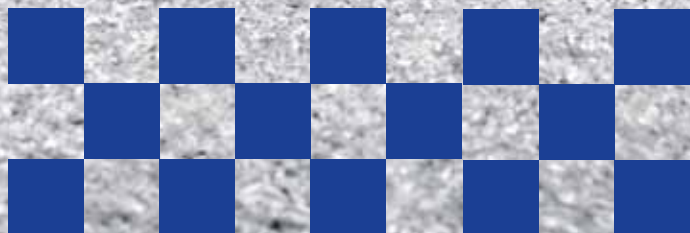


September 2010

£2 No. 318

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 **Andy Cross**, Tel: 01225 743554 email: andy@cross743.freemove.co.uk
Vacant

Also see the Club Nights section on page 2 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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September Editorial

I've said it before but it warrants repetition again. As editor of *MASCOT* I am privileged to be able tap into the historical knowledge and technical know how of many of the foremost experts on our little cars. Last month's *MASCOT* (August pages 20-21) was such a case. Sebring Sprite expert Martin Ingall kindly allowed *MASCOT* to reproduce one of his articles. This particular one regarding the works Falcon or Nassau Sprite, a car which many Spridget owners may never have previously had any knowledge.

I'm sure that I can speak for Martin when I say that we are both very lucky to be able to receive additional information from the very people who participated in the making of the history of MG Midgets and Austin Healy Sprites.

John Sprinzel is one such person and his name, exploits and the cars he produced are woven into the fabric of Midget & Sprite history. So when John takes the time to write to me with updates, articles and corrections (see the "letters to the editor" page). I can only be thankful that I have such a valuable resource at my disposal.

Just as importantly, input to *MASCOT* from the membership is just as thankfully received. The August edition was put on a crash diet due to lack of material. It was 10% thinner as I'm sure many of you will have noticed. So a hasty (and slightly panicked) call was put out to the people who usually come good when *MASCOT* needs them in order to get enough suitable articles to fill this month's magazine. The response was fantastic (and so much better than the caption competitions) and I'm delighted to say that there are enough articles in reserve to fill half of next month's *MASCOT* too.

So once again I am thankful to the area reps, the usual contributors as well as those who went out of their way to provide stuff for the magazine. Please don't be upset if your contribution failed to squeeze into this month's *MASCOT*, it has not been forgotten and will almost certainly appear in a forthcoming edition.

Whilst on the subject of support from members of MASC, can I draw your attention to Lizzie Bartlett. It's best if I let her explain:

I have entered the competition, 'Classic Car of the Year 2010', and my frogeye has made it into the top ten for the 1950's class. Since my restoration of Freddie the Frogeye for Wreck Rescue, lots of you have posted some very kind threads in response. If you would like to vote for Freddie you can do so at www.ccoty.co.uk. My Dad is also in the top ten of the 1970's class if you want to make an old man happy!!!

You can vote for Lizzie's frogeye by logging on to www.ccoty.co.uk

Have a great month.

Gary & Gaps



Lizzie's Car before the restoration

Next month's deadline for articles to be included in *MASCOT* is Monday the 13th of September. Your input is really essential and very much appreciated.

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.

Cover image: Sprite image taken on a really sunny day at Blakeney Quay on the North Norfolk coast. © Martin Sherlock.

You can view more of Martin's photos on his flickr site www.flickr.com/photos/sherlylock/

Club Nights

- 1st Tuesday **Essex Area** – Now meet at **The Bell**, Beckenham Road, Tolleshunt Major, CM9 8LL. For further details contact Jane Gates Tel: 01255830 509 or email: igjanegates257@googlemail.com
- 2nd Tuesday **London Area (Congestion Zone)** – Meet at **The Ace Cafe** at 7:30pm. together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garylazarus@blueyonder.co.uk
- 1st Wednesday **South Staffs & Birmingham** – Meet at **The Green Man**, Middleton Village, 8.30-8.45pm
Contact: John Collins, Tel: 07970 213084 email: green_mx5@hotmail.com
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at grahame_g_gibbins@unipart.co.uk
- 1st Thursday **Notts/Derby border Area** – 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
- 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 **East Anglian Area** – Previously the Cambridgeshire Area Meet at **The Mad Cat** pub in Pidley Village, midway between Huntingdon & Chatteris, 8pm
- 2nd Saturday **Yorkshire Area** – for maximum coverage, the meeting moves around Yorkshire each month - venues are listed at <http://yorkshiremasc.blogspot.com/> for the next 3 months.
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at **The Garfield Hotel**, Stepps, East Dunbartonshire. 7:30pm in the Lounge. Contact Carson on 013606-22334.
- 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 Red Lion**, Handcross, RH17 6BP from 19.00. Contact David Southcott at dsouthcott@ukonline.co.uk
- 4th Thursday **Hampshire** – New Venue! Now meeting at **The Fox and Goose**, Greywell, RG291BY. 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 Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.freeseve.co.uk
- 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
- Last Thursday **South West Wales** – Meet at the **Fox & Hounds**, Bancyfelin, Carmarthen, SA33 5ND. Contact David Hill, Tel: 01239 811307 or email david@hill.be
- Northern Ireland.** Point of contact is Robert Holmes, tel: 02892 689274 or email: robertholmes25@hotmail.com. If enough interest, will arrange a meeting.

Club Website

www.midgetandspriteclub.co.uk

Members Only pages for September,

User name: Micro Password: Blister

Events

From David Hill & Webmaster Toby Ancombe

Events organised so far.

September

- Sunday 5th Pembrokeshire Run. Classic vehicle Run through the magnificent SW Wales countryside. Lets get loads of Spridgets taking part. More details later.
- Sunday 5th Warwickshire will be at the Coventry Motoring Festival. Details from Dave Colclough on 02476 677897 or email david@colcloughsonline.co.uk
- Sunday 5th Hampshire will be going to Twyford Waterworks near Winchester for their Vintage Vehicles Event.
Details from events@midgetandsprite-hampshire.info
- Saturday 11th Warwickshire are going to the "Fly to the Past" at Cornborough Hall.
Details from Dave Colclough on 02476 677897 or email david@colcloughsonline.co.uk
- Sunday 12th Essex Area are having a trip to Tiptree Jam Factory and Tea Rooms.
For details please contact Jane Gates on 01255 830509 or email: jgianegates257@googlemail.com
- Sunday 19th Church Knowle 2010 Classic Car Show. Near Corfe Castle, Dorset. Dorset Area will be there. Details from Ian Beaver on 01722 326840 or Bryan Fox on 01202 683842
- Sunday 19th Turweston Wings and Wheels. Lots of Spridgets are planning to be there.
Details www.turwestonflight.com or phone on 01280 705400.
- Sunday 19th East Anglia are having a Treasure Hunt meeting at 10:00 at Ickworth House, Horringer, 4 miles SE of Bury St. Edmunds. Not the public car park but right at the front of the house! Free entry to Spridgets too. Impressive eh? Great fun and a nice Pub Lunch at the end! Details from Dave Dixon on 01733 222810 or email e-dave@ntlworld.com
- Sunday 19th South West Wales' Gower Run. Meet in Morrison's Car Park, Carmarthen at 10am. Details from David Hill, 01239 811307
- Sunday 19th Hampshire will be at The Classic Vehicle Gathering at Tilford Rural Life Centre . Details from events@midgetandsprite-hampshire.info
- Sunday 26th The September Kent meet will be at the Bearsted Classic Car Show. Details from Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050

October

- Sunday 3rd Dorset Area's Autumn Pub Lunch Run. Start at 11am at St. Peter's Finger Pub, Finish at The Red Lion, Winfrith Newburgh. Booking by 25th Sept. to Viv & Colin Morris.

Saturday 9th & Sunday 10th Warwickshire will be at the GWR Vintage Rally. Details from John Platt on 01789 488321 or email john@platt2085.freemove.co.uk

November

Thursday 11th to Sunday 14th South East Area are planning a Remembrance Tour to Ypres and Bethune. More details later but in meantime contact Alan Anstead alan.ansstead@btopenworld.com Tel: 01322-384050

Friday 12th to Sunday 14th Warwickshire are going to the Classic Car Show at the NEC. Details from John Platt on 01789 488321 or email john@platt2085.freemove.co.uk

December

Wednesday 8th Warwickshire are having their Christmas Dinner at the Green Dragon. Details from Sheila Yates on 01608 665066 or email chrishe@tiscali.co.uk

Sunday 12th EAMASC Christmas lunch at the Mad Cat, great food excellent company and fantastic value (you can even bring the Spridget if it stays dry) - Contact Dave Dixon at East Anglia M&SC.

Tuesday 14th South East Area's Christmas Meal and December meet. Details from Alan Anstead at alan.ansstead@btopenworld.com or Tel: 01322-384050

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

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

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

Mutual Assistance Directory

I can't believe it. The summer is almost at an end! They do say that as you get older, time speeds up. I can confirm this, it is absolutely true! I have not done half of what I wanted to do this summer. But then the weather did go downhill somewhat after June. Oh well, there's always next year – I hope.

Has anyone used the MAD so far this summer? It would be good to learn if it has helped any member in "distress". There are lots of members out there ready and willing to help a fellow member. So if you do have the misfortune to break down far from home, give it a try. Might be better than ending an holiday early.

The MAD is on the Club's website, under the members only section. If you don't carry your copy of the Mutual Assistance Directory and 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. Just ask!

Enjoy the rest of the summer.

David Hill

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New Members

We extend a warm welcome to the following new and rejoined members

4308 Cheryl Sowerby	East Sussex	Midget Lenham GTO
4309 Stephen Casson	Surrey	AH 3000
4310 Jonathan, Alison & Stephen Hill	Hampshire	Austin Sprite
4311 Bhupendra & Denise Patel	Dorset	Frogeye Sprite
4312 anon	Dorset	Frogeye Sprite
4313 David Lees	Lancashire	Midget Mk 3 RWA
4314 Reg Bevan	Pembrokeshire	none yet
4315 Tina, Michael & Rob Hill	North Yorkshire	Midget Mk 3 RWA
4316 Jon Rumley	Kent	Midget Mk 2 / Sprite Mk 4
4317 Elaine & Martin Parkes	West Midlands	Austin Sprite
4318 Ross Wood	Hampshire	Midget Mk 3 RWA
4319 Robin & Michelle Lawton	Hampshire	none yet
4320 Philip Dent	Devon	Frogeye x 2
4321 David & Mary Cox	Worcestershire	Midget Mk 3

1) Andy Smith and his Mk1 Sprite



2) Cheryl Sowerby and family plus Lenhams and dog



3) Barney Patel and his Frogeye

4) Elaine & Martin Parkes with their Austin Sprite

Letter to the Editor

Well, they're usually emails these days but I do still get the occasion thing through the post.

Falcon Sprite

Some corrections from John Sprinzel

Thanks for the *MASCOT*. Sorry to have to point out that the Sebring Falcon did not have a full windscreen, It actually didn't have one at all, as the enclosed pic will show. In practice, I did over rev once per lap, as Stirling told me to stay in third around the long bend under the MG bridge, as going into top put you under the power curve, and one guy in a Sprite had killed himself on that very corner for this reason. Stirling actually got his very fast lap by ignoring the corner after Websters, at the back of the circuit, and going flat out outside the straw bales on the runway, meant he didn't have to lift at all, and was a good bit quicker on the straight, which you wouldn't be able to do in the race. He was obviously quicker than me, but four seconds on a four minute plus lap isn't quite as bad as it sounds. I was supposed to drive again at Le Mans, but the French wouldn't let you race with an arm in plaster, and I had a broken wrist from Bob Domey crashing my Sprite on the Acropolis, so John Dalton took my place.

Aloha, John



Derivatives

Following the article in *MASCOT* about not allowing non Spridget cars in the club, last May I attended the Healey Drivers Club weekend in Dawlish. This was a fantastic weekend attended by over 100 people from all over the world, this when the membership is only in the region of 150! Don't you wish we could have such a high proportion of our members turn out for a meeting? The point is that the Healey Drivers Club is very laid back and welcomes anyone and everyone who is

interested in any Healey product weather they have one or not. They even have a concourse prize awarded each year for the best NON Healey classic car attending the weekend!! No car prejudice there. I feel that if we are to retain members we should welcome anyone who is prepared to stump up their subscription what ever they drive. If they are prepared to pay money to the club they obviously like Spridgets, have one or have had one in the past.

Chris Harding

If you have any questions or opinions which you wish to have printed in MASCOT, please send them to me. editor@midgetandspriteclub.co.uk

Or by post to; Gary Lazarus, 40 B Hungerford Road, London. N7 9LP UK.

Midget and Sprite Club

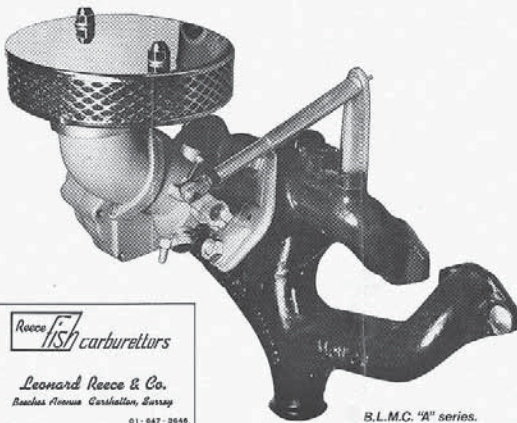
**MIDGET &
SPRITE CLUB**

Result of Nominations for Committee 2010/11

Name	Position
Alan Anstead	Area Representative Contact
Alan Couch	General Member
Natalia Flynn	Finance
Dave Dixon	General Member
Mark Hall	General Member (D)
Geoff Hunter	General Member (D)
Gary Lazarus	Editor (D)
John Platt	Membership Secretary
Tim Saunders	General Member
Philip Sellen	Company Secretary (D)
James Willis	General Member

(D) Denotes that the committee member is also a director of Midget & Sprite Club Ltd.

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Bryan Fox

MASCOT would like to wish MASC member Bryan Fox a speedy recovery after his recent heart attack. We understand that he is now at home and I know that the Dorset Area are looking forward to seeing him again in the near future fit and well.

Mascot would like to know if any members can send in additional information regarding this carburetter set-up.

Fly-Off Handbrake Conversion

Back in my college days in the 60's a friend made a conversion to make my Midget hand-brake fly-off. Together we had a number of kits made, some of which I still have. If you want to make this "mod" here's how:



Fig.1 Showing standard pawl assembly

Remove the handbrake assembly from the car by removing the 3 bolts holding its mounting plate to the body and then removing the clevis pin which holds it to the brake cable.



Fig.2 Remove ratchet and lever assembly

On the bench, see Fig 2, undo the large nut and remove the arm and ratchet parts. Take out the split pins holding the activating rod to the pawl and the pawl to the handbrake lever, and slide off the pawl. The rod and button will now spring out, as in Fig 3.



Fig.3

Now put the button in the vice and using a fine drift, tap out the flush-fitting pin which fixes it to the rod. Set the pin carefully aside for re-use. Note: beneath the button is a rubber washer and then a steel washer, within the lever.



Fig.4 Driving out the pin securing knob to activating rod

Fig.5 shows an exploded view of the whole mechanism, and Fig 6, the new plate and rivet which is you need to make the conversion.

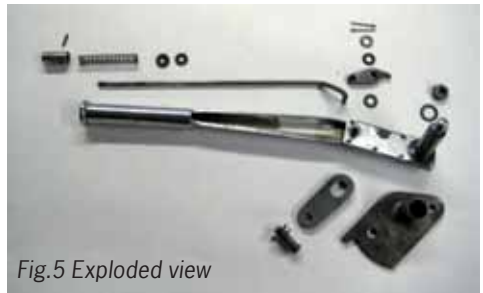


Fig.5 Exploded view

The plate has now to be riveted against the side of the pawl assembly and it is best to put a bolt through the pivot hole and bolt the two together before tapping over the end of the steel rivet. Take care to make sure you have the right faces against each other before riveting them permanently, Figs.7/8. Offer the modified pawl on to the pivot and check that the rivet does not fowl on the lever edge. Next, you will need to modify the activating rod so that the crank, or bend, is angled the opposite way.



Fig.6 (Left) Fly-off pawl and rivet kit



Fig.7 (Right) Locating bracket & rivet on original pawl



Fig.8 Riveted pawl

Place the cranked end in the vice, Fig 9, and with a pair of water-pump pliers gently ease the rod round into the straight position, and then gradually bring it round until the angle between the long rod and its cranked end is approximately as before but to the opposite side. I have done this many, many, times and only once did I break one, so it should go OK.



Fig.9 Reshaping activating rod

Now you can begin re-assembly. Pass the modified rod through the lever and refit the button ~ just a reversal of its dismantling. Put the pawl assembly on to the pivot, Fig 10, this time without any washer under it, and secure it with a washer and split pin.

Then insert the cranked end of the rod through the new part of the pawl and place the ratchet in place so that you can check the pawl engages with it, just as the button is nearly flush with the top of the lever. You may find it necessary to slightly alter the bend in the rod to get it just right. When satisfied, complete the assembly by putting a split-pin through the end of the activating rod and refitting the ratchet and cable lever before bolting it all down with the large nut.



Fig.11 Re-assembly of rod, washers, spring and button with drive pin



Fig.12 Fly-off pawl assembly

With the handbrake back on the car, and the cable re-connected, adjust up the brake linings and cable length to their optimum positions as per normal. When the handbrake is applied just pull up the lever and press in the button. The tension in the cable holds it in position. To release, just pull on the lever without touching the button. It takes a little bit of getting used to but I have always found they work well and have made the modification to every Sprite or Midget I have owned. If you would like a pawl assembly kit, I have a few left: £3 each incl post. Contact me at martin.ingall@sebringsprite.com

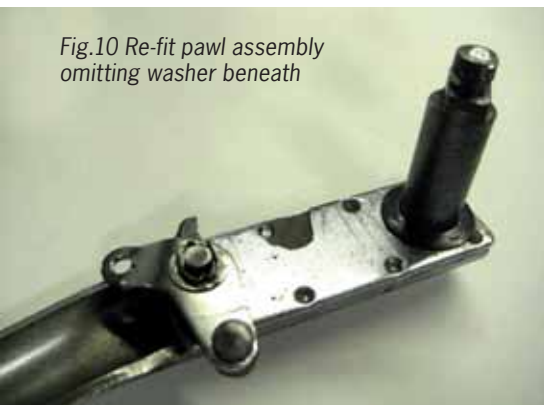


Fig.10 Re-fit pawl assembly omitting washer beneath

Spridget Colour Schemes

(Part 2 Sprite MKII and Midget MkI)

We continue the series listing the various colour schemes throughout the Spridget range.



Colour Schemes HAN6 Sprite MKII

Colour/Paint Code	Seats		Trim	Carpet [1]	Matting	Hood	Tonneau	Optional hardtop [7]
Black (BK1)	Cherry Red [3]	Black	Cherry Red [3]	Red/Black Fleck	Cherry Red	Grey	Red	Grey or Old English White
	Red [3]	Black	Red [3]	Red/Black Fleck	Cherry Red	Grey	Red	Grey or Old English White
[5] Iris Blue (BU12)	Blue [6]	Blue [6]	Blue [6]	Blue/Black Fleck	Blue	Blue	Blue	Blue or Old English White
[5] Speedwell Blue (BU1)	Blue	Blue	Blue	Blue/Black Fleck	Blue	Blue	Blue	Blue or Old English White
Deep Pink (RD18)	Black	White	Black	Black/White Fleck	Black	Black	Black	Grey or Old English White
Signal Red (RD2)	Black	Red	Black	Red/Black Fleck [4]	Black	Black	Black	Red or Old English White
	Cherry Red [3]	Black	Cherry Red [3]	Red/Black Fleck	Cherry Red	Black	Red	Red or Old English White
	Red [3]	Black	Red [3]	Red/Black Fleck	Cherry Red	Black	Red	Red or Old English White
Old English White (WT3)	Black	White	Black	Black/White fleck	Black	Grey	Black	Red, Grey, Blue or Old English White
	Cherry Red [3]	White	Cherry red [3]	Red/Black Fleck	Cherry Red	Grey	Red	Red, Grey, Blue or Old English White
	Red [3]	White	Red [3]	Red/Black Fleck	Cherry Red	Grey	Red	Red, Grey, Blue or Old English White
Highway Yellow (YL9)	Black	White	Black	Black/White fleck	Black	Black	Black	Grey, or Old English White

1. Fleck carpet covered the axle tunnel and rear wheel arches.
2. Rubber matting on the floor did not extend under the seats on HAN 6 models.
3. Bright red trim coverings replace Cherry Red from 14842 - 14965, 14980 to 15211, 15218 onwards (February 1962).
4. Black with Red Fleck replaced by Red with Black Fleck from 16472 (March 1962).
5. Iris Blue replaces Speedwell Blue from 5133 (Sept 1961)
6. Blue trim changed to same shade used in the Midget from 6285 (September 1961).
7. Early hardtops were Old English White. Colour options became available with the later flat rear window type commensured with the Midget.



Colour Schemes GAN2 Midget MK1

Colour/Paint Code	Seats	Seat Piping	Trim [2]	Carpet & matting [1]	Hood	Tonneau	Optional Hardtop
Black (BK1)	Red	Grey	Red	Red	Black	Black	Grey or Old English White
Ice Blue (BU18)	Blue	Grey	Blue	Blue	Blue	Blue	Blue or Old English White
British Racing Green	Black	Grey	Black	Black	black	Black	Old English White
(GN25 or 29) [1]	Hazelnut [2]	Grey	Hazelnut [2]	Hazelnut [2]	Hazelnut [2]	Hazelnut [2]	Old English White
Dove Grey (GR26)	Red	Grey	Red	Cardinal Red	Grey	Red	Grey or Old English White
Tartan Red (RD9)	Red	Grey	Red	Cardinal Red	Red	Red	Red or Old English White
	Black	Grey	Black	Black	Red	Red	Red or Old English White
Old English White (WT3)	Hazelnut	Grey	Hazelnut	Hazelnut	Hazelnut	Hazelnut	Old English White
	Red	Grey	Red	Cardinal red	Grey	Red	Old English White
	Black	Grey	lack	Black	Black	Black	Old English White

1. Change from British Racing Green GN25 to GN29 from vin 22599 (August 1963)

2. Hazelnut trim and hood was rare with British Racing Green.

These charts are based on information obtained from the MASC Archivist Terry Horler's book 'Original Midget & Sprite'.

Austin Healey at Le Mans



The five speed box

What a coincidence! I had just been reading the French (with English Translation) book 'Les Healey au Mans 1949 - 1970' by Herve Chevalier, which gives details of all Healeys and Austin Healeys entered by the works for the Le Mans 24 Hour race. Then an engine as used in the Works 1968 Le Mans cars became available for purchase on eBay. Using such an engine Enever & Poole finished 15th that year. The engine is a 1293 cross flow injected unit complete with all injection parts in place. It has an aluminium sump which acts as a strengthening part for the bottom end. The engine number is XSP 306326. Transmission is a magnesium case 5-speed based on an MGB design. The small knob next to the gear lever is the reverse lockout. The case is also stamped XSP 306326. It apparently has 68 stamped which may represent the year.



The Enever & Poole Sprite at Le Mans 1968

Alan Instead

Editors note At the time of going to print, the auction for the engine and gearbox had finished with eleven bids reaching a high of US \$12,099.00 (£7,765.23). This wouldn't include the cost of transportation from the USA to the UK and any import duties. It failed to reach the auction reserve price!



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"A Tale of Two Boxes"



(Not to be confused with Shakespeare's "A tale of Two Cities" - there are few similarities!)

I was interested to read in August's *MASCOT* that editor Gary has a Datsun gearbox in his Frog, and problems due to the rarity of that 'box. This story has some similarities!

It all started - in 1985 - when I bought my 1275 Midget. Before I bought the car, I had to choose between MGB or Midget - or even Triumph Spitfire. The Midget won on its driveability, overall smallness and lightness - the one thing it lacked in my mind was an overdrive «cruising» gear. So when I read about a 5-speed conversion that had first worked on a Morris Minor, but had then been adapted to the Spridget - I had to have it! Then (late 80s), the conversion was rare, but based on the Toyota T50 'box from the 1972-3-ish Celica 1600ST.

Let's jump a few years - to 2009. After 21,000 miles fitted to my Midget, this T50 gearbox was starting to make nasty noises, mostly in neutral, 1st and 2nd. I took the car to Slark Race Engineering (in Amesbury, Wiltshire), partly because they are close to work, and because they had the basic knowledge of Spridgets (although they specialise in Minis) and necessary facilities of course.

Out came engine (alone, at first - I didn't think that was possible!) to confirm the problem wasn't within the bellhousing. Nothing wrong was seen there, and there was definitely a wobble on the main gearbox input shaft - this confirmed to all of us the 'box needed some work.

Not surprisingly, Slark didn't have Toyota gearbox experience, so they delivered the offending item to Gearlink on the other side of Salisbury. I initially expected Gearlink would simply replace items that were worn or damaged, and do so within a week - how naive of me!

A couple of days later I visited Gearlink and was given some rather depressing news - the 'box was beyond economic repair! Oh help! I already knew that this 'box was quite rare, but I went on-line to track down another T50. Less than a week later, a new (looking) gearbox was at Slark - but it wasn't the same (it was from a slightly later Corolla)! The output shaft had 2 extra splines, and the tail end was subtly different. The first solution was to obtain a matching propshaft in order to change the female spline on the already modified shaft. Several days and phone calls later, the promised propshaft was never found. In the meantime, Slark were getting a little concerned at the delay, having the wheeled bodyshell blocking up their workshop (it was parked for many days on the hydraulic lift, so that people could walk and other cars could be parked underneath - that was worrying as well, being able to see the effects of using the car in the winter!).

So the next solution was really a desperate last resort (I was having thoughts of obtaining a Ford Type 9 box - the later and popular conversion - OK in principle, but this would

The bits - for sale to good home! Otherwise they're off to help the war effort....!



involve repairing previous bodywork mods for the Toyota 'box): I asked Gearlink whether they could use the "new" box as a donor to "my" 'box. Fortunately they agreed to try. So a few days later, Gearlink had the two gearboxes - one looking like a gearbox, the other as a cardboard box full of bits! I was worried that they may get the requirement wrong, and make me a good 'box with the wrong bits! But no need to worry on that score, Gearlink understood the problems better than I did!

In spite of the expected similarity of internal components, Gearlink had to modify some bits. They also told me that the "new" box was actually a well-used (or "knackered"....?) 'box with a new coat of paint - there did not appear to be any sign of re-conditioning beyond that!

I now have the car back on the road, MOT'd etc; I had expected some cost at the beginning - nothing like what I actually ended up paying - all for a noisy gearbox! I have questioned a few times, in hindsight, whether the 5-speed conversion was actually a good idea. The original expectation was that I would drive the car quite often on dual carriageways and motorways where higher gearing would make 70 mph cruising a little more relaxed. As it happens, due mostly to



The Midget at Spridget50

my commuting routes ever since the car was rebuilt, probably less than 20% of the 21,000 miles have been on these roads. But then I do have an all synchromesh gearbox!

Mike's Top Tips

- If you need 5 speeds in a Spridget, go for the Ford Type 9 conversion.
- Take great care in buying re-conditioned parts on-line! I won't publish the name of the supplier, but on-line reviews suggest I was definitely not the first to suffer that company's "shoddy goods".

Mike Sleath

www.midgetandsprite-hampshire.info

Autotesting

As a Midget owner I had always wanted to try a bit of competitive fun without too much chance of breaking anything or requiring expensive performance upgrades. At under 40mph and where nimbleness is required a standard Spridget I thought should compete well against most classics. So, would Autotesting be the answer?

Autotests are held both on tarmac and grass. It involves driving your car in a stipulated course round a series of cones – mostly in forward motion but at times in reverse. You may also be asked to stop at certain locations. All the courses are timed. If you fail to follow the course correctly you are given a 'fail' mark on your score card. If you strike one of the cones an extra 5 seconds is added for each cone hit. You get 2 attempts at each course – this lets you absolve yourself if you received a fail on the 1st attempt or improve your 1st timing - in which case this is the time recorded for your final score. If you manage to obtain 2 fails then 30 seconds is added to the average driving time for the course derived from your competitors. As most of the courses take between 40 and 90 seconds to complete you will want to avoid this 'whammy'.

The courses themselves are only available to study when signing on which is usually 30/45 minutes before the test begins. Now, herein lye's one of the cruel aspects of these tests. If like me you sometimes have trouble in remembering your date of birth, getting



round the course in the correct direction can be the main challenge and there is no time to ask a policeman! So, my advice is watch other people make a hash of it and then take it slowly on your 1st attempt. Assuming you don't succumb to temptation and give it 'wellie' you may get a pass and on the 2nd attempt a chance to improve your time.

I have just completed my 2nd Autotest which was again on grass this time at the MGCC 80th Anniversary at Penshurst Place, Kent. Doug Bush of the MGCC had again devised the courses and on this occasion it seemed to me they were somewhat more devilish (I think Doug must have grown a couple of horns over the period). At this event I was able to improve my position coming 5th overall out of 15 and 2nd in class. Andy Gibson of MGCC and MASC in his Midget was the overall winner with a Frog 2nd and an MGA 3rd. Andy was 40 seconds faster than me over the 6 courses so he clearly needs to slow down a bit or I will have to move my seat further forward.

Is it fun – you bet! I look forward to the next one hopefully on tarmac this time.

Gavin Rowles

Andy Gibson winning at Penshurst Place



The Tale of a 10-year Frogeye Sprite Restoration – Part 1



This is a tale of a long term restoration of a much loved little car. But like all tales we must begin at the beginning, some 40 years ago.

I had vowed that I would never be without a rag-top for daily use and when in 1971 my TR3 began to succumb to an attack of metal worm, I became the proud owner of a 12 year-old Mkl Sprite for the princely sum of £200. For many years it served me well, receiving little attention beyond the essentials of petrol, oil and water.



Bitten by the restoration bug

I think I joined the Midget & Sprite Club early in 1999 – someone must have put a card on my windscreen. - and that year I went on a number of outings and attended monthly

meetings at The Blue Ball at Tadworth (Surrey). Mixing with MASC enthusiasts at club meetings made me realise what a state my car was in. It was decidedly tatty and something would have to be done if I was to continue to move in such circles.

In January 2000 I was made redundant after 19 years with the same firm. This gave rise to some cash sloshing around in my bank account and for a while, I had thoughts of retirement. I'd ring-fenced a bit so that I could "do the Sprite up" for my retirement but as luck would have it, I was very soon back in work with no time to do it myself.

In February 2000, I acquired an MGB as a temporary replacement for the Sprite which in May that year was entrusted for the restoration to John Mead at Meacam



Spridgets. They said they would not be able to start on the car immediately as they had quite a lot of other work in hand. This would not be a problem as long as it was ready for my retirement in 2-3 years time. I wanted an economical rag-top that was rot-free and would keep pace with modern

traffic and a restored Sprite would be just the ticket.

Strip out and assessment: Building castles in the air

Everything began according to plan. During the summer John and his son, Paul removed the engine and stripped out the interior. We planned to reuse the gearbox and transmission but the engine would need to be upgraded if the car was to be able to keep up with modern traffic. The decision on whether to fit a standard 1275cc unit or modify the existing 948cc unit would be made later depending on the availability of funds.

The exterior bodyshell appeared to be in reasonable condition although the underside of the car had never been painted. Any surviving metalwork had only been protected by the red-lead primer it received from Pressed Steel Fisher. There appeared to be a bit of rust underneath but the floorpan looked OK and we hoped that annual spraying with old engine oil had been an effective preservative. When we removed the fuel tank it appeared sound and the boot floor was solid but the bonnet did not fit well and had needed rubber straps to hold it in place. There was also lots of black rubberised paint in the engine compartment and inside the car which would have to be scraped off before any restoration work could begin, and under the carpets we found all sorts of things, including the crayon marks put on by the factory during the original assembly.



The modified rear shroud makes it much easier to get at stuff in the boot so this would be retained in the final build. The seats were in good condition and as a touch of luxury they would to be recovered in leather. Re-chroming would be needed for things like the grill and bumpers but some brightwork could be renewed where good quality new parts were available. The side-screens would be replaced as they are tricky to repair, and for safety reasons, inertia reel seatbelts and a laminated windscreen would be fitted.

All the wiring needed to be replaced but with halogen bulbs the headlights should be sufficient for normal use. The instruments were all in working order but the faces were discoloured and the chrome rims pitted by surface rust. With a bit of TLC these should all be re-storable. From their markings, most of the Lucas electrical components dated from the original build and wherever possible these would be reused but the after-market windscreen washers, map light and wing mirrors would all be discarded. We would also ditch the Selmar alarm system but the hidden ignition switch would be retained as an anti-theft precaution.

Finally the gearbox, transmission and running gear was removed and the bodyshell mounted on a "rotisserie" so that restoration work could begin.

Bodyshell restoration: The appearance of "big 'oles"

The bonnet was put aside and Paul began by removing the offside rear springs. The mountings were shot and disintegrated in a pile of brown flakes on the workshop floor. This was a car that had just passed its MOT. For some years I had noticed an occasional "clunk" as I went round a corner and had searched in vain for evidence of back axle movement. A bit more prodding and "big 'oles" started to appear around the back of the floorpan, the top-hat sections evaporated and we searched in vain for traces of the inner sills.

Paul continued to cut away the rotten metal, working up the B-posts and opening out the chassis sections as he went. The first job was to replace the spring mountings and ensure they were properly aligned and fixed to the car. The commercially available repair sections were all either the wrong shape or had holes and fixing points in the wrong places so Paul set about fabricating the required bits using original components as patterns. It was a similar story with the floorpans. There was just nothing around that remotely resembled the originals.

When we moved to the near-side it was a similar story. Here we discovered that not only had the underside not been painted, but the sills hadn't been welded either. No wonder they'd disappeared from the other side.



Work underneath the bodyshell took forever and it was not until early in 2003 that the main structural repairs were complete. By this time John's health had started to fail and Paul needed to spend time looking after his father so little progress was made during the next 2 years. John's health continued to deteriorate and in the autumn of 2005 he was diagnosed with bowel cancer. Paul continued to work on the car when time allowed but the heavy demands on him meant that there were long periods when nothing happened. Sadly John passed away in February 2007. This was a shattering blow for Paul and not only had he to sort out his father's affairs but there were complications with the ownership of the business, too.

About this time, Paul's friend, Paul Clay came to help out. He had recently retired from the military and was a Sprite enthusiast keen to develop his welding and body repair skills. Under Paul Mead's tutelage he helped to finish off the main bodyshell and prepared the bonnet for painting. By the end of July the main bodyshell was complete in brown primer and work was well advanced on the bonnet but now came to a standstill. The lower valance beneath the grille was in a poor state and needed to be replaced. To our knowledge Brian Wheeler was the only person with the tooling for this complicated section with the



result that it was spring 2008 before the bonnet was ready for painting.

Preparing for the rebuild

Meanwhile there were plenty of other things to do. Special anti-chip primer was applied to the underside of the car and the bodyshell was given several coats of grey primer and flatted down. By the end of September it was ready for the first of seven or eight coats of beautiful cherry red cellulose which were duly applied between October and December.

Alongside the work on the main "tub", the other bits were inspected and refurbished, or otherwise prepared for painting. Replacement parts were sourced for those that were unserviceable and everything laid out so that it would not be overlooked during the final rebuild. The back axle was stripped and rebuilt with the original diff, and the wheels sent away to be powder-coated. The steering and front suspension was lovingly restored with new bushes and dampers, and the heater and radiator were cleaned and painted along with sundry engine bits that were destined for a coat of BMC "engine green".

All the time the gremlins crept out of the woodwork: when the heater was stripped it was found that the internal wiring meant the fan went round the wrong way! No wonder the windscreen used to ice up in cold weather!

Putting it all together

By April 2008 the paintwork had hardened off sufficiently for us to start putting things together again. We began with the front and rear suspension so that we could get the car off the "rotisserie" and on to its wheels so we could move it over the pit to fit the exhaust and put the brake pipes and various linkages together. The doors were re-fitted and adjusted so they opened and closed with a satisfying "clunk", just like Great Western Railway Carriage doors. The petrol tank with its integral filler pipe was now carefully threaded into place and fastened to the boot floor. The wiring loom and rear lights were next and with the new "Sprite" badge attached to the back of the car it began to look the business.

By this time, the bonnet which now stood proudly in bare metal, was ready for trial fitting. Sprite bonnets are notorious for



becoming distorted and being are heavy and awkward to fit. However, with the engine bay still clear of obstructions and the car over the pit the two Pauls managed to get it to fit after a great deal of jiggling and several hinge changes. It was then carefully set up for priming and painting. In July, after long and painstaking effort by the two Pauls, the bonnet was satisfactorily aligned and refitted without damage to the paintwork.

The fit out continued with the rear bumpers and windscreen wiper mechanism, and the newly re-covered dashboard was fitted into

The original horn on a Sprite sounds like a panic-stricken bluebottle but original specimens in working order are something of a rarity. Ours was in good order so it was painted shiny black and put back on the car. The new carpets had now arrived and were ready to be fitted, and one by one, the restored instruments took up their positions in the dashboard. The heater fan and ducting was now secured in place and with all remaining holes now effectively filled, the new tonneau cover was used to keep out any unwelcome furry visitors.

The original toughened glass windscreen was to be retained as a spare and replaced



by a new laminated screen. At the time, new rubber surrounds were unobtainable but luckily Paul had one on the shelf. This was sent with the re-chromed frame to a specialist company who were to supply and fit the new screen. However, there was a delay in getting the correct new screen during which the company managed to lose the rubber surround. This was the first of many disasters that now threatened to derail the project in its final stages

place. The rear view mirror was also attached as it is much easier without the windscreen. The gearbox and prop-shaft were then added and with the gear stick, pedals and hand-brake lever in place, excitement began to mount as the project appeared to be nearing completion.

and in this case meant that we had to re-use the 50 year-old original.

Continued ...

John Gibbons
john.gibbons2@virgin.net

Le Mans Classic July 2010



I had promised myself that I would return to Le Mans this year for the Classic 24 hour having last been to Le Mans in 2002. Le Mans Classic is, in fact, a series of races, established by period, say 60s GT cars that run races over the 24 hour period.

A plan was hatched at the end of 2009 to make the Sprite a little more suited to the long run – I would eventually make a round trip of 900 miles. An opening boot & a 5 speed gearbox being the main “must have” items on my Le Mans to-do list. Anyhow, these were both completed by end of December 2009. Next up was preparation for the actual trip & to finalise the team making the trip. Melanie Jackson, Geoff & Janet Hunter, Tim & Sarah Saunders & Gary Lazarus would be my road trip companions.

Arrangements were made to meet up with Geoff, Janet, Tim & Sarah at Cherwell Valley Services, just off the M40 on a very warm Wednesday afternoon. It quickly became apparent that this would be the first of many encounters with like minded Le Mans goers – seeing as the Car Park was heaving with Triumphs of all descriptions, all packed up

for an assault on the continent. From there, we meandered south to pick up Melanie at Charvil, just south of Henley. Having packed a few more bags into the Sprite, we sauntered along to our overnight halt at Caterham Services, just off the M25. A few cold beers & a curry followed & then it was time to turn in.

On Thursday morning, we set off for Dover bright & early, to take the short, 2 hour crossing to Calais. We made another Service Stop & met up with more Le Mans folk all heading for the ferries or Tunnel. On arrival at Dover, we were directed to yet another queue of Le Mans trippers & exchanged a few stories about the vehicles we were bringing along.

At Calais, we met up with Gary (& Gaps) & were now properly started on our road trip. The day was proving to be quite a scorcher, as we made our way ever further south on the fabulous French Toll Roads. The first traffic jam started as we circumnavigated around Rouen – the combination of mid 30 degree temperatures, traffic & classic cars claimed a few souls – fortunately we emerged unscathed just as my temperature



Team photo at Philippe's Gite near Arnage, where we stayed



Team photo at Philippe's Gite near Arnage, where we stayed



Driving to the Club stand on the Bugatti Circuit



MGB V8s make great towing vehicles

gauge was starting to creep up. A few more stops & we were very soon hunting down our accommodation address on SatNav. Incredibly, there were 2 houses with the same address, even though they were several miles apart so we had much to-ing & fro-ing before my Sprite decided it didn't want to play anymore, creating a "photo opportunity" as I accepted a tow for the last mile or so. It later transpired that there was no problem with the car – the handbrake had been left partially on, creating a lovely burning smell which I had misinterpreted as a wiring fault & hence shutdown the engine in preference for a tow. Anyhow, a shower, some good wine & a great meal courtesy of our host, Philippe, soon made us all feel much better after our exhausting run in the sun.

On Friday morning, we checked the cars over, loaded them with bottled water & suncream & set off through the countryside to Le Mans circuit, approximately 6Km from our base. On arrival at the circuit we made our way to the On Circuit Car Club Parking – we were guests of Amicale Spridget, & had a great parking spot. Unfortunately, there was no shade either so we set up our Gazebo & then wandered off to look around the paddock & Le Mans village against a soundtrack of race cars on practice laps. We even took a small "train" around the circuit taking in the sight of hundreds of fantastic classic cars.

On Saturday - race day & more scorching hot weather - we decided to split the day in two so as to watch some daytime racing, drive back to our base early evening for a freshen up & another good meal – and then head

back late evening to watch some night-time racing. Driving to the circuit at night in open top Sprites through Arnage village was a particular highlight – the Cafes & Bars were full & great cars (Ferrari's, Lamborghini's, Porsches, TVRs, Cobras & Panteras to name a few) were parked up everywhere along the High Street.

On Sunday morning, we made our way to the circuit for the last time. The racing continued to entertain as did the amazing road cars buzzing around. However, by mid afternoon we were all sweltering under the hot sun & minimal shade so we took an executive decision to return to base in time for a cold beer & the British Grand Prix on French TV. Philippe later surprised us by inviting a friend of his to serenade us with a set of bagpipes – stirring stuff.

On Monday morning we packed up, said our farewells to Philippe, & set off for Calais. The drive went well & we played tortoise & hare with a few classics until we eventually arrived at Calais in time for our Ferry crossing. Once again, we chatted to many other Le Mans people, returning back to the UK & saw a few cars on flatbed trucks (including a Dino & a GT40). We said our goodbyes & before sundown I had made it home to Northampton. The Sprite had survived & I felt exhilarated & relieved to have completed such a great road trip in such a small car. The next Classic Le Mans will be held in 2012 - the planning starts now.

Kate Andrews
Norfolk

All images © Tim Saunders except the Team Photo.

The Story of 4736PL MG Midget Climax



4736 PL, A 1962 Mk1 MG Midget 948cc (engine number 35046) was first registered in York by Mr Robert A Crossley on the 18th September 1962 with the chassis number 14986, just one month later; on the 20th October 1962 the log book was amended to confirm the Sir Jack Brabham Engine Conversion had been completed.



This involved the original 948cc mk1 engine being replaced by the FWE series Coventry Climax engine (FWE400/40 9466) a 1220cc unit producing 83bhp at 6400rpm. This gave the car an extreme performance boost, with an increase of 80% power,

improving the 0 – 50 times by 100% and an additional 25 MPH increasing the top speed to approximately 110mph in its hardtop form. A relatively simple procedure of transplanting the engine, and the use of a 7 1/2 inch clutch was all that was needed to produce such staggering results, turning an already nimble and lively roadster in to a high performance sports car, this could be largely attributed to the 40lbs weight saving the climax engine had

over the standard power unit.

The basic conversion, at a cost of £360 included the fitting of the engine, clutch, rev counter, Kenlowe electric fan and



Sir Jack with one of his Climax engined Midgets

the much needed up rated brake discs fitted to replace the front drums.

There were also additional options that could be included at supplementary costs which included the addition of, an anti roll bar, wire wheels, hard top, a wooden rimmed steering wheel, four branch exhaust system and most likely for safety reasons the whole package to be sat on 5.60 x 13 Dunlop B7 tyres.

Mr Crossley ran the car for 6 years, and in 1968 it was sold to Mr Norman Ratcliffe Culdian of Halifax, who, clearly from the cars present condition took great care in owning the car for 10 years, during this time the car is believed to have still been in its “climax” form and was still being used. In 1978 with the car now 16 years old it passed to its next owner Frank Greenwood of Huddersfield, it is at the point where the history of the car becomes unsure. The only definitive history that can be confirmed by the 10 page, now obsolete, registration book is that the car passed to a relative of Mr Greenwood, a Christine Margaret Greenwood at some point before its sale to its next owner, George Kenneth A Carter. The next documented evidence of the car, in the form of a v5 registration document, shows that Mr Carter acquired the vehicle on the 27th of July 1983. It was during this period of 5 years between 1978 and 1983 that the car had under gone some changes, as the v5 document confirms that under the bonnet is now a Mk2 Midget 1098cc A-series engine (10CCDA-H15311), which is still in place at this time.



So with the car stripped of its climax engine, a mk1 midget, powered by a mk2 engine, although still carrying some of its Brabham Climax modifications and history, began a second phase of its life. The whereabouts or ultimate use of the removed Climax engine is

not known, but the possibility of it still being in use, I would guess are rather slim.

For the next eight years 4736PL was still being cared for and run by Mr George Carter in its new mixed format, until it passed to its 6th owner, Mr Julian Mark Carter of Coventry (Not believed to be related to the previous owner) on the 7th April 1991.

At this phase of the cars life, now approaching 30 years old Mr J Carter began to compile a fantastic history and record of the next 14 years that passed, during this second phase of its life, keeping a record of its service history, including tax disks, and MOT certificates which fortunately enough passed into my possession when on the 22nd of August 2005, I purchased the car from Mr Carter for the sum of £3550. As the proud owner of my new car, I set about cleaning and polishing at every occasion, joined the MGOC and fixed up the odd things that needed a little TLC. My first job was to replace the temperamental fuel pump, for this I took the easy option and replaced it with an electrical one as every second it was off the road I missed the chance of driving it.

Owning a classic car was something new to me and was always a childhood dream but, when at only 27 years old when I first had this opportunity it took some of the people around me by surprise, they would often find me with my head in the computer researching the car and its history and spending money on some form of mysterious package that would land on the doorstep on almost a weekly basis, including workshop



Other small jobs cropped up over the first twelve months along with the odd breakdown but were dealt with accordingly, such as brake's on all four corners being replaced and rebuilt, my first attempt at proper

maintenance job. The first test drive after all for corner brake assemblies were completed didn't go as maybe I had expected and left me limping home with only the use of the handbrake, fortunately nothing I had done wrong necessarily, apart from not taking the opportunity to replace the brake pipes all round at the same time. So a complete set of pipes replaced and I was away again, well until the next MOT and then it's the turn of the master cylinder, which was done at the garage so to get through the MOT and get me motoring again.

After the first years ownership I again surprised people around me and didn't sell the car, But I had learnt that owning a classic was not always going to be a Sunday drive in the park. Until now (touch wood) the car has been very reliable and driven on as many occasions as possible, with the last of it drives most recently to the MOT test centre, unfortunately the drive back was without reverse gear, so next project is a gearbox replacement.

With having the gearbox fail me and giving me the inspiration to get my hands dirty again, and as the gearbox is coming out, I plan to source a Coventry Climax engine project to rebuild or recondition returning the car to as close to its original spec as I can. I realise this will take time and money (lots of it too) so a gearbox of some sort won't be out for too long as I would miss having the opportunity to go for a drive. I would love to have the project completed by the Midgets 50th anniversary and to be on show alongside its family, but as this approaches fast I guess it's time to cross my fingers and hope.

Ashley Ward (4736PL) Brabham Climax Midget.

Specification of the Coventry Climax Conversion: Cost: £360.

Engine: Coventry Climax FEW 1216cc. 83 B.H.P. Transmission: 4 Speed "A" Series gearbox with special 7_" single dry plate clutch.

Performance Figures – Prototype Car

Maximum Speed with 4:2 rear axle in Open Form 106m.p.h. With Hardtop 110m.p.h

Acceleration (MPH)

0-30 = 3.1 Secs. 0-50 = 6.5 Secs. 0-60 = 9.2 Secs. 0-70 = 12.5 Secs. 0-80 = 17.3 Secs. 0-90 = 25.8 Secs.

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Nottingham Area Report

The meeting in July was overcast and threatened rain, but nonetheless it remained dry for most of the evening.

Inside the pub there was a small dark cloud hanging over Alan's head as he told of his beloved Midget still being off the road while at the paint shop.

It was a case of déjà vu the following month. Has no-one told him it takes at least 10 weeks to spray a classic? (.....and mine went back a second time!)

Paul's 3rd loW Frogeye is now on the road and got snapped in front of the pub while it was still light enough for photos.

The August meet brought out Sue and Neil's newly acquired Mk4 Midget, along with a very complicated history of their trials and tribulations over the past few weeks since collecting it - at least it's got 4 wheels on Neil! An invitation to join the Association of Healey Owners in early July saw a stunning line up

for such a small car club at Stanford Hall just south of Leicester.

The previous day these juggernauts had been thrashed around the local Bruntingthorpe aerodrome (home to the only remaining airworthy Vulcan bomber) as part of their weekend activities.

The Hall also played host to the Velocette motorcycle club and a gathering of 35 Daimler "Darts".

Stanford is certainly a venue MASC should look to use in the future - if only for the cream teas.

Ian Cooke
ilc@bgs.ac.uk



Announcements

Overseas Regalia

Whilst we are very happy to send Regalia to our overseas members, please check postage rates first before ordering with our Regalia Officer Mike Grout
email: mike@motorparts.freereserve.co.uk as the rates shown are for UK Only

Harrow Car Club Sprint

Harrow Car Club Sprint, Sunday, 19 September at North Weald Airfield, Essex.
Competitors/Marshals/Helpers/Spectators all welcome.

All signed on Marshals will receive a free meal voucher on the day.

For more information contact Keith:
mrkwarner@hotmail.com 01923 672917,
07800 875835

Ed's note,

As many of you may know, I am a massive fan of this and similar events. To my mind it is the cheapest way of participating in motorsports using our cars. Many owners of more modern and powerful cars are often surprised by just how competitive a Spridget can be.



Area Reps vacancy in the Yorkshire region

With Anita and Mark's move to Australia earlier this year and Tim and Sarah Saunder's commitments outside of the Club, there is a vacancy for the Area Reps position in the Yorkshire region. Historically Yorkshire has been one of the most numerous and active areas of MASC and partly because of its geography, finds many of its members spread over a wide area. It is therefore essential that this thriving group has a central contact point. We would love to hear from any Yorkshire members who may be willing to take up the reigns and it goes without saying that the Committee will give all the help and support that it can.

Please contact the Area Reps Delegate whose details are in the front of MASCOT.



Hillclimb Drivers School – in Wiltshire

Hello to all MG Midget and Austin Healey Sprite fans, of Wiltshire and far beyond.

June and July seem to have flown past, and we have enjoyed our usual “last Monday of the month” MASC meets at The Barge Inn at Seend Cleeve near Devizes. As many of you know, the Barge is a super pub, but please call me if you need any instructions to find it. They do some good beers and decent food too if you like to eat out. Recently we’ve been able to sit outside in the sun, looking over the canal, spitting out wasps till late in the evening. Having said all that, the August meet will be at Yatton Keynell, in the Bell Inn, as it’s a Bank Holiday. I like to keep you all guessing. It’s always great to see new faces, so if you haven’t made it yet I’d love to see all of you there, and as many Spridgets as we can muster.

This month I’ve been pretty busy with work again, but managed to fit in the Gurston Down Hill Climb School, which was a real

hoot! I can definitely recommend their school day as a great experience. I’ve done some motorsport of sorts before, but never a hill climb, so I learnt a lot and had a bit of fun exploring the edges of Spritley handling.

The Classroom: Back to School!

The school day starts with introductions and an early coffee in the clubhouse. Then you are straight in to a detailed session on the hill, explaining the track in short manageable stages, with slideshow drivers-eye views of each section and how to approach each corner. Gurston Down, not far from Salisbury, is unique as a hill climb course, in that the first section is high-speed and DOWN hill! It looks daunting and had recently bitten a top hill climb racer who got “out-of-shape” on the faster section. I had a lot to learn, and the first trip to the top is on foot.....

Walking the hill: our group at the Deer's Leap

We headed off in two small groups. The kink at the bottom, the Hollow, looks tighter than it is but is one to hold your breath for. Then keep wide till you brake hard for the steep uphill Karousel, a two-part right-hander, the second half being tighter and banked like its 'Ring namesake, and then it's a short straight with a crest called "Deer's Leap" where the fastest cars get light or even lift off, before a tricky lefthander named Ashes, and finishing with a long uphill drag to the top. It's hard work on foot, much steeper than it looks in pictures, so I was keen by now to give it a go in Mildred (my MkII Sprite).



Peter Houghton, MASC member, prepares for his run.

After two, steady convoy runs up and back, with the inevitable cones out to show you where to brake and apex, we felt comfortable to press on a bit. The three instructors position themselves at key points on the hill, and after each set of runs they give you feedback on how you are doing, very useful. You are not timed, but you can easily tell that each run is a little quicker. I was surprised that the instructor on the Hollow suggested I try staying in third, which I eventually had the courage to do, even though Mildred's tachometer needle was almost round to the ignition light. That's well over 6000 in a standard 10CC type 1098!



Mildred heads into the Karousel

We recovered for an excellent lunch and then Mildred got another good work-out, chirping the tyres off the line but smoking rather a lot through worn valve guides.

We but made it to the top of the hill ten times, including some serious thrashing, late braking and a gung-ho sideways moment through Ashes on the last run.

Yahoo! After more feedback and awards for the most promising drivers (Not me!) it was a good social in the cafe. We even survived the lovely drive back home with no problems, on a fine evening.

A great day, but I fear I now have the bug to try a proper event at Gurston, so watch this space!

All the best.

Andy Cross

Tel: 01225 743554

email: andy@cross743.freeserve.co.uk

East Anglian MASC Report

*Bears and a Frog (Tifosi Rana)
in the shade at Kimbolton*



Mad cat night fell on a wonderful summer's evening with a good turn out of proper cars (and no hoods), most of the evening was spent in the pub garden and car park. There was a small problem with the real ale not being quite up to it's usual high standard but other than that a perfect Spridgetly evening. The main topics of conversation were the coming events and the dishing out of tickets.

First event of the month was Kimbolton classic a wonderful charity event in the castle grounds, which attracts thousands of visitors. We had a turn out of 13 cars and a couple of strays (which we raffled off in our normal manner) despite the gloomy weather forecast. As it happened the sun came out, as normal and we all had a brilliant day. By coincidence our 13th car was also car 13 in our convoy to the 50th birthday party at Gaydon a couple of years back, and as you would expect broke down on the way on that occasion, I hope he made it home OK this time. The event was as brilliant as always with all sorts of things going on like live entertainment, Morris dancers, stalls, the sealed knot enactment society and heavy horses, to name just a few, not to mention 600 classic cars, so something for everyone.

Next up was brilliant Silverstone, the best classic car event this year in the entire world (this being the 60th anniversary of world championship F1 motor racing at the place where it all started) this is no exaggeration! and MASC was in the thick of it, in the infield with 6000 other classic club cars. I attended on the Saturday (since available time would not allow me to spend the whole weekend, maybe next year) together with 32 other MASC cars, too many to get in one photo without it being 95% sky and foreground. There was so much to do and see that I did not get to chat to every MASC member who attended however I did notice several notable attendees, (apart from my umble, but famous within MASCOT, and well travelled MKIII Sprite) including that incredible 3.5 V8 machine, an interesting frog based on a Spridget tub and frogeye fibreglass, and I believe Arie de Best's car from the Netherlands.

We had a brilliant area to display our cars which backed onto the track and afforded a good view of the racing, so good in fact that 4 MGBs from the MG club next-door tried to gatecrash our area (obviously envious of our superior cars and wanting to park with us rather than their colleagues). Normally a few strays are not a problem, but this time we needed our space for proper cars so I had to evict them. The entire event was beyond brilliant, sadly my photography was not quite as brilliant.

See you all at the Mad Cat and beyond

Dave Dixon

Tel; 01733 222810

email: e-dave@ntlworld.com

*Spridgets at Kimbolton
Charity Classic*





Surrey Meet July

What a great evening for a top down drive. Several members thought so making quite long journeys to the Blue Ball, Walton on the Hill, Surrey. Editor Gary Lazarus battled the London Traffic, from north London, whilst John Clark came from distant Herne Bay. Good to see Sue Judd, with Jim, again; they drove in from Middlesex. Eleven people turned up in all but surprisingly only four actually live in Surrey. Good to welcome new member Peter Murray with his Frogeye. The bonnet, of his car, was soon up and a crowd gathered around to view. Conversation somehow got onto the subject of Towing Eyes. The Frogeye was originally not fitted with one whereas the 1500 eventually had four fitted. This is an easy, cheap, and worthwhile upgrade as towing without a proper towing eye can cause body damage as Gary will confirm. You never know when you may need a tow.



Spridget towing eye

After a meal and a chat it was too soon time to leave. John Clark and I ran together, in our Frogeyes, for some miles, along the A25, both cars sounding well. A good drive, top down, in the warm evening air. We parted at Bat & Ball, near Sevenoaks, as I continued to



Outside the Blue Ball

enjoy the drive through the lanes via Eynsford to home leaving John with a long drive ahead of him to east Kent. I doubt he made it home before midnight!



Plenty of Spridgets at Kent meet

Kent Meet July

As is the norm we met for the monthly Kent meet at The Moat, Wrotham Heath, just along the road from Brands Hatch. Easy access should anyone from Essex want to join us at any time. Fine weather allowed us to eat outside as a group. A good gathering of twelve Spridgets and two other sports cars. Ralph had picked a route for us to follow to

get to Brattle Farm Museum where he had arranged for us to visit. The Farm museum is only open to groups by appointment. Ralph need not have printed the route as we all just followed him; our Spridgets snaking behind him through the pleasant country lanes. Brattle Farm is a strange collection of cars, farm implements, stationary engines and much much more. It kept everyone occupied for a good couple of hours at least.



Simon lends a hand at Brattle Farm

The big event for July was the Loire Valley / Le Mans Classic Tour, which had been advertised in *MASCOT* for all comers, which took place between 5th & 16th July 2010. A journal was kept with each crew writing about one particular day (except for the race weekend). The journal was too much to reproduce in *MASCOT* but you can read it all on the club website (www.midgetandspriteclub.co.uk) under "News". I must thank L'Amicale Spridget & especially Franck Thibaud for assisting us with passes to the Le Mans Classic: and inviting us to display our cars with theirs. Several people have already asked me to run this tour again, in 2012, so keep an eye on *MASCOT* for details.

Alan Anstead

Surrey / Kent Rep.

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(answerphone)



Stop before Chateaux D'Usse

The group before dinner

Wet weather motoring





Scotland Area Report

As indicated last month when space was at a premium, this month's edict includes the report on the Glamis Extravaganza.

This was held over the weekend of July 10/11th and is regarded as one of the premier classic car shows in Scotland. The Caledonian Branch of the MG Car Club has been a regular attendee at the show and it was their intention this year to assemble the biggest collection of MG's in Scotland on the Sunday. I understand some 130 entries had been received prior to the event, ranging from a 1931 F type right through to a 2010 TF85 Limited Edition and including various competition cars, some ex-works. The weather on the Saturday had been rather inclement and had dissuaded some from attending. On the Sunday although the day started damp it improved later.

It did mean however that the three cars (1 Midget and 2 B's) representing MASC were rather travel stained by the time they had travelled from Hamilton to Glamis. The attendance on the Sunday was officially quoted as 110 MG cars. The day remained substantially dry although a strong wind got up. This resulted in a large tree branch within the showground area being broken off and crashing down on a Fiat campervan. Fortunately nobody was hurt although the van was seriously damaged. On the trip home there was a delay while the police and workers cleared another downed tree from the road. An excellent meal at The Smiddy Haugh Hotel, Aberuthven completed a long day which had included a superb show of

cars; including MG's and good runs in both directions.

Steve organised a run on August 1st. Five cars and crews were in attendance - 3 B's, a Sprite and a Spitfire. We assembled at Hamilton Service Station and headed via the M8 towards Fife. Two cars started with roofs lowered and, after leaving the M8 and M90 with the day brightening, a stop allowed the other soft tops to also be lowered. This left Michael in the Spitfire extremely unhappy as he had a hardtop fitted. However, he was very shortly going to have the last laugh, as some 10 minutes after the lowering of the roofs the heavens opened resulting in 4 cars and their occupants being thoroughly soaked! A hurried stop saw the roofs re-erected and them staying in place for the rest of the day.

The run headed to St. Andrews and then to Scotland's Secret Bunker. This is a massive underground (24,000 square feet) unit constructed at the time of the Cold War and was intended to house the various political, military and civil personnel to have allowed Scotland to be governed in the event of a nuclear attack. After visiting the bunker, the group headed to Anstruther for fish and chips. The return was via the north coast of the Firth of Forth and back to Hamilton, with the final miles in torrential rain. Mixed weather but an interesting and enjoyable day out.

John Pardo

Area Rep. Betty Kerr

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Wark's Talk

There were 11 cars which joined the club stand at the Classic Silverstone meeting this year, but not all met at Warwick Services on the M40, as the direct route was considerably shorter for Stuart and Margaret Gunn and Mike and Benita Vann. Alan East-Jones positioned himself on our usual route and took photographs of us as we passed, which he later posted on his web-site. Our thanks go to Hubie for organising the stand and we are expecting that there will be others who will write about the day in more detail. However, we really enjoyed our next to track position and a line of chairs quickly formed along the fence in front of our cars to watch the racing. Fortunately for those with a limited attention span, there was the opportunity to wander through the shopping area with stands selling craft items as well as automobilia. The pits were quite open, enabling close inspection of the vehicles preparing for the racing as well as all the other motor club stands, but there was plenty of time to enjoy a glass of Pimm's before heading back to our cars, with our picnic baskets appearing at lunchtime. At the end of the day, which had remained dry, although cloudy, we headed to Alan and Peggy Corbett's for a roast dinner, which rounded off the day wonderfully and our thanks go to them both for their hospitality. We were delighted to have our first view of their new car a beautiful yellow frog-eye, which Andy and Kate named «Penelope», but we are not sure if this name will stick. John Platt will be delighted that they now have a proper car and will not be turning up at club events in their MGC.

Stuart Watson co-ordinated the Ace Café trip, with just 3 cars going this year,



The Club stand at Silverstone



Alan and Peggy with their new Car

however, with all the Watson brothers going it was like a family outing. They left in the morning, but it was a rainy start and they had to stop in Banbury to put hoods up, which then remained in position for the rest of the wet evening. They sought solace and refreshments in a local hostelry at Waddesdon on the way. Gary was there to greet them and they met Bill and Geoff from South Staffs, although there was no sight of the Hampshire Area. There appeared to be a Jenson takeover bid at the meeting, with a large number present and for once no difficulty in getting a parking space. Just as they decided to leave at 8.30 pm, the sky finally cleared and the first and last glimpse of the sun, with a rainbow appearing over the buildings opposite.

Our trip to the Ardennes is now just 3 weeks away and we are looking forward to the drive with some spectacular scenery as we drive into the mountains. Hopefully the Belgium Grand Prix, which takes place quite close to our location, will not create any traffic problems, particularly as Alan did not arrange any entry tickets for us. This will be followed by the Coventry Motoring Festival on the 4th and 5th September. The weekend of the 9th and 10th October is also a busy one with a choice between the Cheltenham Steam and Vintage Fair and the Severn Valley Railway Classic Car and Bike Day, both of which we have attended in the past. Although information is scarce and it has taken a lot of research on David's part, it has been concluded that the «Fly to the Past» event is not happening this year, but may be on the calendar for next year.

Chris and Sheila

HCNW Report



We have been out and about since last we spoke. Not in great numbers but there has been a steady attendance here and there.

In no particular order:

July 24th. Silverstone Classic saw seven cars from HCNW joining the very good turnout from MASC on a day when the weather was kind to us despite part of our outward run being in thick mist. This is now traditionally a 'stag do' for us since some of our ladies find little to interest them at 'The Stone'. Our trip there is a Pied Piper affair, one car starting from Hatfield joined by a second at Lemsford, a third near Dunstable (one other shot past while we were waiting anxious to get to see to see the opening Mini races) and two more at Winslow, where we refuel ourselves, some with just coffee and some with a full English. Our position in the market place allows us to watch a string of interesting cars on their way to the meeting.

Our thanks to Hubie for organizing this event for the club.

August 1st was the annual charity run organized by Pat and Zara Kimber in aid of Livability. Open to many clubs to which Pat and Zara have links the field of 25 cars was an eclectic catalogue of old motors. A pub lunch, a 40 mile run through Hertfordshire lanes (and Harlow), instructed by tulip diagrams (that keeps you on your toes!) and a sumptuous tea chez Kimber, kind weather and old friends made for an enjoyable outing. £295 raised for charity. Well done Pat and Zara.

A well attended 'pub evening' on July 28th was also the date of the annual Classics on the Common at Harpenden. Some members managed both events.

Other outings a recorded below by Keith and Ann and by Kate.

From me "that's all folks".

Visit to Hampshire Group on Thursday, 22 July

Keith and Ann (Midget) met up with Roger and Maggi, who were in a Vauxhall Corsa due to the fact that when they left home on the Herts/Cambs border there was a thunder storm. We met at Tesco (of course!) in Old Amersham for our cross-country trip of about 50 miles. I traveled all the way with the roof down - we got a little wet going through Slough and going by the amount of water on the roads we seemed to be getting to areas just after it had stopped raining. We got to the pub in Greywell in good time to relax, have a drink and a good meal before about 25 of the Hampshire Group arrived to start a lively evening of chat and debate. Thanks to all in Hampshire for making us feel welcome - we had a trouble free run home on the motorways to end a good day.

Chiltern Open Air Museum, Sunday, 25 July

Following a great day out at Silverstone on the Saturday, we, Keith & Ann in the Midget, met up with Mike & Sue in their A40 and headed off on Sunday morning to the Chiltern Open Air Museum near Chalfont St Giles for their Annual Classic Vehicle Day. We were later joined by Mike & Ann Harrison in their Sprite.

Apart from all the vehicles on display there is plenty to see from the past - many old buildings, forges, barns etc that have been saved/restored including a very ancient, still in use, public loo complete with carbolic soap. Vintage bicycles, etc, etc. We all enjoyed a relaxing day having a walk round and a picnic lunch. The Museum is open all year - check their website if you fancy a reasonably local trip out.

Keith and Ann.

www.hcnwmasc.blogspot.com

Chris

Somerset Area Report



So what's to report – well our area which is haemorrhaging Spridgets is down to two magnificent Frogeyes, one rubber bumper job and Justin's trusty plastic pig. Having said that Malcolm who owns one of the Sprites is as I write delving into a large box of bits and has also helped me clear some parts from my garage, so who knows along with his other late 1275 he may soon become the proud owner of three of the breed!

Meanwhile we have been infected by the MX5 Bug and two of us have fallen for the charms of a Geisha. Oh, they are so reliable, but not as much fun as an old girl from England! We keep looking and hoping though, wanting and indeed needing to find a fine example from the late '60s to satisfy our desires.

Oh yes and we have become a somewhat nomadic bunch this Summer and have temporarily forsaken the Lord Nelson at Norton sub Hamdon for a couple of meetings at The Candlelight in Bishopswood deep in the Blackdown Hills and our July meeting was held at Seaton in East Devon where we embarked on a journey of discovery of the delights of the Axe Estuary. Seaton to Colyton aboard the Seaton Tramway which runs on old BR rails suitably adapted for gauge and use by a wonderful collection of old trams from all over the Country; Blackburn, Bournemouth, Glasgow and Exeter to name but four. Our driver guide that night one John Jeffrey obviously an enthusiast kept us enthralled with "Tales of the River Bank" and some amusing stories about the Tramway which

celebrates its 40th anniversary at the end of August. If you want to learn to drive a tram you can do so – a bit like driving a Spridgets but the brakes are better!

Here is a link for you www.tram.co.uk

As a result of this Tram Trip we managed to raise funds and made a Donation of some £110 to two Devon Charities (Child Leukaemia and Prostate Cancer).

So what else have we been up to? Aside from the usual rallies and meets

We also had a great Saturday night out with the Hampshire Hogs Chapter when we met for a Skittles Challenge. Being weaned on the game as it were the Cider Boys took the trophies but not that it mattered a good time was had by all and fellowship was of the highest order. We hope to offer a return match sometime in the future.

Early September will see us venturing further a field, with a trip to Cornwall staying in Falmouth for some 5 nights and travelling around each day to sample the delights of the County which should include a trip to the Minnack Theatre, one or more of the Famous Gardens in the Fal Estuary area and maybe the Eden Project, or a trip down a tin mine, who knows. Whatever we will enjoy our run.

For the time being if you want to join us best to phone Dave rather than just turning up at The Lord Nelson though we should be back there for the winter.

Ray Darch
raymargaret@lineone.net

Hampshire Happenings

WELL, WHAT A TURN-OUT!

Our July meeting must have been some kind of record for the Hampshire Chapter with a total of 25 people and 11 little cars in the car park, but to be fair our numbers were swelled by four visitors from Home Counties. We last saw them back in January so it was great to meet them again and catch up with what is going on in their region. Trev Hall and his wife, the organisers of the local MG club, also turned up to offer us an invitation to visit their group, either later in the year or early next year - so something else to look forward to in the near future. As you can imagine, it was very noisy at times but it was a great atmosphere and a very enjoyable evening.

West Berkshire Classic Vehicle Show

This was our first visit to this annual charity event held on Newbury Racecourse. Some of us met up en-route and then met up with Ken & Rolf and Lynn at the showground.

It was a great little show in an unusual setting. The racecourse was open and it was extremely interesting to see the stands, track, parade ring etc. – and the loos were massive, with tiled walls & running hot water – luxury indeed - they made a welcome change from the port-a-loos we usually get. During the day it was noticed that the rear suspension on Rolf's car was lower than all the others. Terry said it was ***** I think that's a technical term!



It's a hard life but someone has to do it

We received this email from Rolf soon after arriving back home.

*Hi all,
Thanks for making us very welcome on Sunday at Newbury. It was a fantastic day and we had a great time.*

The information from the other frog owners has proved to be invaluable as I have discovered that not only was my rear axle right up to the bump stops resting on the boot floor but on removal of the seats the rear bulkhead strengthening brackets had been omitted in the rebuild with the floor strengthening channel to allow for the seat to be bolted directly to the floor in one piece rather than with the seat back and squab separately installed.

Thanks once again for all your help and advice and hope to see you soon without my rear dragging along the ground.

Rolf & Lynn

Glad to be of help Rolf – sorry it wasn't better news!

Surrey, Sussex and Kent MASC, Summer BBQ



It's a hard life but someone has to do it - again

Many thanks to Chris Harding for inviting our area to his home and laying on a lovely spread. The cars were all parked up in his back garden and with everyone sitting around enjoying the food and the sunshine it was a great day in a lovely setting. For our part we were kept busy keeping the four Springer Spaniels amused all of whom had tireless energy and insisted on bringing numerous object to be thrown. Hopefully they slept soundly that night.

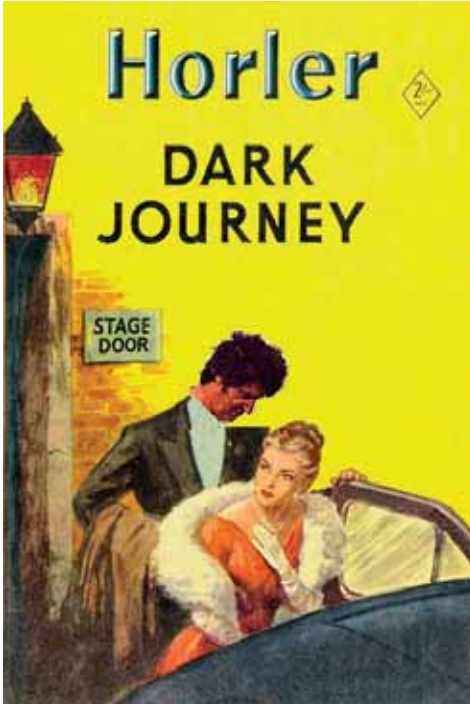
Ace Cafe

Oh Well, you can't plan for the weather – try again next month!

Jenny Green

www.midgetandsprite-hampshire.info

Bristol Area Report



Nervously eyeing the gathering rainclouds, she and Horler once again set out for the Rose & Crown

I have had this awful feeling that our Wednesday evening meetings at the Rose and Crown at Pucklechurch may be cursed. For the last two years, our hoped for evening convoys have had to be abandoned due to heavy rain. So far, 2010 has provided a more traditional type of summer weather but yet again, rain fell on the Rose and Crown on the second Wednesdays of May and June. As the elder of the group, I felt that it may be me that was the cursed dampener of our evening sorties – so I stayed away for the July meeting. It rained again! So it's not me then, hmm, so who is it then? Could it be Alan Fairweather – Lo, Andy Allweather – Cross, Philip Darkcloud-Sellen, Colin Blowing-a-Gale or Steve Lightning-McQueen? In an attempt to find out the truth, I set out for the July meeting of the Wiltshire Group on the last Monday of the month at the Barge Inn, Seend. I got all the way there and all the way back, soft top stowed without a hint of the damp stuff. In fact, it was one of the best Spridgley

thing summer evenings I have experienced in a long time. Wiltshire Supremo Andy Cross was there so perhaps I can cross him off (Oops, no pun intended but worth leaving in) the list of suspect rain gods. Likewise, Colin Gale seemed to be keeping dry thereby narrowing the list of suspects. So then, can any members help us with an exorcism or an anti rain dance? Maybe I should just go ahead and completely ban Alan and Philip from our meetings in future – otherwise, everyone else is welcome to join us.

On a brighter note, I popped along to a local show recently to find but one solitary Midget that was unknown to me. This red round arch featured what appeared to be 14inch Triumph wheels and a 5 speed gear knob but otherwise looked fairly standard and well used. Then I heard it running. Now either this poor Midget had excessively wide valve clearances or something far more dire. It was far more dire. Under the bonnet, a 1500cc diesel, a Kubota diesel. As bizarre as this may seem, it was a very good fit and seemed to be very well executed. The owner, who I don't know, claims an economy of 70mpg at 70mph from this non-turbo charged digger engine. Is there an excavator or fork lift truck with a 1275 Midget engine out there somewhere? I will try and find out more.

Finally, my apologies for not attending the August meeting, a last minute glitch on my part – and it was a nice bright and dry evening. Oh, this could put me ba\$

Terry Horler

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Footman James Classic Motor Show

12 /13 /14 November 2010

The Warwickshire Area Group are once again organising the MASC stand at the NEC, Birmingham in November.

This year we have been allocated a stand 11 metres x 9 metres, smaller than last year but without the roof column! – We anticipate that we will be able to show 6 cars plus the gazebo.

Cars already confirmed for display include a Lenham GTO, a Sprite Mk 3, a Frogeye, a Sprite Mk 4 with Ashley fastback hardtop and hope to confirm 2 more shortly.

See the NEC advert opposite for details of booking online. Bring your advance ticket stubs to the stand and the club will benefit £1 each commission.

Again we look forward to meeting you all, do come onto the stand and introduce yourselves and take the opportunity for a rest and a chat !

John Platt

Market Place

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Contact: Keith Warner, 01923 672917 or 07800 875835 mrkwarner@hotmail.com

Stainless steel single box exhaust system taken off 1972 RWA MG Midget 1275. In excellent condition as it has done about 2000 miles only. Looks like system shown on MG Owners Club website under accessories. Current price £87.30. Collect for £25.00 or I will deliver to UK mainland including the south of Scotland for £35.00. Credit/debit card payment possible.

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