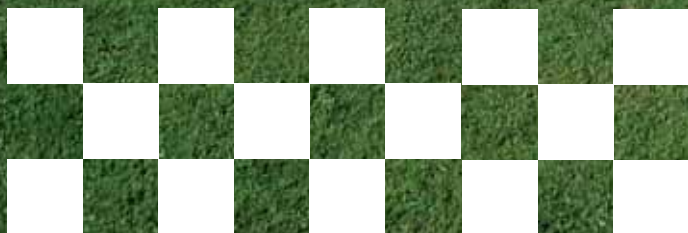


October 2010

£2 No. 319

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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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

© Midget & Sprite Club

October Editorial – It's that Drip Tray time of year!

Those of you who attended last year's AGM at the Coventry Museum of Transport will recall the fine display of Spridgets assembled outside on Millennium Place. Not only were our cars beautifully lined-up but on departure, they left not the slightest trace of muckiness behind them. You may remember my oft repeated mantra at the time **"Don't forget your drip tray."**

Well it's fast approaching that time of year again.

THE AGM IS NEARLY UPON US.

In this month's magazine you will find various bits and pieces relating to the Midget & Sprite Club's 2010 AGM. Turn to the back page now for directions and additional information.

Over the last twelve months the committee has quietly been getting on with the running of the Club. You may not have noticed much change; however the infrastructure of the club is completely different to the one which hosted last years AGM. Our new Limited Company status affords its members a much higher degree of legal and financial protection and although managed by a small group of volunteers, MASC is run in a much more professional way.

At 2:00pm on the 17th of October at the Coventry Museum of Transport, you will have the opportunity to hear first hand, exactly what has been happening over the last twelve months, ask questions of the old Committee as well as meeting and checking out the new (larger) Committee.

Here for your benefit is the dictionary definition of "Drip Tray" [drip-trei] – noun.

a flat, shallow container or receptacle made of plastic, metal, etc., usually with slightly raised edges, placed under vehicles. Historically used on very special occasions in the Midlands, for the express purpose of catching drops/puddles/streams of motor oil from vehicles whilst parked outside museums of other such venues.

Alternatives are: roasting tins, bits of old carpet, manky sweaters or suitably secured cardboard sheets.

The museum is free of charge and houses a great collection of vehicles, models and automobilia, so why not arrive early and enjoy the exhibits. Our meeting room is a big place and we have space for everyone, so please accept this as your invitation to come along.

See you on the 17th of October.

Gary & Gaps

Next month's deadline for articles and reports to be included in MASCOT is Tuesday 12th of October.

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: MASC Secretary Philip Sellen's Red Midget MOU



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: jgjanegates257@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_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 and Chatteris, 8pm.
- 2nd Saturday **Yorkshire Area** – for maximum coverage, the meeting moves around Yorkshire each month - venues are listed at <http://yorkshirerasc.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.freeseerve.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 and 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 October,
User name: Micro Password: Blister

Events

From David Hill and Webmaster Toby Ancombe

Events organised so far

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 and 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.freeseerve.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.anstead@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.freeseerve.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.anstead@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

Do you have a really friendly MOT garage? Mine is fantastic. The owner is very correct and won't pass anything dodgy but he is an enthusiast and chatty and knowledgeable. Whilst the car was over the pit he invited me to have a good look underneath and also gave me his grease gun to give the car a good greasing! So much easier than crawling around on the ground and trying to do the job that way. Now I am getting on in years, it is not so easy getting under a Midget! I guess a Land Rover has more ground clearance but I don't know what car has less!

Must make a note to visit the Classic Motor Show this year. It's been years since I last made it and I guess that it has changed a bit and not only in the admission charge. If you do go, don't forget to say hello to the Warwickshire boys on the M&SC stand.

Don't forget that 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 last of the summer (wine)!

David Hill

A Plea from a Rejoined Member

Recently rejoined Shawn Whitehead was originally a member up until 2005, when due to personal reasons he ceased to continue his membership. Now back in the fold, Shawn has asked me to put out a request via *MASCOT* on the off-chance that one of our members may be looking to get rid of their last 5 years of the magazine. I know that some members just read it and then bin it or give it to someone else but Shawn is hoping that one of you may have reluctantly held on to them rather than just thrown them away.

Obviously Shawn would be delighted to cover the costs of postage and packing.

So if any of you feel like making him a very happy man, Shawn can be contacted via me or directly via his email at 1snwmail@1snw.co.uk

Gary

PS. If you are holding onto your previous copies of *MASCOT*, why not keep them neat and safe in one of our *MASCOT* binders (see the back of the address leaflet for further details.)



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MASC AGM 2010



1.30pm arrival for 2.00pm start



Sunday 17th October
Coventry Transport Museum

*Have you any excuse not to be there?
We would really love to see you.*

Coventry Transport Museum, Millennium Place, Hales Street, Coventry, CV1 1JD
024 7623 4270
www.transport-museum.com

Location

By Road

Coventry is close to the M1/M6/M40/M42. Follow signs to city centre and take junction 1 or 2. As a city centre attraction there is normally no parking available at the Museum itself but the Midget and Sprite Club have made arrangements for those arriving in Spridgets to have made special parking **FREE OF CHARGE** on the Millennium Place outside parking. Alternatively those in other cars may park in the city centre pay and display car parks (at a cost of £1 all day on Sunday) which are within walking distance of the museum

By Rail

There are excellent links to London Euston via Virgin Trains; Cross Country routes north and south and local services to Nuneaton and Northampton. The Museum is a 15 minutes walk from the station. Buses numbered 17, 27 and 49 stop near the Museum.

See more information on the inside back cover of this Month's Mascot

The Museum's collection includes over 240 cars, commercial vehicles and buses, 94 motorcycles, 200 cycles, 25,000 models and around 1 million archive and ephemera items.

*Please contact Membership Secretary John Platt for details
01789 488 321 or by email membership@midgetandspriteclub.co.uk*

Midget & Sprite Club Disclaimer



An article about liabilities and responsibilities appeared in the February 2009 edition No 299 of *MASCOT* Magazine. If you do not retain copies you can view the archived edition on the Members Only section of the club website at:

www.midgetandspriteclub.co.uk

Subsequent to that article the National Committee decided upon a single Disclaimer to be used by Area Reps, or a person deputising, at all events organised under the MASC banner. The form of Indemnity needs to be reviewed routinely by the committee and this is a continuing process. It is imperative that we must use the form for all events.

At an Area Reps meeting, on 10th April 2010, concern was raised that a minority declined to sign the disclaimer.

Where a member declines to sign a MASC disclaimer, at a MASC organised event, they are to have their entry to that event declined. For the purpose of the clubs Public Liability Insurance a participant in a MASC event also is required to be a MASC member. Is your membership up to date?

A non member seeking to enter a MASC organised event can be enrolled as a Temporary Member, either upon payment or not, at the discretion of the Area Rep, or person deputising. If payment is taken that fee can be deducted from the joining fee should full membership be, subsequently, sought. Such fee, and a membership form, marked "Temporary" should be forwarded to MASC Membership Secretary.

Completed disclaimers should be held, by the Area Rep, for a period not less than six years.

Event organisers can download copies of the membership form for use of temporary members from the club's website, and members without access to a computer can request a blank copy of the form of indemnity from their AR for completion ready to hand to the organiser (AR) at the start of an event.

For, and on behalf of National Committee

Letters to the Mascot

(received during September)

Hello Gary,

I hope you're well.

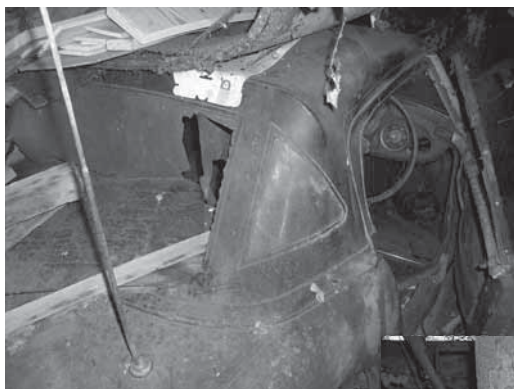
Talking to Newy (my father-in-law and partner in Radlett Classic Cars) today, we realised that we hadn't seen news of Gary White losing his fight against cancer on 8th July in *MASCOT*. Newy had kept in touch as Gary supplied most of the parts for the restoration of his red Frogeye before he sold the Frogeye Spares Co. to Jayne. Later he suggested the building he'd been using as a base for Radlett Classic Cars.

I'm sure lots of the MASC members had dealings with him over the years and will be sorry to hear of his demise.

Best regards

Ian

Editor's reply: I had known that Gary White had been unwell for quite a while but was unaware that he had passed away. I'm sure that those of us who had dealings with Gary during his ownership of the Frogeye Spares Company would like to join me in sending his family and friends our condolences. Many of us would still not have our cars on the road if it wasn't for him.



From Andrew Laverton

Frogeye Sprite XOR 505

Hi Gary, Here are some photos of my car. I don't have any history of it and no real plans to restore it in the near future. I just hope someone recognises the number plate. It originally came from Southampton.

Andy



Editor's reply: If any MASC members remember this car, could they please contact me so that I can help fill in some of the gaps in the history of Andy's Mk1 Sprite.

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.

New Members



Dave and Mary Cox 1967 GAN4

David White's Frogeye

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

3568	Ray & Margaret Darch	Somerset	Sprite Mk 4
4322	Skip Jackson	United States – OH	Frogeye Sprite
4323	Ross Adams	West Yorkshire	Sprite Mk 4
4324	Jackie Fellows	Worcestershire	Midget Mk 3 RWA
4325	Trevor Page	Kent	Sprite Mk 4
4326	Dermott Ross	Kent	IOW Frogeye
4327	Rob & Phil Armstrong	North Yorkshire	Midget Mk 3 RWA
4328	anon	London	Midget Mk 3 RWA
4329	Nigel & Beryl Houghton	Hampshire	Frogeye Sprite
4330	anon	West Sussex	Midget Mk 3 RWA
4331	Anne & Piers De Legh	West Sussex	Frogeye Sprite/Midget 1500
4332	Christopher Jackson	Nottinghamshire	Sprite Mk 4
4333	anon	Hertfordshire	n/a
4334	Tim Storrar & Yvonne Stancombe	Worcestershire	Austin Sprite
4335	Mark Wilson	Hampshire	Midget Mk 3 RWA



Trevor page with Black Betty

Ross Adams with 'Nutty' his MkIV Sprite





Dermott Ross IOW Frog



Anne de Legh with her 1500 Midget



Anne de Legh with her Mk1 Sprite



Jackie Conway with her Midget Nelly



Tim Storrar & Yvonne Stancombe's Sprite

Spridget Colour Schemes

(Part 3 Sprite MKIII and Midget MKII)

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

Colour Schemes HAN8 Sprite MKIII / GAN3 Midget MKII



Body Colour / Paint code	Seats/Trim [1]	Seats/Piping	Carpet	Hood	Tonneau	Optional hardtop
[2] Black (BK1)	Black	Grey	Black	Black	Black	Black
	Red	Grey	Red	Black	Black	Black
Riviera Blue (BU44)	Blue	Grey	Blue	Blue	Blue	Riviera Blue
British Racing Green (GN29)	Black	Grey	Black	Black	Black	Black
Dove Grey (GR26)	Red	Grey	Red	Grey	Red	Black
Tartan Red (RD9)	Red	Grey	Red	Red	Red	Tartan Red
	Black	Grey	Black	Black	Black	Black
Old English White (WT3)	Black	Grey	Black	Black	Black	Old English White
	Red	Grey	Red	Grey	Red	Old English White
[3] Fiesta Yellow (YL11)	Black	Grey	Black	Black	Black	Black
[3] Pale Primrose (YL12)	Black	Grey	Black	Black	Black	Black

1. Dashboard panel, front and rear cockpit trims and door top trims were always black irrespective of body or trim colour.
2. Midget only.
3. Sprite only: Pale Primrose replaced Fiesta Yellow in late 1965.

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

On Removing the Engine/Gearbox

If only primitive lifting gear is available, the engine of a Sprite or Midget is best removed *without* the gearbox - but anyone who attempts this operation should appreciate that great care is required: it is very easy indeed to damage the gearbox if the weight of the engine is allowed to rest momentarily on the first motion shaft. The more primitive the lifting arrangement the more likely the possibility of damage and unfortunately such damage may not be obvious at first. It is much safer and easier to remove the engine and gearbox as a single unit – but only if suitable lifting tools are available. Please note that this discussion applies specifically to the A-series engine and gearbox (I have no knowledge of the later Triumph-engined cars).

With its usual meticulous attention to detail, the factory workshop manual describes all the bits and pieces that must be disconnected before the engine/gearbox assembly can be lifted safely out of the vehicle (an operation which my local MASC area representative Dave Dixon has christened an 'enginectomy'). In excruciating detail we are advised to disconnect the battery, remove the bonnet, turn back the carpet to remove the gearbox rear mounting set screws etc. - all pretty easy stuff for any member of MASC. But when describing the really difficult task of lifting the combined unit out of the vehicle, this usually very helpful manual is almost unbelievably brief and uncharacteristically vague ...

'Take the weight of the assembly with suitable lifting equipment and remove it from the vehicle'

Now unless they are either Superman or Garth, anyone who has tried to do this will know that there is a bit more to it than this: the engine/gearbox combination is a tight fit in the engine bay and transmission tunnel and any attempt at a straight lift will bring the bell housing of the gearbox crashing into the tray which supports the heater box and battery. Dramatic evidence for this is abundant in the large number of cracked bell housings consigned to scrap yards during the last fifty years and the many surviving cars which boast upwardly bent heater trays amongst their collection of battle scars. Anyone brave

enough to attempt this operation for the first time should appreciate that the 'suitable lifting equipment' must include an ability to progressively *tilt* the heavy (300lb) engine/gearbox assembly at a frightening angle while it is being lifted, something that is very hard to do with brute strength alone (unless one possesses the physique of a professional Australian Rules Football player). This tilting process is very similar to the one we all use when taking a foot in or out of a tight shoe and it is well illustrated in Figure 1, a photograph showing an engine/gearbox unit being inserted into a GAN2 Midget on the Abingdon factory production line *circa* 1963.

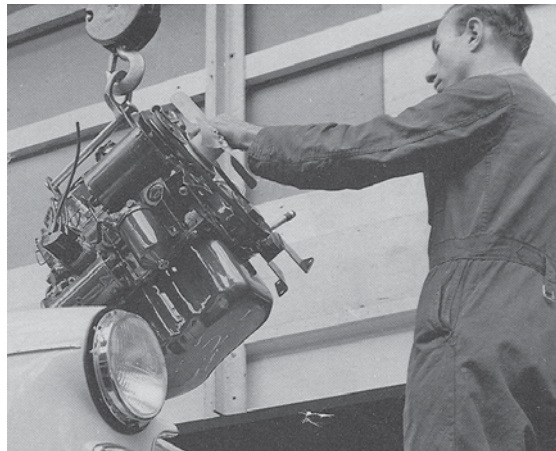


Figure 1

As far as I can tell after close examination of this photograph, the factory tilting mechanism comprised a simple hook sliding on a bar slung between the rocker cover securing studs. Almost certainly, another person (invisible in the photograph and working beneath the car) lifted the rear of the gearbox into the transmission tunnel as the whole lot was lowered and as the hook slid smoothly backwards on its greased supporting bar. This whole operation was probably accomplished in just a few minutes, possibly seconds – a perfect solution for the production line where every operation was designed for maximum economic efficiency.

My first attempt to construct a tilting tool for my engine hoist was modelled on the

Abingdon arrangement but ignored the need for speedy installation. For me, time is not important: my design aim was to achieve a slow and controlled lift-and-tilt, avoiding cracked bell housings, crushed heater trays, scratched paint, slipped discs, expletives and other embarrassments.



Figure 2

For this first tilting gadget (Figure 2), a large threaded rod was machined to run between two standard BMC lifting hooks, the rod able to be turned from either end with a socket wrench. Instead of a sliding hook, a dynamo lifting ring was attached to a block which could be wound along the threaded rod. In a recent first test, this 'Mk1 Tilt-A-Lift' worked well and enabled me to perform far and away my easiest and fastest enginectomy to date. With my simple screw-operated engine hoist the control was smooth and precise; there were no heart-stopping or back-breaking moments; early fears that the threaded rod would bend or that the well-greased rod would be hard to turn were all unfounded. In Figure 2 for example, the engine/gearbox combination is within millimetres of its final resting place but is almost perfectly suspended, not really touching the car at all, a situation which enabled the dangling mass to be wobbled back and forth a little for easy installation of all engine and gearbox securing set screws (and note: all these set screws should be installed loosely before any of them are tightened).

Despite this success, the Mk1 gadget was not perfect because its maximum tilt was not quite sufficient to allow the hoped-for single handed operation. At the critical moment my

daughter and her boyfriend had to be enlisted to operate the hoist: their help left me free to push down on the end of the gearbox to free it from the transmission tunnel while simultaneously ensuring that the bottom front of the sump cleared the bonnet slam panel. To eliminate this problem for future operations the Mk1 Tilt-A-Lift's hanging point has been moved one and half inches further forward, increasing the maximum possible tilt. The resulting 'Mk2' tool (Figure 3) should be spot-on and I am hoping that no further adjustments will be required. It remains to be tested.



Figure 3

Finally, some words of caution. Any engine lift is a tricky and potentially dangerous operation which should never be attempted without careful forethought, careful preparation and properly designed lifting equipment. Never climb underneath a raised car unless it is properly and firmly supported. Anyone who fails to observe these basic rules risks either very serious injury or death. Safety first, safety fast!

I thank my daughter Olivia and her boyfriend Michael Mack for their help with testing the Mk1 tool and Richard Nightingale and Oliver ('Ollie') Norris who converted my rough sketches into proper drawings and performed all the machine work. I also thank Andy Cross and Alan Anstead who have kindly offered to test the Mk2 tool and write independent reports for future editions of MASCOT. Last, I thank Terry Horler who read my first draft and made several valuable suggestions for improvement.

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

Quality of After Market Parts



John and Andy with the engine removed

You may have seen the picture of my '72 Midget "on its way home" being recovered in the August *MASCOT*. This came at the end of the Wark's Group Gold Rush run around Shropshire. We had set off happily enough from Hagley but as we reached the coffee halt 1 hour later I was struggling to get a gear. By the time we arrived at Much Wenlock for lunch I could barely engage any gear. With the promise of a delicious cream tea back at Stewart and Sybil Watson's house, I was determined to get there and drove most of the way in 2nd gear often having to crash the gears.

At the inquest after tea and waiting for the recovery vehicle most agreed that the master cylinder had failed as there had been no loss of fluid. Back home I ordered a new cylinder and when fitted I was surprised to find no improvement. Going under the car and disconnecting the slave cylinder I discovered that the clutch operating arm was free and offering no resistance. So it was out with the engine and gearbox with the grateful assistance of Andy Smith and his engine crane.

We then found that the carbon thrust bearing had completely worn away as had most of its pressed metal holder (see photo). I had fitted

a new clutch when I rebuilt the car some 6 years previously and have covered only just over 12,000 miles and am astonished that current parts can do so little work! I remember them lasting much longer when being abused on rallies and driving tests in the 1960s.



Two weeks previously we had been touring the Spanish mountains below Santander covering some 1500 miles and at no time had there been any mechanical sound of anything amiss.

John Platt

A Visit to Morgan Cars?



Terry's own little "Morgan" pictured at Spridget50 2008

I have just returned from a factory visit to the Morgan Car Co at Malvern Link. I have to say that I found it absolutely fascinating and thoroughly recommend that MASC members really need to see this for themselves. A tour takes approximately two hours and costs £10 per person followed by a buffet lunch at £8 per person. Following an introduction and film, visitors are taken through most of the main production areas and finally through the museum, shop and then a buffet lunch in the visitor centre. There is a strange blend of ancient and modern within Morgan which must be unique among car manufacturers. Morgan must be the oldest and largest solely British owned and controlled car manufacturer left, I was very pleased to see how busy they are producing some 19 cars per week and with a good two years worth of orders ahead. As well as seeing the traditional Morgan models being made, there

are the Aero and Super Sports models and a limited edition (500) pedal car. Not for the kiddies though, this is aimed at the collector and investment market. I was tempted but it was simply too big to fit into a Sprite. Plus I was too big to fit in the pedal car!

If members are interested in a factory visit, then I would be pleased to arrange it for next Spring. The visits are week days only so you will need to make yourself available if you are still working by then. There may be a maximum and minimum number for a party visit so I need to know the level of interest as soon as possible. To register your interest please contact me as follows-

Terry Horler

63 Littledean, Yate, Bristol
BS37 8UQ
01454 881770

Email: rebelwithasprite@hotmail.com

Gear Lever Lock

Hi Gary,

I recently purchased a Frogeye/Bugeye and it has a lock behind the gear lever. I think it is to lock the gear lever but I do not know how. Probably need some gear to be in but I have not managed to lock it in any position. Has anyone else experienced this kind of lock?

It was imported as new in 1959 to Gothenburg / Sweden, It has subsequently been unused for 20 years before it was sold and renovated by a guy in Gotland / Sweden. I thought it was an anti-theft system, but it might be a way to lock out the reverse. I have not succeeded in turning the key so much that the lock is locked. Something prevents the key to be turned enough.

The car was imported to Sweden as brand new 1959 and it was owned by a guy in Jönköping, a small town in southern Sweden. It was put in a barn during the late '70s and was left there until around 2005 when it was bought by a guy from Gotland. This guy from Gotland did what was necessary to be able to drive it again but there is a lot of work still to be done to have it in good shape. Originally it was probably white but has been repainted for quite some time.

I have sent some pictures of the car and the gear lever lock.

For some unknown reason the prop shaft tunnel has been padded with foam so it is hard to see the lock and how it is mounted.

Kind regards

Lars Lindner, Sweden



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The Tale of a 10-year Frogeye Sprite Restoration

Part 2



With the body complete and resplendent in sparkling cherry red we turned our attention to the engine rebuild.

Performance goals

To achieve our performance goals we could have installed a standard 1275cc engine but to retain the originality for the car we decided to use a “period” tuning kit similar to that which had been available in the early 1960s and adopted the same formula that Paul and his father had used on their rally and auto-test cars. This would give the car reasonable acceleration and enable it to cruise comfortably at 70-80 mph on European motorways.

The engine would be lightened and balanced and the head polished and gas-flowed to take advantage of bigger carburettors and an improved exhaust system. Breathing would be improved by a sports camshaft and various other bits would be strengthened and uprated. Power would be delivered through

a lightened flywheel and 9-spring clutch and the decision on whether to retain the original 4.22 diff would be deferred until we knew how it performed in practice. An electric fuel pump on the bulkhead would replace the standard mechanical pump thereby avoiding petrol vapourisation problems at low speeds due to heat from the new, larger exhaust manifold.

In spring 2008 the engine was dismantled and all the bits carefully checked. The block was sent away to be re-bored to +60 thou increasing its capacity to 998 cc and new, flat-topped Powermax type pistons were procured raising the compression ratio from 8.3 to around 9:1. A Piper BP255 camshaft and duplex timing chain kit were selected, along with an uprated oil pump and pressure release valve. The crankshaft, pistons, con-rods and flywheel were sent away for machining and balancing and a pair of 1½” H4 SU carburettors were prepared. A MkII Sprite inlet manifold would be used and this would be opened out to take the H4 carbs. This was sent away together with the cylinder head for specialist treatment to be gas flowed and polished, and be given hardened valve seats for unleaded petrol.

Sorting out the engine

By the end of November 2008 all the engine bits were neatly arrayed on the bench awaiting re-assembly. The first engine build went without a hitch and within a few days it was back in the car and connected up to all the ancillaries. Meanwhile I was making preparations to bring the car home after its





MoT which was planned for February/March 2009.

Just before New Year I got a call from Paul: "Do you want the good news or the bad news?" The good news was that it had started first time on Christmas Eve but the bad news was that we had a head gasket problem with smoke and steam pouring out of the ignition side of the engine. Two of the studs turned out not to be of the required tensile strength and one sheared off when being tightened to the required 55 lbft torque. Needless to say a new set of studs was acquired and the head, having been distorted, needed a 4 thou skim to bring it up to scratch.

The work was turned round quickly by a local engineering firm and a couple of weeks later I had another call from Paul. This time there was a lot of oil smoke from the exhaust which had not disappeared despite 20-30 miles running round the airfield. An inspection of the plugs showed that all cylinders were very oily and it was not possible to make any significant improvement with the Colortune. Moreover, pools of oil were found in the induction manifold after only a few minutes running.

This could have been caused by loss of oil from the carburettor dashpots or excess oil pressure caused by the uprated pressure relief valve but all our tests proved negative. The head was changed and the original sent away to be crack-tested, but still there was no improvement after what was now 100 miles

of driving round the airfield. There was no option but to get the engine back on the bench and strip it down to every last detail.



Paul dismantled the engine and when he pulled the pistons out he found that, not only were the bores oil-stained, but they were also badly scored. It was then that the cause of the problem came to light. The pistons and rings came in boxes duly marked "+60" but the bottom oil rings were themselves stamped "+40". Not only did the rings not fit properly allowing oil to be driven up past them but they had been unduly stretched giving rise to the score marks in the cylinders. The block needed to be re-honed but fortunately the score marks polished out without removing any measurable quantity of metal.

We returned the pistons and rings to our UK supplier explaining what had happened expecting to receive a new set of matching components by return, but we heard nothing for several weeks. Eventually we were told that the pistons had been returned to the Australian manufacturer and we would have to wait for their response.

It was at this point that Paul had a car accident which put him in hospital for several weeks. He had seriously injured his back and was unable to move very much but, once out of hospital he continued to pursue the piston supplier. Finally, in August, we threatened to take legal action and a couple of weeks later a new set of pistons and rings mysteriously appeared in the post. We were now in business!

By mid-September with continued intense treatment Paul was able to walk short distances. He still could not work as he couldn't lift anything and was unable to



The moment of truth as Paul pulls the starter

drive. Eventually I persuaded him that if I collected him from home and took him up to the airfield, we could work together. On 17 November 2009 after half a dozen trips to Swindon Paul pulled the starter again. There was the expected initial plume of oil smoke but this subsided after a few minutes and a couple of laps round the airfield. Success at last!

The finishing touches

When we came to put the finishing touches to the car we had no end of problems, many caused by sub-standard manufacture of new parts. First the sidescreens would not close properly as the perspex was cut to the wrong shape and then the little finger blocks fell off and needed to be stuck back with Super Glue. Then during testing we found that the core plugs on the new front dampers were both leaking and had to be replaced. Despite a careful rebuild, the windscreen wiper motor also needed to be replaced, and as the result of driving round and round the airfield we needed to renew the driver's side front tyre before going to Laon. When the grille was



re-plated it refused to fit and after several attempts at re-chroming we changed for one off a scrap car that was successfully re-plated first time.

With the extra torque available from the uprated engine we decided to raise the back axle ratio from 4.22 to 3.9. This would give improved fuel consumption and a higher top speed but a little would be sacrificed in terms of acceleration. Nevertheless it should still comfortably out-perform the standard model. We therefore sought the specialist services of a firm in Tunbridge Wells to re-calibrate the speedo for the new ratio, although even they needed two attempts to get it right.

At last, on the 9th March the car passed its MoT and was taxed and insured from the 1st April. On Friday 2nd April I collected it from Swindon and keeping below 2500 revs, crept home. On the Tuesday Bill McDonagh at Hardy Engineering replaced the diff with a refurbished 3.9 unit and I had my 4.22 refurbished as a spare. Then on Wednesday 7th I returned with the car to Wroughton for its 500 mile service.

Post-rebuild trials and tribulations

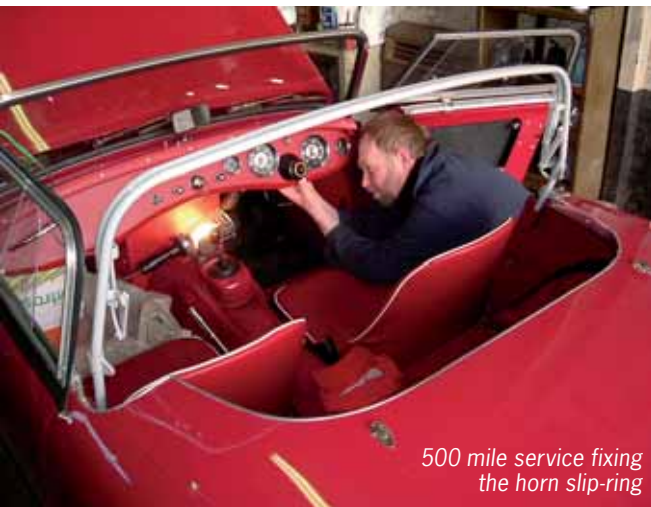
When I go to see my son in Winchester my route involves two instances of a tight turn at the bottom of a steepish incline with a bump caused by a gap in the metalling. Each of these turns gave rise to a shrill squawk from the horn as I bumped over the gap in the road surface, caused by a short circuit between the steering wheel and the horn slip-ring. The cure is an insulating washer to prevent any untoward contact. With a suitably sized hole punched in it, the centre out of a cork water-pump gasket seems to work perfectly, and with a smear of Vaseline, freedom of movement for the steering wheel is assured.

The 500 mile service is relatively straightforward and over the next couple of weeks I was steadily running in the new engine, clocking up the miles by taking the car to show anyone who was interested. In May we went on the Kent area trip to Laon where we had the time of our lives. The car did everything that we asked of it. The weather was hot and sunny for the entire 4 days but the temperature beneath the tonneau cover was sufficient to melt the paint which then stuck to the cover leaving a nice mock-leather pattern when we peeled it off. Fortunately it is not very visible but it will need to be put right before next spring.

When we got back home it was time to change the oil. It all went together first time and after a short test run to check for leaks, I put the car away in the garage. Next day when I went to get the car out there was oil pouring out, suddenly, just as if someone had turned a tap on. It had done this once before which appeared to have something to do with the seating of a rubber sealing ring that fits in a groove in the filter head. A bit of jiggling and gentle re-tightening last time had solved the problem, but this time, after several abortive attempts, the brass union in the centre of the adaptor disintegrated and the whole thing fell to bits. The ensuing expletives were unrepeatable!



Fun in the sun



500 mile service fixing the horn slip-ring

After a moment or two's reflection I decided that the only course of action was to revert to the standard oil filter arrangement. It's messy and awkward but well tried and familiar territory. To replace the filter head I would need to undo the steering rack and shift the steering column. It was Saturday afternoon and I only had one gasket, but luck was at last on my side and so far it has been leak-free.

What next?

With the majority of problems behind us, we are looking forward to some seriously

trouble-free motoring. The car comfortably keeps pace with 1275s and with an anti-roll bar fitted, it goes round corners like it's on rails. I have a backlog of visits to make in Wales and Scotland, and I can't wait to get out and about in Europe. Once we get the paintwork sorted we might even do a few shows, too.

Has it been worth it? Financially, no chance! And the stress I imagine to be something akin to giving birth. It has probably wiped several years off my life, but in terms of having my little car in cracking order and going like a train is simply wizard. Performance-wise it does everything it's supposed to and I drive around with a permanent ear

to ear grin. I am still trying to keep off the loud pedal but I glanced at the speedo the other day and the needle was well over 80 with hardly a touch from my right foot.

But there's one thing that I'm now sure of: for me, trying to restore a car to one's ideal of perfection is a once-in-a-lifetime experience. Next time, if there is such a thing, I'll buy something ready made or settle for something much less ambitious.

John Gibbons

john.gibbons2@virgin.net

Lost and Found



John Clark was approached, on a MASC display, at a recent car show, by a man who passed on details about an abandoned vehicle, possibly a Sprite, in a neighbour's garden. Apparently the neighbour had inherited the vehicle when purchasing the property, at Sanderstead in Surrey.

Following some phone calls and e-mails contact was made with the lady that owns the house and garden wherein the vehicle resides. It followed that JC and I went to the location on a late Friday afternoon, in August, to see what actually remains of this abandoned vehicle. 32PPD (AN5/37618) is a Frogeye first registered on 02/05/1960 and apparently off the road since circa 1984.

Removing the cover revealed a frog. A really big live frog that crawled away underneath the vehicle. The vehicle is an Old English White Mk1 Austin Healey Sprite with a Sebring fibreglass bonnet and optional BMC white hardtop.

At some time in the past a 1275 engine, 12CE/DA/H/15015, has been fitted with a

case gearbox yet the brakes remain standard drums.

It is believed that the vehicle may have had some competition history, possibly rallying, as twin spots are affixed to the bonnet as favoured in period by the rallying fraternity. A neat Radyot reversing light is attached to the offside rear bumperette.

The navigators / passengers position has a map reading light on the dashboard and the seat has an unusual forward bolster. What is the history of this vehicle?

This vehicle really needs to be saved. It would benefit from new door sills and paint removal may reveal other problems but otherwise the vehicle seems quite sound. Obviously having lain dormant it would need much work to re-commission / restore but it is too good to allow it to fade away!

The good news is that the vehicle is for sale and comes with a V5. Make the lady (Muriel) an offer. Tel: 07956-577411.

Alan Anstead
Kent & Surrey Rep.

Spridgets I have owned

Part the fifth – he's only gorn and dun it.



OK, the funds carefully allocated to the purchase of a Spridget, fun for the use of, were, temporarily, diverted. We bought a tractor, as you do. More specifically, my son bought a 70hp tractor (read BIG) and “needed a loan dad”. I don’t know, the price of tractors these days. And so it was, as is so often the case in life, that I retraced my footsteps and went back to a vehicle (I use the term very loosely) that I’d seen earlier in the great search, namely a MkII Sprite in, er, component form. There should be pictures somewhere herewith of this fine early example of the marque, which admittedly needs a lick of rust remover here and there.



Engine with period accessories

Actually it needs a more or less complete rebuild which was never in the initial plan, but... The 948 engine features a little extra we used to pull back in the seventies – bore out the block and fit Hillman Imp pistons (possibly the best use ever for Hillman Imp pistons or any other part of that sad little vehicle really – my wife’s first car was an Imp, God it was awful). I’m sure that one of the MASC members will be able to tell me exactly what capacity this produces. Part of my small hoard of tuning bits is an 88G229 camshaft – these first saw life in the 997 Cooper and give the old girl some get up and go without

the ruinous engine wear that the 731 cam seems to induce.

Rumaging through the garage I’ve unearthed a nine row oil cooler, still new in its box and various other odds and ends that will come in useful. I’m getting a bit ahead of myself here as the base vehicle still needs a bit of work but it’s as well to plan ahead. So, sort the bodywork out, respray and rewire, rebuild engine and gearbox and get it ready for the 2011 50th anniversary. The astute ones amongst you might gently argue that said anniversary pertains to the Midget not the Sprite but this is a 1961 car and I’m making the rules, so there. It’s only fair to point out that I’m ‘cheating’ with this project as my wife hasn’t seen it yet – the photographs of the unfolding rebuild are in a friend’s garage – I don’t see any necessity to trouble her with trifling details like “honey I bought a wreck”, time enough for the “what do you want another car for” discussion later, preferably much later. Pictures will be taken, the rebuild will progress, it will be finished, you see there’s this TR3A that needs.... Hang on, this is where I came in.

Part the second – without wishing to draw strained analogies between Spridgets and buses, no sooner do you buy one then another... and so it was, dear patient reader, that I came to be gazing at the midnight blue Mk III – a chance conversation with an acquaintance led to the “I’ve got one tucked away at the back of the garage”, naturally, having just acquired the Sprite, I wasn’t interested, until the fatal addendum came “it’s got an Ashley hardtop”, naturally, I shot ‘round straight away. So, might as well be hung for a sheep as a lamb, easier to explain two purchases away than one – she’ll just think I’ve finally lost it!

Hi ho Silver.

Andy Duff

(Two Spridgets and counting)

Another Tale of Two Boxes!

(with apologies to Shakespeare AND Mike Sleath)

A 4-speed box tale of woe....



Mike Sleath's article in the last issue of *MASCOT* reminded me of the problems I've had with my gearbox, and for that matter, not learning lessons.... read on....

I've always liked Spridgets in standard form, consequently, I wanted to keep the standard 4-speed box (sorry Alan!) when my car was being refurbished in 2008-2009. As is usual, this was taking longer than expected, and with the Battlefields Tour 2009 approaching, I made a big (as it turned out) mistake.

Dean Theobald, of Dean's Minis in Soham, Cambs had already completed a Mini for me to a very high standard, and so I had no hesitation in giving him my Midget to sort. Unfortunately, due to a misunderstanding, and his workload, I gave the gearbox to another party to rebuild, probably through my desire to get the car finished. It came back, was fitted, the car was completed, and I went on the Battlefields tour and had no problems – or so I thought.

Although the gears changed reasonably well, the box just didn't feel right, and a strange screech kept appearing at about 3500 rpm and up, which apart from being annoying, didn't sound very healthy. In fact, the box was noisier, and drove less well than before the rebuild.

The gearbox had been quite tired from lots of miles; being filled with gear oil, presumably in an effort to quieten it down before sale, hadn't helped. The screeching got worse, so

last autumn I returned the car to Dean for inspection. I had a sense of foreboding when I heard that there were lots of shiny flakes in the drained oil...

Dean pulled the engine and transmission, and the gearbox sideplate was removed. It was somewhat surprising to be greeted by the sight of a loose spring! (see pic). Surprise was quickly followed by breaking out in a cold sweat – what would have happened if the spring had gone into the box in the middle of France...? Gulp. Not a great start.



Loose spring inside

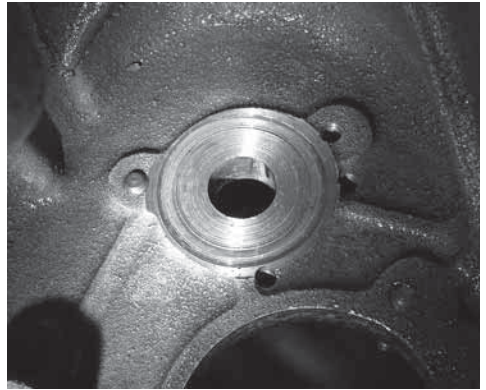
Once the box was stripped, the damage became apparent. First gear was worn as usual, but the synchro faces of second and third gear had been ruined by the metal flakes and were a write-off (see pics), the layshaft and laygear were a mess, and there was play in some of the bearings.

The worst damage was to the gearcasing itself – before being stripped, the laygear endfloat was measured – it was four times the maximum recommended value! This had meant the laygear was moving about far more than it should have been, and its washers had scored both seats so badly that the case was also a write-off (see pics). The box looked like it had been put together with very little care, causing me a big headache!

Lots of new parts would be needed – easy, I thought – go to eBay, ask a few people, etc etc. Oh no, second mistake! I very quickly found out that 4-speed gearbox parts were quite rare, and expensive if they were obtainable at all. It was going to take rather longer to get the car back on the road than I first envisaged. So began the process of

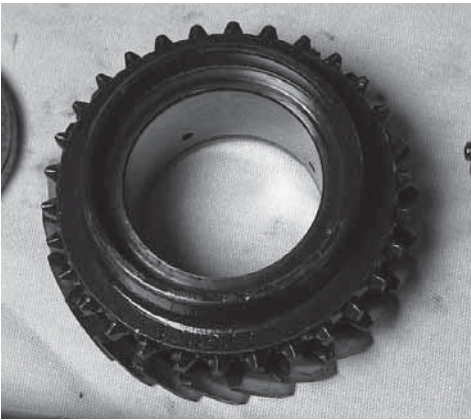


2nd gear



Layshaft large thrust washer seat

Layshaft small thrust washer seat



3rd gear



checking eBay auctions, wanted ads, and Googling, a process that went on for months.

Eventually, I had some luck. Googling brought up what appeared to be a NOS 1st gear assembly for sale in the U.S. An enquiry about a millisecond later established that it was still available, so I bought it. There was a dealer in the UK that was liquidating some stock, a NOS 3rd gear was thus obtained. After purchasing a complete set of bearings and heavy-duty layshaft from Peter May, that left only the 2nd gear and laygear – luckily both NOS parts came up at just the right time, one in the U.S.

Once all the parts were obtained, the gearbox was put back together in its new case, attached to the engine, and installed in the car. WOW – what a difference, smooth changes, silent – well, as much as 4-speed boxes can be – and a joy to drive. Definitely worth all the pain (I think), success in the

main was due to the careful attention to detail of Dean and Malcolm at Dean's Minis.

So here are my top tips for a 4-speed rebuild, which are really just a rehash of knowledge obtained from others:

- (i) Don't rush – a quick decision is more likely to be a bad decision. If your car won't be finished, so be it.
- (ii) Make sure you trust your restorer or workshop absolutely. If you've got somebody good – make sure they keep your business
- (iii) Gearboxes are not cheap to rebuild properly – anyone saying they can refurb/rebuild a gearbox for £200-300 cannot possibly be doing the job properly. I spent about £600 in parts alone.
- (iv) Errr, enjoy driving....

James Ker
London

A Busy August for Kent/Surrey Sections

Part 1



Surrey BBQ - photo Barry Green (Hants Chapter)

Whitstable Classic Car Show Saturday 7th August 2010

Following my expedition to Le Mans in July I decided to continue my undercover investigation into the activities of Kent and Surrey Area of MASC by attending the local Council arranged Classic Car Show at Whitstable. Posing as a member of the Club I arrived on the Tankerton Slopes, a splendid grassy setting overlooking the sea in a Frogeye Sprite and again encountered Paul Coveney (Austin Sprite) who was in usual high spirits despite the calming influences of his wife Jane. The group soon grew to a total eight Midgets and Sprites including recent new local member Jim Sinfield in a splendid RWA MG Midget. I'm told that this stands for Round Wheel Arch but I am only learning. Regular club attendee Simon Coveney was seen polishing his MGB GT apparently a regular occurrence but this time sporting a brand new set of alloy wheels. Pity about one of the old ones falling off. I wasn't supposed to mention that - sorry Simon.

The weather at this time was not good so we dived for shelter in a local coffee bar. It was fortunate really that they appeared to have to go to milk the cow for coffee and catch the pig for bacon sandwiches to satisfy our

appetites but suffice to say the sun was out when we again ventured out.

On the way back we encountered domestic violence at the Punch and Judy Show (the little ones seemed to like it!) before we regrouped at our assembled cars to entertain the crowds. They loved us. The sunshine had brought the people out in droves. My contacts with the local Lions Club resulted in invitation for us to attend one of their Charity shows at a future date. My day was concluded with tea and cake in the nearby Castle Gardens followed by a paddle in the sea. We then had to depart to allow the Carnival to take over our site. After such a lovely day I have decided to give the Kent and Surrey branch full marks for entertainment and fellowship. I have decided to join. Thank you.

Your Secret Correspondent

Then the day after on 8th August 2010 the annual 'Surrey' BBQ, this year held at Chris Harding's Country House in Sussex.

Unfortunately I was unable to attend this event. However from speaking with people that did, from Kent / Surrey / Sussex / Hants areas it appears that a good time was had by all and the weather behaved itself. For what more can you ask? **(AA)**

Cranleigh Classic Car Show 15th August 2010

Such was the overwhelming entry for this popular annual event that the organisers had to cap entries at 1600 vehicles.

Three Area reps - Harriet for Hants; David Southcott for Sussex; and myself for Kent & Surrey attended, representing MASC, with fifteen member's cars from those counties. Twelve Midgets & Sprites actually formed our club stand with the others parked elsewhere around the showground for various reasons. It was noted that the Sussex Area rep let the side down by coming in an obsolete vintage make but was polite enough to move it away from the Spridget display when asked rekindling the debate of the type in 'Letters to the Editor' following my article on 'Sprites Midgets and Derivatives' in MASCOT Magazine. The weather stayed fine and I was actually last away, of our group, at 1800hrs so I think we can safely say that a good time was had by all. Not a club car but quite rare was a Spridget Dragonfly conversion and a not dissimilar Panther Kallista that used Spridget Doors. The Kallista was, I believe made, in Korea and its forebear the Panther Lima made in Britain. **(A.A)**



Very rare Spridget based
Dragonfly



Panther Kallista at
Cranleigh

MASC Day out Leeds to Castle 15th August 2010

Those of us in the Kent Area who fancied a more genteel time than at the hustle and bustle of Cranleigh, where the larger part of the SE membership were assembled, decided upon a trip to Leeds Castle near Maidstone for the Classic Car Show. Fortunately despite it being a two day event we had decided upon the second, the Sunday and this proved to be the best day as the weather on the Saturday had been far from pleasant. By the time the gates opened to the public four MASC cars plus another local Sprite had

gathered together and camp was set up for the day. The event was advertised as having 400 vehicles on display but we had the only Frog. Our new friends Trevor Page and his wife from Maidstone stayed with us all day despite our sometimes riotous behaviour and will soon be our latest new recruit. Other vehicles varied from splendid Rollers to steam powered buses with a wide variety of makes in between. More than enough for all interests. Those of us up for an educational afternoon managed a tour of the Castle despite the effects of a glass or two of wine (the second for navigators only of course) at lunchtime. The Castle dates back to the Doomsday Book and included amongst its royal occupants were Henry VIII and some of his wives. More recently it was the venue for a G6 Summit with a certain Mr Blair in charge but enough of that. A splendid building though and well worth a visit. Wedding facilities available for just £10k. Food not included by the way! We are on commission if anyone is interested, all in aid of MASC funds. Not a cheap venue to visit if you are passing but entry into the grounds for booked classics at the show is free so well worth consideration next year if you want for a good day out.



MASC at Leeds Castle. photo by Mel Collins

Returning to more exciting things however, one of our number (Mel Collins) illustrated his prowess at wasp wrestling executing more than 20 with his bare hands during the course of the day. That will teach them to interrupt our picnic. He maintains that he catches them by surprise and has never been stung. Demonstrations given at your event on payment of appropriate fee.

John Clark
Member 3583



The K Series engined Midget

South Staffs & North Birmingham Area Report

As a starter to my first regional report, I'd like to say a big thanks you to Bill who has been South Staffs & North Birmingham area rep for many years. Hopefully Bill will still take an active role in all things Spridgety and be at our meetings to continue to share his knowledge and advice.

To introduce myself to those who may not know me, I've had spridgets since I was 16 (still got that one as well) and have owned nearly all variants of Spridgets over the years and driven many tens of thousands of miles in them whilst breaking them and mending them along the way!

I had missed August's meeting due to the fact that my wife, Pom and myself were overseas visiting my in-laws to show off our new little boy, Austin to his grand parents.

So my first meeting as area rep was the September meeting. We were in depleted numbers with just five of us present, and only two spridgets in the car park. But the usual talk of cars, rust and spare parts soon

commenced. We also filled each other in on what we had been up to over the summer holidays (a bit like sharing news on the first day back at school really).

I actually turned up in my K-series engined Midget which had recently been finished and was MOT'd and taxed on the morning of the meeting. Several of us ventured out into the car park to have a look (by torch light due to the dark nights drawing in).

During September, I attended the Classic car event at Himley Hall near Dudley. There were a couple of us from SS&NB who managed to meet up and have a chat as well as a couple of people from the BBS community who were there, and I also spoke to several potential members. Perhaps we will try to organise ourselves for next year and have a club presence at a few shows!

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A Busy August for Kent/Surrey Sections

Part 2



Mike Gorman's Austin Sprite, Sue Judd's Austin Healey version and Alan's Sebring replica

Surrey Monthly Meet

Tuesday 17th August 2010 at the Blue Ball, Walton on the Hill, Surrey. Another fine night with a pretty good turnout. Fourteen people turned up although a few of the regulars were noticeable by their absence. Where were you folks?

Roy McKnight flew in from his Spanish hideaway especially to visit us. Shades of Kenneth Noye except I don't think Roy has an international arrest warrant out for him. You never know! Roy owns the Frogeye that ex Surrey, but now Sussex, members John & Julie Harle once owned so the car remains in the club although Roy has converted to LHD to suit his new locality.

Steve Casson turned up in a big Healey to inform us that he has just bought Dave Parker's Sebring Sprite replica project having finalised the deal this day. That is another car staying in the club. It should be an interesting project over the coming months!

Then Andy Duff, not content with one Spridget, announces that he has bought two. Not to offend with a particular make he has bought a Mk2 Sprite and an M.G. Midget thus keeping enthusiasts of both marques happy..

After five long years of MASC membership Malcolm Evans has finally attended a meeting and brought along his de-bumpered 1500 Midget as well. (** If any Kent/Surrey members are not in receipt of my monthly e-mail event/meets updates then please get in touch and let me know as Malcolm obviously slipped off the radar).

The men present, like flies, were soon buzzing about the open Midget bonnet, of Malcolm's car. Mrs A refers to male MASC members as Flies because of this attraction.

When the phone rings of an evening, or especially if late at night, she often comments, before the answer phone cuts in, "bet it's one of your flies". The ladies, Nay; Hils & Sue, remained seated back in the pub. Returning to collect my camera I found them leaning in toward each other in muted conversation like three conspirators. I heard Nay say something to the effect of she (Nay) 'only likes to do it in the dark'. And she was only drinking coffee! Do what in the dark? (Answers on a postcard to - where have I put her address? Or can Col' enlighten us.). I had to evacuate outside before I blushed. The things women talk about when we men are seemingly absent!

Mike Gorman heralded his arrival, and departure, with his car's loud exhaust.

Last to arrive, well after dark, were David & Linda Southcott. They had been delayed by an electrical fault that David suspects may be a new rotor arm but maybe I shall leave him to tell more in his Sussex write up once the fault is confirmed. (A.A.)

** You can read all about the recent Loire valley / Le Mans Classic Tour in the 'recent news' section of the club website at www.midgetandspriteclub.co.uk or view a short video of MASC Members and L'Amicale Spridget at the Le Mans Classic weekend at spridget.free.fr/

Herne Bay Classic Car & Bike Show

Saturday 21st August saw a goodly number assemble in the town centre, to form a club display, for the Herne Bay Classic Car & Bike Show. This is our second event at Herne Bay this year. Obviously by holding the event on a Saturday whilst the shops and eating establishments are open the show helps to bring money to the town. The French grasped this concept years ago. Why are we so slow to follow? After all these years of attending competition events abroad, although the was not a competition event, I understand that the MSA are, at last, lobbying for permissions



to close public roads for competitions that will bring monies to those areas bold enough to plan such events. Of course it will not be an easy passage. Health and Safety old boy! Anyway back to Herne Bay. A sea side town in Kent. It is a good location for a car show as those displaying their cars, and there were several from Kent MASC, are not tied to their cars all day. The cars are displayed on closed, to traffic, streets where pedestrians and shoppers, together with holidaymakers, can pause to inspect the cars. There is the beach and town centre to visit. Several MASCers apparently were not afraid to "dip their toes". Some, it is believed, were so "common" as to eat fish and chips upon the beach. What would Sir Paul & Lady Jane Coveney say? The Council also laid on entertainment at various points. The Whitstable Brass band. 'Upstaged' who were blasting out rock and roll classics in the Wimereux Gardens, The 'Crooner', unfortunately based on a street corner not too far from where we were pitched, did his



Attractions at the Herne Bay Classic Car & Bike Show

best to emulate Matt Monro but sadly lacked the X factor. Pip the Clown I (luckily) missed and Kit from TV's Nightrider was probably lost amongst the mostly high standard exhibits.

JC with, new member Carole Groves, aboard the Luuuuuv Bug, red Bugeye (as the Yanks refer to them) brought cream cakes, for all, to celebrate Yves Saint Laurent's birthday. Why? It's a Kent MASC thing! Last year we celebrated, the late, Ingrid Bergman's birthday.

"Of all the gin joints in all the towns in all the world, she walks into mine."

(So said Rick (Bogart) about Ilsa (Bergman) Casablanca 1942). Ah! Nostalgia. They even presented the cakes on silver service as Sir Paul & Lady Jane Coveney were present (see August MASCOT for explanation) and would expect nothing less.



MASC at the Herne Bay Classic Car & Bike Show

A good day and we bagged yet another new member in Dermott Ross, from Minster, who owns a red IOW Frogeye. Welcome! (A.A)

Monthly Kent Meet

And finally the Kent monthly meet, at the Moat, Wrotham Heath, on Sunday 22nd August.

It is often difficult to write about a meet as sometimes it is just a few good friends turning up, having a meal together, enjoying each others company and departing. And so it was on this occasion save to say that whilst dining outside a sudden downpour of rain had us all scampering inside in the dry. (A.A)

Alan Anstead

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NW Area Report



MASC NW stand at the Pageant of Power

Cholmondely Castle Pageant of Power 17th/18th July

Once again this event was expertly coordinated by Ian. We had 10 cars on the stand this year and Ian managed to get us an excellent trackside location.

This is a truly superb event, with an impressive array of vehicles made even better this year with the inclusion of a large number of cars from the Tom Wheatcroft collection; Vanwalls, Maseratis, Ferraris and the mighty Auto Union. All of the cars are totally accessible in the paddock area, nothing is hidden away or roped off. Everyone is very enthusiastic and friendly, more than willing to talk to people about their vehicles.

There were also some unusual cars such as three aero-engined specials; a 42-litre Packard/Bentley, at idle flames leapt from its 24 open exhaust stubs! There was also the

47-litre BMW aero-engined special "Brutus" from the Sinsheim Museum in Germany and 24-litre W12 Napier – madness, complete and utter madness but what a spectacle.

In addition to the cars there were motor bikes, power boat racing, army tanks, the JCB dragster, aerial displays including the Breiting wing walkers.

A few of us decided to camp for the weekend; Neil and Shelly, Janet and Rob, Diane and I plus Bernie and Lynne who must have the world's smallest tent!

The weather on the Saturday was dreadful – heavy showers. Fortunately Mike had brought a gazebo so we could at least stay moderately dry while watching from our trackside spot. The rain eventually cleared and the track dried out.

The weather was better on Sunday with sunshine so at least we could pack away our camping stuff in the dry.

We will definitely be there again next year so book it in your diaries now and come and join us, this is definitely an event not to be missed.

Gold Cup 2010 – Oulton Park 29th/30th August

This year's feast of historic racing featured the world famous Sir Stirling Moss racing at the track where he won the Formula 1 Gold Cup 50 years ago after beating Jack Brabham and Graham Hill to victory in a Lotus 18. More than 480 cars and 500 drivers were



competing over the Bank Holiday and there to witness it all were dozens of classic car clubs including our own.

On Sunday morning the weather tried to dampen our enthusiasm but the determination of the brave North-West lads to hang on to the club awning in gale-force conditions and horizontal rain was splendid to behold. At one time I'm sure the gathering was rather like a penguin colony in a severe squall - each penguin taking turns to grip the top rail, get frozen then retreat to the centre of the huddle for a little respite. Later, the clouds rolled away and we enjoyed a beautiful day and some splendid racing.

We had an excellent turnout and our cars attracted a great deal of interest from the public - many of whom had owned, currently owned or wanted to own a Spridget. Although Monday did not see as many of us at Oulton we still managed to represent the Club very well and, as is now the custom, we helped (?)



Gold Cup - Sir Stirling Moss and friends

Andrew celebrate his birthday by eating all the cake. Thanks and er, sorry, Rach. Next year we have a set of significant birthdays (including the lad's) so we would welcome and encourage even more of you to come along. There might even be another cake! And a drink!

There was a spattering of Sprites and Midgets on the track as well as off it. The Historic road sports championship yielded production sports and GT cars of the late 1950's and 1960s. Included in this race was Tony Davis in his '61 Sprite and Ian Burford in his MG Lenham Le Mans Coupe. Grant Saunders was in a Midget as was Jim Gathercole. It's always nice to have a few of your own out on the track to cheer along.

Sir Stirling appeared to enjoy his visit and was sorry not to get over to the MASC HQ. Probably. However he did get to meet Master Musgrave and his dad. They get everywhere, don't they? And we have pictures to prove it!

Next year you too could be watching first class racing for free; sharing the atmosphere of a classic car show for free and eating cake for free! All you have to do is contact the North-West Centre and it will be organised for you. For free. Go on, put it in your diary for 2011. August Bank Holiday at Oulton Park. Aye, oop Norrth.

Well that's it for this month, thanks to Ian for the Gold Cup write up.

See you at the Kilton on 13th October.

Les

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Lenham Le Mans Coupe

'61 Sprite



Warks Talk



Parked at the Chateau

On the Sunday we explored another part of the area. Alan and Rosemary found a delightful route of U-bends through a gorge, and we followed the river for much of the route, unfortunately many restaurants are closed on Sunday and finding lunch was quite a task. We eventually found a very small riverside café that served little, other than omelettes and chips. Chris and I had to return on Monday and travelled 438 miles, with just a ferry break to rest us. The journey started in heavy rain, but by Calais we were in sunshine and took the hood down for the English part of our run. The other four cars stayed another night, spending the day exploring Charleville. They returned

via Zeebrugge to Hull in fine weather and without incident, apart from a delay due to traffic near Brussels.

August Bank Holiday Weekend, Alan and Rosemary led our group on a tour of the Southern Ardennes organised with Continental Car Tours. Chris and I set off for Dover four hours after the main party as Chris was working and expected to arrive at the hotel to find everyone relaxing in the bar. However, while we experienced no problems apart from the usual heavy traffic around Heathrow on the M25, the earlier group had been delayed in a long tail back and Jim and Rosie steamed up with a burst hose and had the nightmarish experience of replacing it on the hard shoulder with lorries speeding by them. As a result we arrived just one hour after them having already eaten to find them having a late dinner.

Next morning we made an early start to catch the 8.30 am ferry to Calais, from where we drove along the A26 to Arras for lunch. Unfortunately, the rain was heavy so there was no open top motoring. We left Arras on the 939 to follow the N43 to Charleville, then the E44 to Sedan where we stayed in Hotel Chateau Fort, the oldest fortified chateau in Europe. We arrived with plenty of time to relax before meeting in the bar for pre-dinner drinks. Next morning we explored Sedan on foot, looked around the market and found an Italian Restaurant for our evening meal. We were lucky to have some sunshine, so with tops down, we followed the tour's suggested route through heavily wooded, winding roads, stopping at Rochehaut, with a picturesque view of Alle below, for lunch. The last part of the route took us through further winding roads and pretty villages back to our hotel.

On Saturday and Sunday, 4th and 5th September, two cars attended Shakerston Steam Rally, and on Sunday five cars met for the Coventry Festival. The gates were closed at 9.30 am, so David and Linda brought breakfast to the park, creating a mobile café with very welcome bacon rolls and croissants, with coffee and juice served. The drive took us on a country route, visiting the MIRA test track, and as usual the streets were lined with well wishers, in spite of the inclement weather. The afternoon provided us with cool but dry weather so that we could review the wide variety of cars on display, which ranged from a two million pound C type



Breakfast at the Coventry Run

Jaguar from the Heritage Trust to a 3-wheeler Lomax kit car.

At this month's meeting we welcomed new members Jackie and Phil who recently purchased a round wheel arched Midget and non-members, Tim and Yvonne, who joined before the night was over. Tim has acquired an Austin Sprite after many years of racing Spridgets. Chris announced his intention to retire as area representative at the end of the year and, with Sheila, will be

penning his last Warks Talk in December's edition. Coincidentally, it had been Chris' 60th birthday and the group presented him with Frost equipment tokens to further his vehicular activities, for which he was very grateful. As we are holidaying in October, it will be Alan who leads the meeting and arranges a write-up for *MASCOT*.

Chris and Sheila

MASC Kefalonia Branch Report (and Wiltshire too)

Like most people this month I have spent a few weeks on holiday with the family, and what a fantastic place it was, the Greek island of Kefalonia (Cephalonia, if you prefer, as Spell-check does) Such a beautiful place, with steep mountainsides falling down to little villages at the sea, and breathtaking twisty roads with fresh-air drops for the unwary. But way too hot for me at this time of year! Still, outside a restaurant on our first night there I spotted - a Midget! Now that's the way to keep cool, I thought! Owned by Lou, the host at the restaurant, the black 1500 was imported from Canada and is the only one on the island. I got to know Lou over a few nights, as you do, but SO wanted to

drive his car around, not our Horrid Hyundai hire car! Lou is not yet a MASC member; I'm working on that so we can have our own Kefalonia (twinned with Wiltshire) branch. So he hadn't seen the *MASCOT* cover last month. If he had I would have understood why he was so reluctant to lend me his car.....

Other than holidays, it's been car repairs back in Wiltshire, with a head-gasket fix on Philip Sellen's Mk2 Midget. Philip's Tartan Red little-miss-perfect has been playing up, with a very elusive misfire, which may or may not turn out to be related to its head-gasket problem. But it is such a gorgeous little car; it needs special precautions when working on it, having barely a mark on even the mechanical components let alone the paintwork. I cut three-sides of a square hole in a large thick blanket to work on the engine, rolling it back like a surgeon. Sterilised spanners wrapped in the finest silk etc. We seem to have changed EVERYTHING and still the little darling runs like a dream for 20 miles or more before a sudden fit of pique. Before you can trace it - everything's fine again.

On top of that, it was MoT time for Mildred, leading to a far more familiar grease gun, big hammer and general bodging session to get a further year before the real re-build she needs! (She passed, second time, and is ready for another hillclimb thrashing).

Best Spridgetting wishes to all, I do hope to see you sometime at the Barge at Seend.

Andy Cross

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Philip Sellen's MkII Midget

Sussex Area - Club Night Report

The forecast of heavy rain meant that only two brave couples came in their Spridgets but the use of moderns and a classic (?) Ford meant that 19 people were able to make it and it was hard to find a space around our table. All due to the warm and friendly camaraderie of MASC, or was it the half price dessert offer by the Red Lion?

It was nice to welcome Roy and Deb again after Deb's recent spell of ill health. We all hope you're both able to enjoy the last of the summer sun in your sprite. The next events are not far away with the Goodwood Breakfast Club on Sunday, both the South Downs and Pembrokeshire County Run on Sept 5th, the Surrey Classic Vehicle gathering at Tilford rural life centre on Sept 19th and of course the Goodwood Revival where all free tax vehicles are now eligible for VIP parking. Due to popular demand Alan Anstead is doing another WW1 battlefields tour to coincide

with remembrance Sunday (the 11th -14th Nov) and Chris Harding is gearing up for our Christmas meal at Rowfant Manor on the 9th December.

Meredith and Jann's Midget looks splendid with its new stickers but is suffering from worn king pins and I overheard a conversation about an engine transplant for it. Looks like a busy winter for somebody! Other conversations on current repairs included tractor and Land Rover failures preventing sprite renovations and how much to supply and fit a five speed gearbox to a 1500 midget.

As it was wet and dark I didn't get a picture of Richard & Sue Crew leaving the car park with the top down but rest assured their brownie points have been recorded.

David Southcott

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South East Area BBQ



Eight Sprites (the other one was hiding out front) and a Midget

Once again Chris Harding did us proud not only putting on a wonderful spread of food for the South East Region (Surrey, Kent, Sussex and Hampshire) club annual barbecue, but also supplying us with a venue that most clubs would only dream of. The weather has of course now become a set piece and only the very best of the British summer days are programmed. Chris, the fresh raspberries were to die for!

Turnout was excellent with nine Sprites and a Midget in attendance, the one missing from the picture was Chris Harding's own blue Sprite as he kindly left it outside the main gate to act as a beacon for the rest of us.

Ladies, gentlemen and five dogs spent a wonderful afternoon eating, drinking and lazing in the sun surrounded by their cars and idyllic countryside. We were also joined by a fully race kitted Frogeye, a beach buggy, once used by Anneka Rice for her TV series Challenge Anneka and a Triumph 2000 prepped for an upcoming European continuity tour.

Once again we all owe Chris a big round of thanks for his generosity and all he effort which he put in to make this one of our days to remember from 2010.

Kirk Green



East Anglian Report

Last month we had the ever Brilliant BMC Rally at Ferry Meadows near Peterborough. In the 17 years since this event began the weather has always been fine and sunny, obviously the weather has become even better since MASC has been in attendance. The event attracts more than 300 BMC classics each year and the things I particularly like about it (apart from it being local to me) are that we get out of area members on our stand (Hello guys) and there are real bargains to be had in the autojumble. I think a lot of the stalls are just the result of people having a garage clear out of leftovers so that the stall holders are more into passing parts on to a good home than making lots of dosh! On the day the weather was not looking too promising and since the event fell at a time when some people were away, some of the regulars failed to turn up, however we did have a reasonable turnout and everyone enjoyed the day, the bargains and catching up with old friends.

Mad Cat night fell early in the month and on what turned out to be a reasonable evening weather wise, despite it being sandwiched into a week of wind, cloud and rain. I must admit I rather let the side down by turning up in my Perkins powered Rover, rather than proper transport, this was due to a combination of uncertainty about the weather and me running a bit late and not having time to access the Sprite cave. HTJ even turned up topless and in true subtle Australian style wasted no time in voicing his disappointment,

I was especially mortified to find that everyone had arrived in topless proper cars (very well done guys).

The main topics of conversation were the arrangements for the Treasure hunt on the 19th and an interesting communication I had received from a member down in Devon, who recently acquired a very early Frogeye. The Frogeye was registered in Cambridge on 7th May 1958 and delivered to Marshalls Garage. Accompanying the email from the current owner was a newspaper cutting from the Cambridge evening news dated 19th May 1958 showing a (pre-launch) frogeye road test using a car borrowed from Marshalls (with the Sprite badges suitably obscured). The question is could this be our member's car. The road test itself makes fascinating reading (especially the bit about the styling mistake that had been made with the stickycout headlamps!). Some of our Cambridge members recognised the name of the motoring correspondent who did the test and suggested that he was still a local journalist until quite recently, armed with this info I was able to track him down and provide the current owner with his email address. Who knows, I think we may have the makings of a future MASCOT article on our hands.

See you all at the Mad Cat and beyond.

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Scotland Area Report

With individuals' annual holidays and one or two cars that were feeling slightly off-colour, August was rather quiet for the Scottish Group. However, fear not, things were happening behind the scenes.

Metal fatigue had struck at the front suspension mountings on David's Sprite and a weld repair proved to be only partially successful. Hence attention was directed to the US import shell he had bought as a project and following preparation it was despatched to the paint shop. It has now returned immaculate in Tartan Red. In the meantime, in order to stay mobile he bought a black 1500 Midget, which following some new discs, callipers and pads is now performing well.



David's New 1500 Midget



Driver's side repairs to Tango

Also, after several years inactivity, John is now addressing the renovation of Betty's and his 1500 Midget "Tango" with new inner and outer sills, "A" post repairs and other sundry welded patches completed to the driver's side. I hope in future articles to keep everyone up to date with the progress of these two projects.

On 5th September, David led a run attended by five cars. Following the obligatory rolls and bacon at John and Betty's, the group headed out in the watery sunshine through Strathaven and over the moors to Muirkirk, thence via Sorn and Catrine to join the A76 to Saquhar where a small Classic Car rally was taking place. At this time the sun broke through and thereafter the day was glorious. After about an hour looking at the 40 or so assembled cars and bikes we headed to Blackaddie House Hotel where David had arranged for lunch to be served. This hotel sits in a bend in the River Nith and standing in the rear gardens, with a suitable glass of refreshment in hand, we watched families of mallards and a heron fishing on the river below. A simple, but excellent lunch of soup and sandwiches was enjoyed prior to continuing down the A76 to Drumlanrig Castle. This is again situated in the Nith valley and is approached via a long access road with the castle standing grandly ahead of you. From the grounds are magnificent views along the river and of the surrounding hills. The gardens are formally laid out and the terraced gravel area surrounding the castle allows one to look out over three such formal garden areas. In the old courtyard/stable area there are craft shops, a bicycle museum, the visitor centre and a café. Something for everyone! A run back over the Dalveen Pass to Elvanfoot and then along the "Old A74" back to Hamilton completed an excellent day out. The tops were down all day, the sun shone, the driving distances were not excessive, several interesting and varied stops and an excellent lunch. I fear David has set a new standard to which we will all have to aspire!

Arrangements have now been completed for nine of the Group to attend the NEC for the Classic Car Show on 13/14th November. Perhaps we'll see you there.

John Pardo



Hampshire Happenings

Poole Quay

All week we had been listening to the weather forecast telling us it would rain all day on the Friday but, by Thursday lunchtime they had changed their minds and it wasn't due to rain until later in the evening – so we confidently set off and by 12.00 noon were sat in the Fighting Cocks in the heart of the New Forest, enjoying a leisurely lunch together, along with Hillary & Pete from Surrey Region.

We arrived in Poole in time for a browse around the shops and a cuppa before joining the display along the quayside at 6.00pm. While looking around the cars we bumped into some of the Somerset members with whom we had played skittles earlier in the year, small world isn't it? (It is still dry at this time). We spotted a fish & chip restaurant and it suddenly felt it had been a long time since lunch, so in we went.

We emerged to discover that it was 'stair-rotting' down – well we had been warned. Needless to say it was a horrible journey home and as a result Ken has fitted quartz halogen headlights and Barry will shortly do the same and upgrade to an alternator! Just goes to show, when your back is up against the wall and you can see diddley-squat how much importance you place on originality.

Annual Summer BBQ

The sun shines on the righteous – or so the saying goes, so I guess the 11 people and four dogs that were at Alf & Lyn's on that sunny Saturday afternoon, only just though, for as we were packing up and saying our goodbyes the heavens opened. Never mind, we had a great afternoon in good company

– thank you both and Andre who proficiently man-handled the tongs to very good effect.

As you know this was one of our fund-raising activities to finance such things as the website, gazebo and hopefully some promotional material to help increase the membership of the Hampshire Chapter. We have been trying to think of other things we might do in the future such as a Quiz Night, Treasure Hunt etc. So if you can come up something fun/interesting/cheap/profitable, just get in touch.

Anniversary Charity Event – Beech Hill

A late entry in the diary but five of our cars managed to turn out in support of the Fleet Air Arm Charity Day that was organised by Beech Hill Garage near Burghfield. Alf and Andre opted to go on the 50 mile road run and arrived back in time to make the most of the BBQ that has been laid on by the pub in the village. In all approximately 50 cars arrived to support this annual fund-raiser.

Jenny Green

Twyford Water Works Open Day

Overcast and drizzling was the order of the day. Due to mechanical maladies Terry came to me in his modern MG and we travelled down to Twyford nr Winchester in my Sprite. Mike was already there and had met up with Mark, a Midget owner who lives a couple of miles from the waterworks, and had decided to join us there. Chris arrived shortly after us with yet another of his many tail boxes fitted (he has one for every occasion!).



This is a fairly small show with a few other classics present, mainly MGs, but surprisingly this year quite a few fire engines.

We were joined later in the day by a very nice RWA Midget owned by Dave Strong (Brucie). John and Ellen visited during the afternoon, John updating us on the progress of his Frogeye restoration. The rain did eventually clear, and a good day was had by all.

John Foard

www.midgetandsprite-hampshire.info

Directions to enter the display area of the Coventry transport Museum

See the diagram opposite

To reach Millennium Place you will need to exit Coventry Ring Road into the City Centre at Junction 1, which takes you into Tower Street. Then take the 2nd left into Silver Street, where you will see the rear of the Museum (roller shutter door with large car mural), turn left into Cook Street and then right into Chantry Place and continue down the cobbled lane until you reach Millennium Place at the bottom of the hill. Bollards will be removed prior to your arrival.

Please note that it is a requirement that you bring a drip tray (I use a disposable foil roasting tray) or a bit of old carpet to place under your car when parked in Millennium Place. They won't let you park there without something under your car to catch the inevitable drip.

Market Place

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

For sale: 2 stud complete windscreen and surrounds. 1961 Frogeye screen, no noted defects; all metal 2-stud surrounds and rubbers + spare screen. Surrounds in scratched used condition with OK 'feet'; stored last 7 years, surface scratches. Another spare screen is 1958 original: sound, but has water lamination, white marks at extreme edges. Best offer over £70.
Contact jeremywalton@btinternet.com, or (after Oct 1st) 07802 709207

For sale: 1958 MK1 Austin-Healey Sprite (Frogeye) unfinished project needs TLC (time, lots of cash) reg no: JCN 110 first registered 14 Nov 1958 garaged since 1983. Hardtop and other bits, body no: BAE 6368, chassis no: AN5 L 6434 primrose yellow £4000.
Ken Cooper,
email: thecoopers110@blueyonder.co.uk

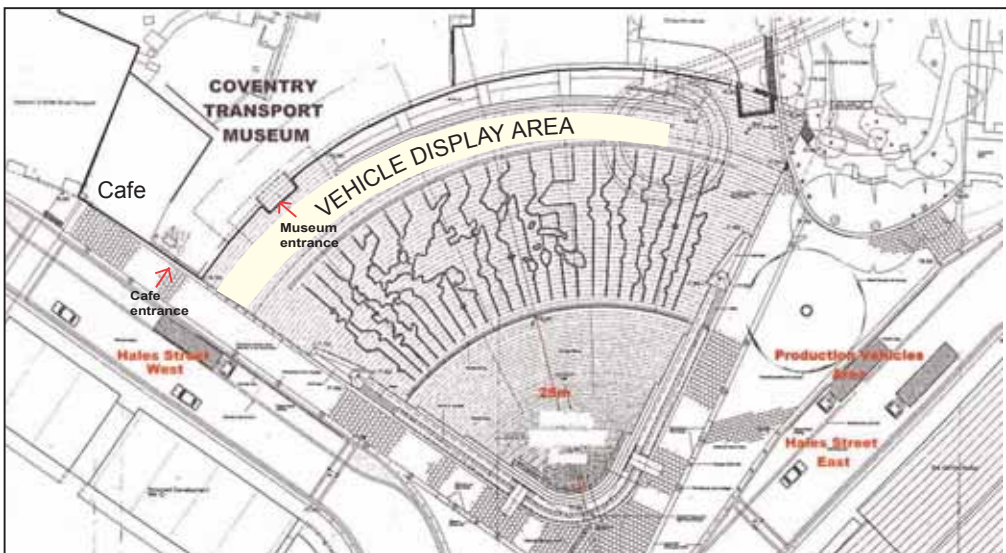
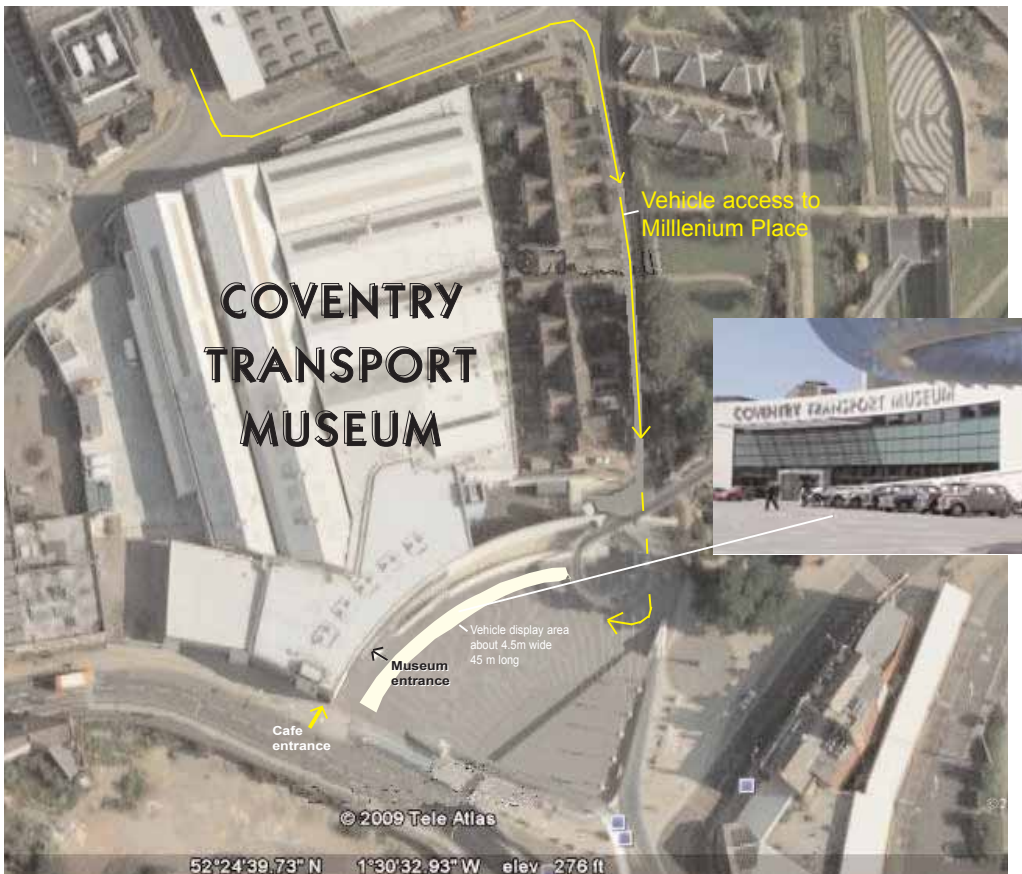
For sale: 3 x rostyle centre caps £6; locking stainless petrol cap £5; stainless oversills (single jacking point) £40; 1275 stainless exhaust, no pipe just the twin

box section £20; towbar with rough pair ¼ bumpers no electrics £30; boot lid vgc £15; black hood cover, needs some stitching repairing £10; better hood cover £20; pair rough 1275/1500 seats good frames and cushions, no runners FOC; 1500 front rubber bumper, fair condition FOC.

Contact Pete 01604 517592
mjpgpete@virginmedia.com. Collection Northants or post at cost except FOC items.

For Sale: 1 Near side early Spridget wing, 2¼" between light holes, Red in very good condition at £40.00 ono. Pair of seats from 1974 Midget c/w headrests but no runners, 4" slit on drivers backrest, free to good home, space needed. 1 Spridget 1275 engine, good oil pressure, not unleaded, can be heard running if you are quick! £400.00 ono.

Contact John Platt. tel 01789 488321/ email: john@platt2085.freesrve.co.uk (Warwickshire)





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