thought to a gearbox mod, better ratios and 5/6 speeds. Engines start with ignition, then carbs/ injection, then cams and finally £20,000 (now you're in trouble).

Track day insurance and risk

IMPORTANT: Your road risk insurance does not cover track use. Some club policies do allow limited track use under special conditions, if in doubt phone and check. It is most unlikely that flat out track use is covered. Many insurers offer one off track use cover at extra premium cost, others offer track cover as a stand alone policy. These cover your car not your liabilities. However, of much greater importance than your car is your health and that of your fellow track day drivers. What would you do if a fellow driver SUED you for causing the crash that hurt him and wrecked his car!

Some insurers provide this cover such as <http://trackcover.co.uk/> NB: This company is unknown, not recommended and listed for example purposes only. You must carefully consider this aspect of liability before proceeding. You may be able to suffer the loss, however painful, of your car but could you survive being sued???

OK, so on that sobering note, we are now ready to venture on track.

Part two in next month's *MASCOT* will go into the finer details track days including the use of flags, track etiquette and what to expect.

Mike North



The Lucas RB106 Control Box

Part 8: Some final remarks

In Part 1 of this series of articles, two diagrams of the internals of the RB106 control box were presented. As promised, we now return to these diagrams (Figures 2 and 3 below) and look at them again with the knowledge gained in Parts 2-7. The aim of this exercise is two-fold: first to show that these two diagrams now make sense, second to demonstrate that neither diagram is a good place to begin to understand how the RB106 control box works. To do this, it is not necessary to look at each part of every diagram. Instead, we shall focus on just one bit of the whole charging circuit – the ignition warning light – and show how this illustrates the strengths and weaknesses of each diagram.

The ignition warning lamp is an important part of the charging circuit. Unless either an ammeter or a voltmeter has been added to the dashboard, it is the only way to monitor the performance of the RB106 control box from inside the cockpit. As we have seen already, this warning lamp operates in an exceedingly simple fashion and Figure 1 (or something very like it) is probably the best way to illustrate how it works: the lamp shines brightly when the ignition is on and the engine is off, it fades as the dynamo voltage approaches that of the battery and it goes out as soon as the cut-out switch closes. The main deficiency of Figure 1 is that it fails to illustrate the operation of either the regulator or the cut-out. This deficiency might be removed if Figure 1 could be combined somehow with Figure 2 (a circuit diagram for the RB106 from the factory workshop manual) – but unfortunately this is not an easy thing to do.

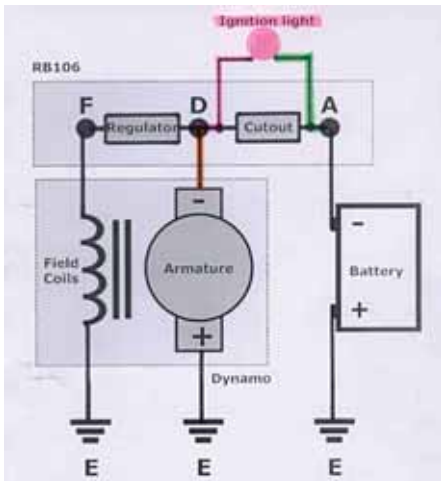


Figure 1 The ignition lamp sits across terminals D and A (i.e. across the cut-out switch)

The ignition warning lamp was explained in Part 4 ("The Cut-out") and the diagram which was used to describe it is reproduced in Figure 1 with the addition of some simple colour coding: the wires which connect the lamp to the 'A' and 'D' terminals are coloured green and pink respectively and the wire which connects the 'D' terminal to the dynamo is coloured orange. This same colour coding will also be used in Figures 2-4.

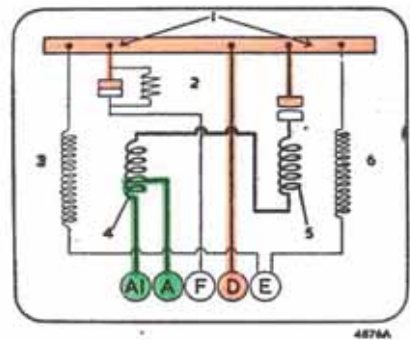


Fig. N.8
The control box (regulator and cut-out) internal connections

1. Regulator and cut-out frame.
2. Field resistance.
3. Shunt coil.
4. Tapped series coil.
5. Series coil.
6. Shunt coil.

Figure 2 RB106 circuit diagram
(Source: Factory Workshop Manual)

The main (perhaps the only) advantage of Figure 2 is that it does illustrate clearly all the electrical connections within the RB106 control box: the main frame of the unit (item 1) is obviously connected to the

dynamo's 'D' terminal; there is a resistor across terminals 'F' and 'D' (i.e. across the regulator's contacts); there is a shunt coil for the regulator (item 3) and another for the cut-out switch (item 6), both connected between terminals 'D' and 'E'; the ingenious extra turns on the regulator and cut-out bobbins (items 4 and 5) respectively are clearly illustrated with bold lines to indicate that they are thick strong wires, etc. In addition, note that in this drawing the regulator contacts are closed and the cut-out switch is open, a situation that will occur when the ignition is switched on and the engine is not running. In this situation, we know that the battery alone will be powering the whole car and this, too, is clearly indicated in Figure 2: when the cut-out switch is open, the only available path for current to flow from the battery (terminal 'A') is straight out into the vehicle via terminal 'A1'.

The main trouble with Figure 2 is that it fails conspicuously to describe how the various bits work together to control both dynamo and battery. For example, it is not clear that coils 5 and 6 are both wound on the cut-out's bobbin (and that coils 3 and 4 are both wound on the regulator's bobbin). Almost certainly, this diagram was never intended to illustrate how the control box works and this probably explains why it makes no attempt to indicate how the box is connected to the dynamo, the battery, the ignition warning lamp and so on.

In marked contrast, Figure 3 probably was designed to illustrate how the control box works. This drawing contains all the important features of Figure 2 (e.g. the frame of the unit is clearly connected to the 'D' terminal, there is a resistor between terminals 'F' and 'D', the regulator contacts are closed and the cut-out switch is open, etc.) – but now all the coils are drawn properly on their bobbins and suitable connections to a dynamo, battery, ignition switch and even an ammeter are all present and correct. The only glaring omission is the ignition warning lamp and one is left wondering whether this was a simple mistake by an overworked member of the drawing office staff, late on a Friday afternoon, just before a major holiday.

In one sense, the addition of an ignition warning lamp to Figure 3 would create a perfect diagram of the RB106 control box. On the other hand, this would probably be

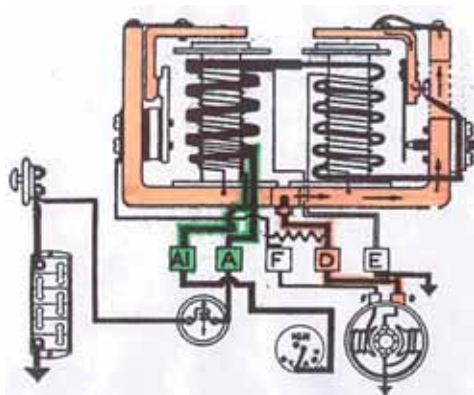


Figure 3 RB106 circuit diagram
(Source: Lucas Technical Manual)

something best admired after one already understands how the unit operates. Packing everything together into one concise diagram is not necessarily the best way for everyone to appreciate the *modus operandi*: the final result is just too complicated, too overwhelming, too scary.

Finally, as far as I can tell, the only 'official' diagram which illustrates the ignition warning lamp circuit is the wiring diagram for the whole car (part reproduced in Figure 4): this illustrates how the ignition warning lamp (item 44) is, indeed, connected across terminals 'A/A1' and 'D' via the ignition switch (item 38). However, this diagram lacks the essential simplicity of Figure 1 and it makes no attempt to describe what happens inside the control box. It is yet another bad spot to begin a discussion of the RB106 box.

I thank Ray English and Eric Flack who both contributed copies of invaluable extra documentation from the old Lucas Company, Howard Hodson who read carefully all my draft manuscripts and removed the worst of my wafflings, rantings and inconsistencies, Alan Anstead who kindly provided the photograph of the dynamo test machine (Figure 5, Part 7) and Roger Ward who delighted me with stories of the good old days, (crocus paper etc.). Last but not least, I thank Jonathan Whitehouse Bird who is really responsible for the whole story. When Jonathan asked me to help him wire up his stunning Sprinzel Sebring Sprite (410 EAO), I thought it would be quite wrong to tackle such a prestigious project without

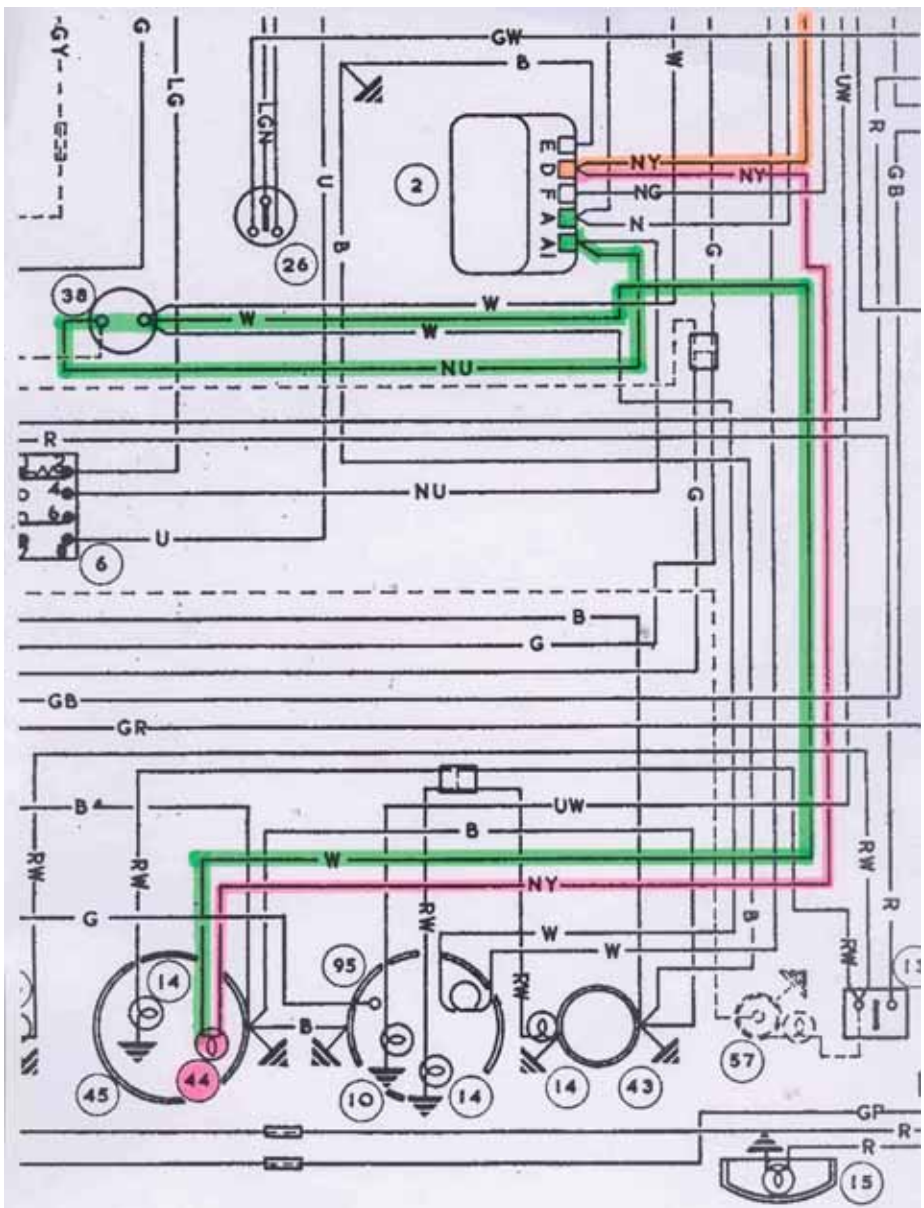


Figure 4 Part of the factory wiring diagram for the GAN2/HAN7 cars

first understanding every part of the car's electrical system. For years, until the wiring of EAO, the RB106 control box was an almost complete mystery to me: this rankled and I tried to ignore it. Now all is changed and I can view the box with complete satisfaction. Now, whenever I peer under the bonnet of an early Spridget, my eyes are drawn irresistibly and

inexorably towards this fascinating little black box – the heart of the car's electrical system and possibly the most complicated single component in the whole vehicle. Thanks Jonathan!

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

London Bridges Run 2009-01-12

(or Bandits at half past ten)

It was late November and I was wondering if The London Bridges Mission would be executed this coming January. A coded message was broadcast on the old bulletin board to Red Leader 1 from a couple of years back "Gary, is the Bridges Run on?". His reply was in strictest confidence to me any anyone else who cared to read it "Would you like to accept the mission and arrange times and dates?" I accepted. So, with many a message fired across the BBS and the highly classified interweb, a date and initial time was set. The Battle of the Cold was on!

So, in early December I went out on a reconnaissance mission in the early hours and under the cover of night. I was in, I must admit, a 2 seater Japanese craft (yes, an MX5). The route was plotted, signs were noted. We would be coming in from the east with the sun behind us. There would be a stop midway to regroup and the final rendezvous would be in the west of the city – a small town called Richmond. The scene was set – a slightly new start time was agreed (we needed more light).

Dawn broke on the 4th – it had been dark the night before. The sky was clear and the frost heavy. I jumped into the kite (err Sprite), primed the fuel pump and gunned the



engine. Me and my navigator set of to the initial rendezvous of Druid Street just south of the border (outside Lucky Motors Bob!). As I guided my kite (err Sprite) into Druid Street I knew the mission could be dangerous as I slid into Druid Street on opposite lock. Two other pilots were already there – Alan with his blue coupe and John in his red Frogeye. Not long after I had landed (err parked) safely ish ?? many more started to land (arrive). There were one or two non MGs including a Triumph, an AC Ace an MR2 and most noticeably a German – yes we wondered if he was a spy at first but then we realised it was Toby with his Porsche Boxster with warm, girlie heated seats!

The launch time of 10.15 came and went – we now had 24 craft (err cars) assembled, and at precisely 10.22 ish the secret code was passed about "Shall we do the off then?". All of our engines were gunned. I broke out of formation (pulled out into the road) and moved up to the front only to come up against a dam! Yes, a dam red light. The reds were not to be on our side on this mission. After negotiating the first of many dam reds our first crossing of the Thames would not be made by pontoon but by a real solid bridge with a crack in the



With thanks to everyone who kindly gave permission to use their photographs





middle – yes, Tower Bridge. It was at this point I thought I found another spy dressed in lycra holding a camcorder but no it was Mark following the route on his bike and taking extrovert film of us all as we went by. We then zig-zagged across the bridges making our way up stream following the line of the Thames, regrouping as we went and dodging as many of the damn reds as we could, but many would be briefly captured by them and then let on their way to dog fight with the London buses and the no signal black taxis. As we all passed Big Ben at the precise time of 11.00 hours (that was a bit of luck) we knew the battle of the Vauxhall one-way was not far away. This was negotiated skilfully by all and then it was on to Chelsea Bridge and left onto the Chelsea Embankment for the half way regroup.

As we guided our kites (err Sprites? err Midgets? err you get the picture!) onto the embankment we pulled left to stop and have a full regroup and debrief. It was at the point the local civilian police force drove by, looked a bit bemused at 24 classic cars (mostly with their roofs down in the middle of winter) smiled and probably thought “crazy English fools!”. It was all agreed we need a bit of R'n'R to rewarm to fight the battle of the cold, so we all headed towards McDonalds at

Wandsworth – this being a point en route. We took them by surprise, yes, we entered their car park under full daylight and in through the exit. In fact, I think we surprised ourselves a bit, we taxied into empty bays and retreated into the mess room (well it was by the time we left). It was at this point that rear gunner Bob caught up and the squadron was complete. Once refreshed and relieved, we were on our way again. Our aims firmly set on the final rendezvous point in Richmond.

Exiting McDonalds was not helped by being captured by two sets of damn reds. Once free of these, the infamous Wandsworth one-way was managed with surprising ease. It was then onwards and upwards towards Putney and Hammersmith. The main squadron being broken into small flights with myself cruising along with Richard in his Morris Minor and Nick in his Frogeye Kite (err Sprite). The bridges being further apart at this point it was easier to up the average knots, just making sure you were not caught by enemy's cameras! Then, finally I turned into St Margaret's Road towards Richmond Bridge. The sun was lower now and most of us crossed Richmond Bridge and reached the Rose of York public house under the cover of cloud. We were soon all inside and talking of our mission throughout the day. It was at this point with tea inside and some tucking into roast dinner with lashings of gravy that I realised the Battle of the Cold had been won. Here's to the next mission.

Cheers all from Red Leader 2

Dal



Hampshire off to a Flying Start



Alf and Lyn brave the elements

So, what to do on New Year's Day that doesn't cost the earth or involve an early start and is not weather dependent? How about a treasure hunt? Well, we thought it was a good idea, so we met at Jenny and Barry's for coffee before setting off on a 30-mile tour around Berkshire, gathering answers to clues along the way, returning for a leisurely lunch and chat. Carol and Mark were the lucky (or unlucky) winners so have the task of planning the next route. However, they are old hands at Treasure Hunts as they organised the previous one that took us on trip through Hampshire, Berkshire and Middlesex, ending up with a picnic in Bushey Park at Hampton Court.

The 4th of January and four brave souls set off in sub-zero temperatures to take part in the London Bridges run. The organisers were very welcoming and everyone was friendly and in good spirits despite the cold. Whilst remaining cold, the sun shone for most of the route and we had a great day.

For Sunday the 18th John has organised a Sunday lunch for us at The Crown, a very nice pub near Newbury, which we are looking forward to. And we still have the monthly meeting. Not bad going for January, I wonder what February has in store.

Jenny Green

www.midgetandsprite-hampshire.info



Linc'slot

Lizzie and her equally famous Frogeye

Here's wishing you all a happy 2009 from us lot in the north east of England. I hope Santa brought you just what you wanted. He brought me a tiny little Aldon Ignitor, electronic ignition kit. I'll let you know more when I've fitted it.

We do not have a location yet for Sunday February 1st lunch time meeting, so please enquire before coming along.

In November, Pete and Mary and Sue and I went to the Classic Car Show at the N.E.C. On the MASC stand we spoke to some of the luminaries of the club, John Platt and Gary Lazarus to name but two. Well done to them and all who organised and executed the display. I was amazed at the sheer size with ten cars being shown. It was great to see Lizzie's beautiful white Frogeye, going under the Wreck Rescue banner, in pride of place at the front corner of the plot. I swear there was a bigger crowd round that car than any other on the stand if not the whole show. The bonus was when we spotted and had a chat with Lizzie in person.

On Sunday 7th December we met at the Bardney Heritage Centre for a light lunch and chat. The heritage is mainly that of the local, late lamented, steam railway of yesteryear. Mine hostess, Lynne Goforth, was very knowledgeable not only about railway matters but also about our cars and just about any other mechanical thing that was mentioned. Phil arrived in his Midget, top down with a mate. Sorry I've forgotten his name, was it Simon? It was too cold for Sue and me, plus the Midgets a bit crook. Tim and Jill turned up in their Morris Minor Traveller and Pete and Mary in their Morris Minor. I think we agreed to take our cars to a railway heritage event in April which the Morris Minor Club will also be attending. The actual date is not yet known.

On Sunday 21st the usual suspects came to our home for Christmas Lunch. All brought elements of the meal and the girls, Annie, Jill, Mary and Sue, crammed themselves into our tiny kitchen and produced excellent food that was enjoyed by all.

As is now dictated by tradition, we all reconvened on New Year's Day at the home of Pete and Mary in Alford. We were treated to a lovely lunch, cooked by Pete I'm told. We then inspected the new car port, nice one Pete, before heading off to the coast for our annual walk on the beach. This year it was Sutton-On-Sea's turn to be honoured by our presence. It wasn't as foggy as last year and we could actually see the sea. Milo (Jack Russell) enjoyed a good run too even though he had an injured leg. We thought the salt water did it some good.

Roll on summer.

Brian Jeffery



Brian and Sue, Phil and Annie, Jill and Tim and Mary and Pete at Christmas lunch at our house

December in the South East Area

<http://picasaweb.google.com/1970wonky/MidgetSpriteSussexSurreyKentChristmasDinner2008>

Fog did not deter the record breaking fifty four members from attending the annual Christmas Dinner, on 16th December 2008, at a new venue The Woodman Public House, Goathurst Common, Nr Sevenoaks, Kent, TN14.6BU. This event brought members from the three corners of our vast area that comprises the counties of Kent, Sussex, and Surrey although I do not know who travelled the furthest.

All, bar one, seemingly enjoyed the meal provided by Heinz Kroll's chef and if the laughter around the room was any gauge then people certainly seemed to be enjoying themselves.

Surrey has traditionally awarded a prize, of a bottle of wine, to that person who has attended the most monthly meetings, barring December, in a Spridget. This year John and Julie Harle, who were unable to attend being on a break in Mexico, decided to provide a similar prize for Sussex. Kent could not be left out and so it was that, in a rare appearance at a club event, and even rarer, to be still awake, Mrs Lisa Anstead announced and presented the awards.

Surrey Award: Peter Gardiner with his M.G. Midget – eight times.

Sussex Award: David and Chris Wright tied with David and Linda Southcott, in Spridgets, – three? times.

Kent Award: Peter Gardiner with his Midget tied with John Clark and his Frogeye – six times.

Will Peter Gardiner attempt the Grand Slam next year? We shall have to wait and see.

Col Carpenter then stepped to the fore to say some words and, worryingly, present Mrs A. with some flowers and chocolates. Thank you! Worryingly? Mrs A. may come to believe that she should get treats like this at home.

And so our year closed for there were no other events, for S.E. Area, in December 2008. Despite the doom and gloom of economic recession it will lift your hearts to hear that plans are already afoot to provide opportunities to use your Spridgets, at home and abroad in 2009. To you all: a belated Happy New Year.



Alan Anstead

S.E. Area Rep.

National Committee Member

Tel: answer phone: 01322-384050

mail to: alan.anstead@btopenworld.com

Scotland Report 7



Committees are dark pools from which only statements of happiness tend to be released. But, when in the dark pool, at meetings, even fisticuffs can break out and neighbours complain the next day 'We hope none of those awful people ever comes back here'. And this is drawn from a world of spiritually attached sporting cars. For I have been there, pacifically glued to my committee chair, elbows affixed to the committee table, letting the inflamed ones sprawl and scuffle on the driveway outside. So, I am never too sure about continually happy committee releases. But, more from our committee would be welcome, advising of their part in Club progress; rather like a half term advisory report, I suppose.

Within the last two years I've read an editorial about the Motor Sports Association policy document on child abuse and perhaps we already hold an exemption from the need to have a Child Protection Officer; but if not, as we become more professional, maybe we should have one, even although we are a two seater club; we do go to events and with the

advent of telephones that take photographs, everyone with such a device should be careful with regard to children, for such is the world of today.

2CVGB is a more family oriented club than ours and they have a Child Protection Officer with a Child Safety Policy Paper which is highly and professionally detailed and if anyone wants to see it, they are most welcome.

Probably Alan Anstead has everything under review, including things like Health and Safety and Public Relations and we shall be very pleased to hear of his work which will benefit us all as a step forward in being further integrated into the modern world of old motors and I do hope that none of this has offended anyone.

Here is a photograph of me from an unofficial Club calendar that never was, on the subject of vegetables. This is my Red Hot Chilli Pepper outfit and, as I will be wearing this when we go to Whitby, it is included to aid recognition.

Carson and chums



Home Counties North West

*HNCW members begin to swarm
in anticipation of invaders*

Now hear this!!! Go east, young Dixon, and face the body-rotting salt of the North Sea. Go West, with your marauding Anglian Mascateers, and you will face the full force of the Odds and, particularly, the Sods of Home Counties North West. Our forces are considerable (well, we can often raise eight cars for a forage, and last Wednesday 18 warriors sat down to a banquet). We control your western border.

Last year a small expeditionary force from HCNW penetrated deep into your new territory while you were all hunting treasure. Mind you, the weather nearly beat us as we paddled desperately homewards.

We have, in the past, cooperated with you and will be happy to do so in the coming year. The problem is that our westernmost outpost at High Wycombe is somewhat removed from Great Yarmouth in your east. Fuel dumps need to be set up; watering holes bored; spares dumps established and passports issued.

Large armies are good, but we have found that being so widespread makes casual or short term meetings difficult. Being split into smaller units gives the group greater flexibility especially for spur of the moment activities.

Whenever new, local, members are introduced in *MASCOT* we make a point of contacting them and inviting them to play.

Some respond and bring their toys along but many apparently feel no need to be gang members. Maybe it's our Castrol R aftershave.

In the absence of a major tribal gathering like SP50, will we be making a special event of Silverstone 2009?

Our recent activities have included, as mentioned above, a most successful Wednesday evening meeting and munching and, before this mag. is by your breakfast plates, we will have had our 'Christmas' lunch. Keith motored bravely to Brooklands and Pat and Zara with Roger and Maggi celebrated New Year at Barrington. Lily and Vic (ref. Ed's note, p16 of the November issue) ventured (sans lid) into the smoke and caused chaos at Covent Garden attracting crowds of admirers. I pushed my car backwards and forwards in the garage and went brrrrm, brrrrm. I found, to my horror, that I had forgotten to have the old lady MOTd last June. I contacted the garage and confessed. 'No worries,' he said. 'Make an appointment and bring it in. 'What! No fine, finger prints or prison?' said I. 'Nope'. Relief!

We will shortly put together a programme of events and let you know some are already in the events section). All are welcome to join us. Our contact details are in are in *MASCOT*.

Chris

Warks Talk

Happy New Year to everyone from the Warwickshire Area. In *MASCOT*, you should soon be seeing the results of our groups' endeavours to organise the events, which Warwickshire are planning for 2009. With Sheila working hard to locate a Hotel and thinking about a route and places to visit during for our "Exmoor and More Run" it struck me as a good time to thank all those who helped and/or organised the events which took place last year. We seemed to be very lucky with the weather and enjoyed many of our events in beautiful sunshine.

Our first run of the year was the Green Dragon Run to Wales, with 13 cars taking part, visiting the Centre for Alternative Technology on the way. The route took us through some very pretty countryside and over mountain passes with unprotected drops to the side that required a head for heights to navigate.

Mo and Phil organised the second run to Hereford, where we drove along leafy country lanes passing numerous castles, up the steep hill climb to Symonds Yat and onwards into Monmouthshire, to the Kymin, with its Naval Temple, and Round House. We enjoyed a Hereford Hop Ploughman's Lunch and finished at Western's Cider in Much Marcle.



Dave's garage

The Worcestershire and Shropshire Run was held in July and with Sybil providing a super breakfast and Stuart leading the group on a gentle run to the RAF Museum at Cosford. The weather for this run was not good and many roads were flooded, however, the sun shone after lunch at The Royal Oak at Cardington as we drove through the Shropshire countryside to the Carding Valley and the Longmynd. Roy led the group on the return route back to Hagley for the Grande Finale of tea and cakes provided by Geraldine.

Our annual trip, organised by Alan and Rosemary, took us to Northern Ireland. We were met at the dock by Brian Byrne from the Austin Healey Club, Brian Byrne, who guided us through Dublin, leaving us as we headed north to Limavady. We visited the Giant's Causeway, Bushmill's distillery, travelled the Inishowen 100 Route taking in the rugged cape of Malin Head and the spectacular beaches, followed a scenic route to Portstewart, and along the coastal road to the Carrick-a-rede Rope Bridge. The return journey took us through the outskirts of Londonderry, stopping by the lovely Muckno Lake at Castleblaney for lunch, then a delightful drive through the Llanberis Pass home.

During the year we attended the MG Show, organised by Chris; the Malvern MG Car show, where Geoff had a successful autojumble selling £450 worth of goods and John signed up 2 new members for the club; Spridget 50, where Dave took over the autojumble, now affectionately known as "Parker's Parts"; the Droitwich Classic Car Show, where we were based at the Raven Hotel, eating at the Hop Pole, and the Marches Transport Festival at Ludlow, with lunch at De Greys, organised by Roy; the Silverstone Classic, with thanks to Alan and Peggy for taking advantage of a warm evening and rounding off the day so perfectly by inviting us to their home for a barbeque; The GWR Steam and Vintage Car Show at the Cheltenham Racecourse organised by John Platt; and finally the well supported NEC Classic car Show, organised



A few of the Warwickshire area members

by John with balloons and bunting to celebrate this anniversary year.

We sadly lost 4 regulars to our meetings, but have been pleased to welcome 6 new regulars, with the Watson tribe making a take-over bid.

Some have been very busy with their cars over the Xmas period and no-one more so than Dave Colclough who is completely refurbishing his Frogeye braking system and

has employed a deceleration meter and data recorder to record the before/after efficiency of the system. This will be fully reported in the *MASCOT* as a separate article, however, I am not sure how much of a sacrifice this has been since as you can see his garage has all the amenities of a normal house (wallpaper and curtains) and Linda says it is hotter in there, than in the lounge!!

Chris and Sheila

East Anglian Area Report

The only East Anglian event this month was the Mad Cat Meeting, bearing in mind I am writing this in early January, at the end (I hope) of the coldest cold start to the year for 10 years or more, where is the global warming when you need it, (best get the Spridget back on the road and make some more CO₂).

I managed to spend a few hours actually working on the Sprite this month and decided while the engine and gearbox were on the bench to replace the rear rubber mountings. I obtained a set from my local supplier but found them to be too slim to fit the gap between the rear mounting bracket and gearbox. I compared these components with parts stripped from another MKIII Sprite, and this confirmed that the new parts were incorrect. I phoned round several suppliers in different parts of the country, working my way up the supply chain, and asked them to measure their parts up, in every case they were undersize.

I finally spoke to an R&D man at one of the suppliers, who told me that he now believed these mounts to be incorrect and that he intended to arrange for them to be manufactured to the correct dimensions, however they were unlikely to be available before March. I made up some packing plates from 5mm thick mild steel to bridge the gap and allowing just sufficient remaining stud length to fit the securing nuts (see photo showing the new parts fitted with packing plates and the original part being offered up for comparison). I don't think this slight modification will make any real difference to the Sprite but I think it makes the point that we should always tread carefully when fitting reproduction parts.

We had a good turn out at the Mad Cat considering it was the first meeting of the year and the earliest date possible for the second Thursday of the month, not to mention the cold and a slight fog. Everyone was in good spirits and drinking a dark

sinister looking real ale (maybe the two things are connected in some way) and keen to get on with the important business finalising our 2009 events calendar.

I had gone to the meeting ill prepared having just finished work and rushed off to the Mad Cat and this only a day after returning from France, so I was glad to see a copy of the suggested events that I had prepared a few months earlier on the table and suggestions for more events and dates flying around. Somehow most of this got scribbled down and captured for me to make some sense of when I got home (thanks guys) only to find I had an email from Ken offering us a venue for a barbeque with an airstrip so we could complement the Spridget with some light aircraft, the result, the biggest events calendar ever consisting of 16 events in at least 4 different counties, with another 10

event ideas in reserve. I have had to do some clipping and snipping to bring it down to 16 the criteria being perceived popularity among the group, practicality and trying to stage events throughout our kingdom. We can always add a few more if enough people want them but I am very aware that everyone has other commitments.

The plan is to finalise the list and dates at the February Mad Cat night, so if you want a say please turn up. I have drawn up a list as best I can, and included dates for fixed events and suggestions for our own in an effort to spread things out and make the best use of the warmest parts of the year, so it can all be listed in March *MASCOT*.

See you all at the Mad Cat and beyond

Dave Dixon

Dorset Area Report

Christmas Lunch, Sunday 21st December



An excellent turnout of 55 adults and 2 children attended our 2008 Christmas Dinner and were very generous in donating a wonderful range of raffle prizes as shown above. Those attending had a great time at our new Christmas Dinner Venue of Bulbury Woods Golf Club and raised an amazing **£200 for Dorset and Somerset**

Air Ambulance through our Auction (£30) conducted by John Gully, Raffle (£139) and Club Donation (£31). The auction item was the 'Phoenix Fruit and Nut Extraordinaire' which was donated by Roger and Pam Taylor and the highest bid was by Colin and Vi Morris. The food at our new venue proved to be excellent with very positive feedback from all of those attending and we are looking to have it there again next Christmas.

Ian Beaver



DRIVERS
CLUB



DEUTSCHLAND E.V.



MG Midget und AH Sprite Register Germany

Spridgettreffen 2009

Saar - Mosel Tour

4th International Spridgetmeeting
05th - 07th June 2009 in Weiskirchen / Saarland
Parkhotel Weiskirchen

Dear Spridget friends,

We would like to invite you to our 4th international meeting. This year, we'll meet each other in Weiskirchen in the beautiful Saarland, in the south west of Germany. The tour will lead you along the rivers Saar and Moselle over winding roads to the vineyards as well as to the famous 'Hunsrückhöhenstraße' and the deep-dark woods of the Hunsrück. Let us surprise you; enjoy this meeting with old and new friends.

The number of participants is not restricted, so we hope to see you all!

As always you can check on our website www.spridgets.net who is already registered.

We are looking forward to meeting you
Oliver Giese and Christoph Lanfermann
As well as Marcus Pieper



Registration for the Spridget Meeting 2009

(Please insert the data of the driver, of the co-driver and of the car on the back.)

Please fill in registration, sign on the right and send to:

The entry fee per car and 2 pers. is Euro 50,00

(Entry fee is not refundable)

I remitted the sum of €50 to the account of

Marcus Pieper

IBAN DE36 2501 0030 0449 8803 08

BIC: PBNKDEFF

Postbank Hannover

Key word: Spridgettreffen 2009

Marcus Pieper
Benhauser Str. 61

33100 Paderborn
Germany

Date , Signature

The organiser and all persons with relation to this event are not held responsible for any damages caused during the event.



Spridgettreffen 2009

Program:

Friday, 5th June 2009
from 3.00 p.m.
from 6.00 p.m.

Arrival and greetings of the participants at the Parkhotel Weiskirchen
cosy gathering and lots of talking

Saturday, 6th June 2009
from 8.00 a.m.
10.00 a.m.
10.30 a.m.
from 7.00 p.m.

Arrival of the remaining participants and issue of the driving documents
Instruction of the drivers
Start of the touristic rally with lunch
Cosy gathering with price giving of the best teams

Sunday, 7th June 2009
10.00 a.m.
2.00 p.m.

Small touristic drive with snack
End of the event and farewell to the participants

If not described above, the meals and beverages are not included in the reg.-fee and have to be payed separately.

The following list will help you booking your accomodation. Kind advise: do not wait too long.

Name	Adress	Phone/Fax +49(0)6876	Homepage/Email	DR (per day)	SR (per day)
Hotel „Flair Park Hotel“	Kurparkstr. 4 66709 Weiskirchen	Tel: 919520 Fax: 919519	www.parkhotel-weiskirchen.de Reservierung@parkhotel- weiskirchen.de	99,- € to 112,- €	75,- €
Hotel Schinderhannes“	Trierer Str. 8 66709 Weiskirchen	Tel: 93300 Fax: 93301	www.schinderhannes-weiskirchen.de webmaster@schinderhannes- weiskirchen.de	66,- €	42,- €
Campingplatz „Schwarzwälder Hochwald“	Zum Campingplatz 10 66709 Weiskirchen	Tel: 366 Fax: 377	www.camping-weiskirchen.de Camping.weiskirchen@camping- weiskirchen.de	see www	see www

For any questions: Marcus Pieper
Tel.: +49 (0) 171 6854228
Email: Marcus.Pieper@spridgets.net

Driver:	Codriver:
Name:	Name:
First name:	First name:
Adress:	Phone/Fax:
Country:	Email:
Car:	
Make of car:	Type:
Year of construction:	Registration No.:

February Caption Competition



This month's "Caption Competition" has a great prize, which is a copy of Daniel Stapleton's fantastic new book "The MG Midget & Austin Healey Sprite High-Performance Manual" as reviewed by Toby Anscombe on page 19 of last month's *MASCOT*. The book retails for £24.99+postage, so it's worth putting pen to paper (or finger to keyboard).

Contact me at editor@midgetandspriteclub.co.uk with your best shot and in the meantime I will try to prise it out of Toby's hands.

Daniel Stapleton will be judging the winning caption, which will be announced in next month's *MASCOT*.



4th International Spridget Meeting

5th-7th of June 2009 Saar – Mosel Tour

Geoff Hunter has written to say:

"It seems that Warks. will be sending six cars so far with probably more as yet unconfirmed. I am trying to include a lap of both Spa and Nurburgring en route which should add to the fun.

The pound/euro parity will be history by June won't it?"

For further information or to express an interest in this event, please contact:

Geoffrey and Janet Hunter,
Tel no: 01562 851544 or 01562 517153
or by email at hunters360@btinternet.com

Dutch Report

Hello everybody! Yes, it's been awfully quiet from Holland the last couple of months. As an "artist/writer" I suffered from what's called a writers-block (which is b*llsh*t because as usual I was only distracted by women and alcohol...)

But 2008 has been a great Spridgetyear in Holland with a growing Dutch Masc population. Anyone up for a beer meeting somewhere before the season begins?

As is traditional my engine is coming out again this winter and the list of things to do is huge!! Especially now that the Pound is worth the same as the Euro I've ordered lots of nice Spridgetbits that need to be put on the car. Fix cool system, concentric clutch (still...), connect heater, fit MGF seats, connect oil temp. gauge, make nice battery tray, fit long 1st 5 speed box, tidy up engine bay wiring and many, many small stuff. Yep, many hours in that lovely cold garage... why didn't I go for an indoor hobby?



But time is running out as the first Dutch Spridget event of this year is coming: the Nichrun of the Betuwe on the 28th of March. A great night out for those less interested in another episode of "Strictly Ballroom dancing" on television. More Dutch Spridgetevents coming up in 2009 so check for info ariedebest@live.nl. Cheers.

Arie

It's good to hear from Arie again. Perhaps a group of MASC members could be enticed over to Holland for a long weekend sometime this year? Contact the editor (that's me). Gary editor@midgetandspriteclub.co.uk

Charity Classic Road Run Sunday 2nd August 2009

Do come on this afternoon Road Run in beautiful Hertfordshire countryside. There is an optional Sunday or bar lunch beforehand at the Robin Hood and Little John pub at Tonwell, which is off the A602 between Ware and Watton at Stone.

The Run of approximately 40 miles will finish at our home in Ware with tea and home-made cakes.

Proceeds will go to the LIVABILITY the new face of John Grooms and the Shaftesbury Society, which cares for disabled children and adults in schools, sheltered housing and Christian centres.

The cost of entry is £7.50 per car booked in advance before 21st July, £8.50 after that. It may be necessary to limit the Run to 30 cars on a first come basis.

**Forms available from Clubs or
Email: pat.kimber@ntlworld.com.
Tel: 01920 420642**

**Pat & Zara Kimber, 12 Presdales Drive,
Ware, Herts SG12 9NS**

Market Place

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

For Sale: Sprite Mk III 1966 (1098cc). BRG (GN29), wire wheels (from new), black trim etc. Has been in constant use since completion of rebuild in 1994/5, and is in exactly original spec, as per its Heritage Certificate, as far as I can manage: correct steering wheel and so on. Wears an Ashley hard top in the winter, and this is included, with some spares. Very reliable and in overall good condition, but not concours. Recent work includes rebuild of original engine with unleaded head, rear brakes done, new TREs and master cylinder resleeved. Photos available. Regretted sale due to age (mine) at £3000.
Gus Gander (Bristol)
gusgander@blueyonder.co.uk
or 01179 677606.

Period Adverts

The three photos are from period MG brochures which make no apologies for use of beautiful people to sell their cars.

So here are one for the Girls and a couple for the Boys.



From the back of a USA Midget Mk111 brochure in 1969

From page 2 of an American brochure featuring different cars from the MG range in 1973



From the MkIV brochure from early 1978



Maxi fun. Mini money. MG Midget.



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