

October 2014

£2 No. 367

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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TRADE ADVERTISING	Gary Lazarus , editor@midgetandspriteclub.co.uk 020 7700 5696

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NORTH WEST	
KENT	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btopenworld.com
LINCOLNSHIRE	Position currently vacant
LONDON	Gary Lazarus , Tel: 020 7700 5696 email: garyfrogeye@gmail.com
NORTH WEST	Les & Diane Robinson , Tel: 01772 496594 email: les.robinson@torotrak.com
NORTHERN IRELAND	Position currently vacant
NOTTS/DERBY	Ian Cooke , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
OXFORD	Grahame Gibbins , Tel: 01235 530456 or grahame_gibbins@hotmail.com
SCOTLAND	New rep to be announced
SOMERSET	Valerie Young , Phone 01460 62182. email Peteryoung81@aol.com
SOUTH WEST WALES	David Hill , Tel: 01239 811307 email: david@hill.be
SURREY	Mike Gorman , mike@birchwood44.freemove.co.uk Tel: 01737-552256
SUSSEX	David Southcott , email: dandl@southcotts.plus.com
WILTSHIRE	Andy Cross , Tel: 01225 743554 email: andy@cross743.freemove.co.uk
YORKSHIRE	Rob Armstrong , Tel: 07889 090411 email: mascyorkshire@gmail.com

Also see the Club Nights section for new areas and contacts.

Compiled by Gary Lazarus (editor@midgetandspriteclub.co.uk). 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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October Editorial

Anticipation noun \ (,)an-,ti-sə-'pā-shən\

A feeling of excitement about something that is going to happen : The act of preparing for something.

It's a word which is easy to describe and a feeling with which we are all familiar.

It can range from mild to wild, from something simple to some life changing event.

All these things are generally preceded by some level of anticipation.

Our hobby too, it seems to me, is full of anticipation. Back in 1999 when my Frogeye was being built, I experienced nearly four months of ever increasing anticipation, culminating in the first drive of my own Frogeye. That first drive was not only my maiden voyage in the new (old) car, it was also the very first time that I'd sat in the driving seat of any Spridget. As I'd anticipated, I wasn't disappointed.

My ownership of "Gaps" over the 14 years since then, has continuously been filled with anticipation

As I write this on the 18th of September, two events are looming for the car and me. This Sunday I will be driving in my first competitive event of the year (yes I know we're already nine and a half months into 2014), at a Sprint at North Weald Aerodrome. Then (assuming that I don't prang the car), the following Friday, along with another forty or so other Spridgets, I will be driving to Holland as part of a group visiting the Austin Healey Museum and Zandvoort Racing Circuit. Next month, there's another whole list of events that I'm participating in. And this week, having just booked my ferry crossing to France for the Le Mans 24 Hour race next June, as daft as it sounds, I'm already getting excited.

This for me is the joy of our hobby and the anticipation is a major part of it.

As it says at the top, **"A feeling of excitement about something that is going to happen"**. And this can be as simple as waiting one day for a tiny part to arriving in the post, to the culmination of a complete rebuild taking many years (or even decades in some cases).

Also away from our hobby, life is full of anticipation. From waiting for the birth of a sixth grandchild, congratulations Les & Diane Robinson (our North West Area Reps), to the planning of a wedding and the life which is spent together afterwards, congratulations to Arie de Best (our Dutch Area Rep) and his new wife Rianne.

I anticipate an excellent month ahead. Have a great month.

Gary & "Gaps"



Rally plaque for Holland

The deadline for articles and reports for inclusion in the November edition of Mascot is Tuesday 14th of October.

The statements and opinions expressed in each and every issue of 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: Bristol area member Alan Lo's Sprite with his colour coordinated Gromit statue called "Doge", which you can read about in next month's Mascot

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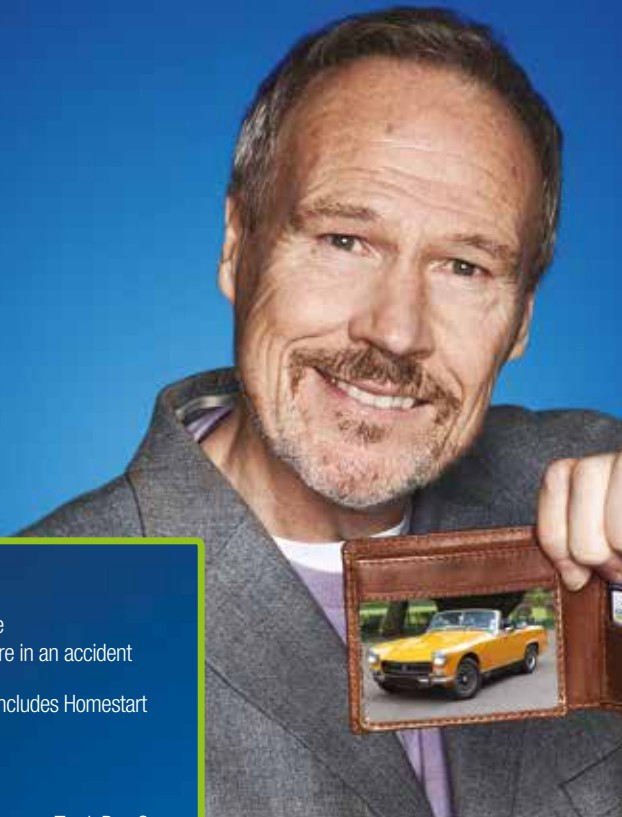
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Club Nights


- 1st Tuesday **Essex Area** – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex Cm8 3BL. For further details contact Jane Gates Tel: 01255830 509 or email: jgjanegates999@gmail.com
- 1st Wednesday **Central** – Meet at **Whitacre Ex-Service & Social Club**, 66 Station Road, Nether Whitacre, Coleshill, Birmingham, West Midlands. B46 2EH, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: central.masc@live.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@hotmail.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, garyfrogeye@gmail
- 2nd Wednesday **Devon Area** – **The Dartmoor Lodge Hotel**, Ashburton, TQ13 7JW from 8 to 10 pm. Michael Ellis Michael _ Ellis@live.co.uk and telephone: 07527 598091
- 2nd Wednesday **Heart of England**, covers Worcs, Warks, West Midlands and surrounding areas – 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 and Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770 rebelwithasprite@hotmail
- 2nd Thursday **Notts/Derby border Area** at the **Sitwell Arms** at 30 Wood Lane, Horsley Woodhouse, Derby, DE7 6BN from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilc@bgs.ac.uk
- 2nd Thursday **East Anglian Area**. Previously the Cambridgeshire Area meet at **The Ferry Boat**, at Holywell, 8pm
- 2nd Saturday **Yorkshire Area** – meet each month at lunchtime from 12.30pm at **The Nags Head**, Pickhill, near Thirsk, YO7 4JG – more information at <http://yorkshiremasc.blogspot.com/>
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at **The Windmill Tavern**, 4 Thorniewood Road, Uddingston G71 5QQ at 8pm. Contact John Pardo on 01698 814791
- 3rd Tuesday **Surrey** – Meet at **The Chequers**, Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF. 7.00pm onwards. Contact Mike Gorman, mike@birchwood44.freemove.co.uk Tel: 01737-552256
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00. Contact David Southcott at dandl@southcotts.plus.com
- 4th Thursday **Hampshire** – Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – Meet at **The Angel**, Addington Green, West Malling, Kent, ME19 5BB 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. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.freemove.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 Mike or Sue Gahan on email mike@mgahan.demon.co.uk or on 07850 488636.
- Last Thursday. **Somerset Area** – Meet at **The Bell** at Broadway Nr. Ilminster TA19 9RG. 7pm if eating, 8 to 8.30pm if not. Please contact Valerie Young 01460 62182 for further information. We may not always be there, especially in the Summer!
- Northern Ireland robertholmes25@hotmail.com. If enough interest, will arrange a meeting.
- South West Wales Non-regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: david@hill.be



Club Website

www.midgetandspriteclub.co.uk

Members Only Pages: Password: Sidelight (which is case sensitive)

Also follow the Midget and Sprite Club on  [facebook.](#)

Area reps please make Gary Lazarus aware of any events already in your diaries for 2014 and 2015, so that they can be added to this "Events" section of the magazine and the website.

For the magazine Gary can be contacted at editor@midgetandspriteclub.co.uk
For the website Richard Mumford can be contacted at richardmumford@me.com

2014

- 4th & 5th October **The Lackford Engineering Sprite and Midget Challenge** at Snetterton. Has great modified Spridget action.
- 5th October **Dorset MASC** at Vintage Sunday. Cars and Planes at Old Sarum Airfield, Salisbury. Contact Ian Beaver for details 01722 326840 email: ian.beaver@btinternet.com
- 5th October **Central area** "unofficial" meeting at Middleton Hall
Contact John Collins for details central.masc@live.com tel: 07970 213084
- 2nd November **MASC AGM AT GAYDON MOTOR HERITAGE CENTRE.** Free Museum entry in the morning for those attending AGM 1:30pm for 2:00 start. See *Mascot* or contact Jim Willis for details jim.willis@tiscali.co.uk or 01527 402804
- 14th to 16th November **Lancaster Insurance Classic Motor Show** at Birmingham's NEC. Once again MASC will have a stand at the show.
- 11th December **Notts/Derby Area Christmas meal** at Horsley Lodge www.horsleylodge.co.uk. Moved to a larger venue for this year as we have outgrown last year's. £15.95 (2 courses) £18.95 (3 courses) Limited places on a "first come" basis Contact Ian Cooke ilc@bgs.ac.uk 0115 9383838
- 15th December **Dorset Area MASC Christmas meal** at St Peter's Finger. Contact Ian Beaver for details 01722 326840 email: ian.beaver@btinternet.com

2015

- 17-19th July **MASC National Weekend (provisional)** See pages 20 & 21 of this month's *Mascot* for details

Send your events details to editor@midgetandspriteclub.co.uk

Remote Clutch Bleed System

by Rally Design

Some time ago I wrote an article for *Mascot* (January 2007 edition) about fitting a remote bleed valve to the clutch slave cylinder which is, in normal guise, difficult to access.

For some time Kent Member John Clark had used such a system but for our August Kent Area monthly meeting John arrived, in his Frogeye Sprite, struggling for gears. With the help of Mel Collins the clutch fluid system was bled, in the car park, and pressure was restored. The cause of the problem – a bleed valve that would not properly seat, would not behave, and began to leak again.

As John says “I got home on Sunday with no further problems but looking at it again last night when sorting another problem I noticed the bleed screw was still leaking around the thread quite badly. I went down to Rally Design with my bits and explained exactly what I wanted to do. He knew exactly my needs and manufactured there and then a custom made set up Looks good!”



Ps Rally Design has sufficient bits to make up five more.

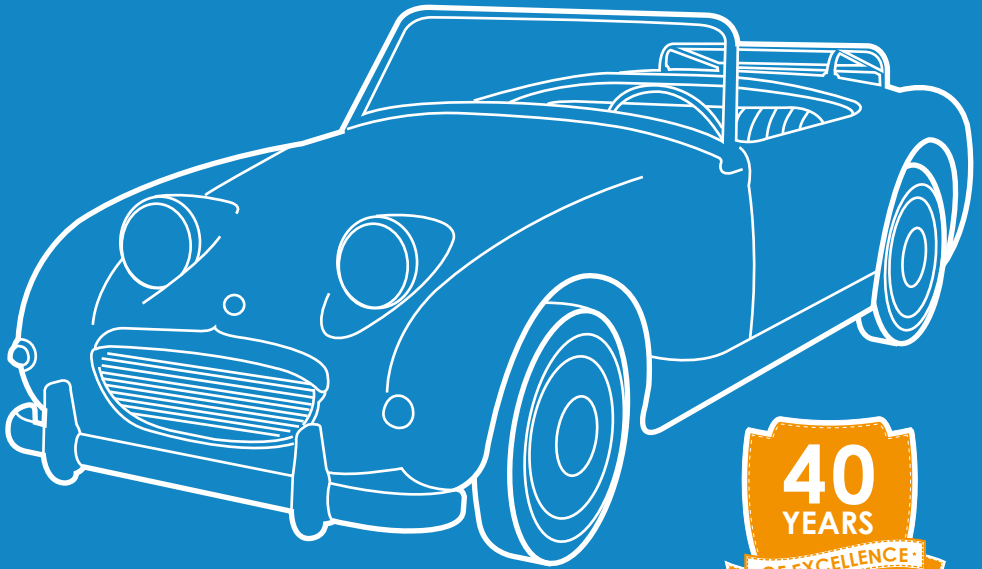
The parts for this set up being of Goodridge manufacture should be available widely.

So it came to pass that on a sunny Thursday morn I travelled to Herne Bay firstly so that John and I could Waxoyl his respray-fresh Frogeye and then fit said remote bleed. Once we had fitted the remote bleed we bled the clutch system before adjourning, to a local hostelry, for a well earned lunch.

Alan Anstead
Kent Rep.
www.masckent.org



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Treasurer's summary report

The full accounts for the club will as approved by your Directors will be presented at the AGM where hard copies will be available for anyone who is interested. Please email me at the address in the front of *Mascot* if you would like me to send you an electronic copy. The figures shown in the summaries below are taken from the full accounts for the year.

The club continues to grow and *Mascot* is an attractive advertising medium so there is never a shortage of advertisers. This means our income is healthy and the club has shown a good surplus again this year. Your committee is always open to suggestions for expenditure for the benefit of the members and has recently agreed to buy an additional marquee and banners for each area for use at shows and other events.

MIDGET & SPRITE CLUB LIMITED BY GUARANTEE

Company No 06422998

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 MARCH 2014

	Notes	2014	2013
		£	£
INCOME			
Member's Subscriptions	1	23,413	23,301
Advertising Revenue	2	4,335	4,699
Regalia Sales		585	433
Commission Earned		-	815
Miscellaneous		98	65
		<u>28,431</u>	<u>29,313</u>
EXPENDITURE			
Mascot Magazine Printing	3	15,175	14,643
Mascot Magazine Postage	3	4,713	4,245
Isubs Subscription Website Fees		1,263	1,165
Administration & Area Organisers		538	666
Events, Shows, Promotion		327	133
Regalia Costs	4	-	1,499
Insurance		555	623
Advertising cost	5	300	624
Postage		757	763
Company Expenses	6	119	85
Equipment Depreciation		-	177
		<u>23,747</u>	<u>24,622</u>
(Deficit)/Surplus for the year		4,684	4,691
Add: Balance brought forward		5,963	1,272
Balance at 31st March 2014		<u>10,647</u>	<u>5,963</u>

for the year 2013/2014

MIDGET & SPRITE CLUB LIMITED BY GUARANTEE

BALANCE SHEET AS AT 31 MARCH 2014

	Notes	2014		2013	
		£	£	£	£
FIXED ASSETS			1		1
CURRENT ASSETS					
Regalia Stock		1,761		2,458	
Debtors		398		72	
Prepayments		1,371		2,498	
Cash at Bank		22,055		17,554	
			<u>25,585</u>		<u>22,582</u>
CURRENT LIABILITIES					
Creditors	7		14,939		16,620
			<u>10,647</u>		<u>5,963</u>
RESERVES					
Income & Expenditure Account			10,647		5,963
			<u>10,647</u>		<u>5,963</u>

Notes:

1. Subscription income increased following an increase in the number of members.
2. Advertising revenue slightly reduced. 2013 figure included the results of a catch-up exercise.
3. Mascot printing increased as more copies required. Increase in postage rates led to higher costs here.
4. No new regalia bought during the year.
5. Advertising costs down as the club did not advertise in magazines this year. Previous adverts did not yield any noticeable result.
6. Company expenses include room hire for AGM and cost of annual return to Companies House.
7. Little change in expenses during the year.
8. Creditors consist mostly of members' subscriptions and advertising revenue received in advance.

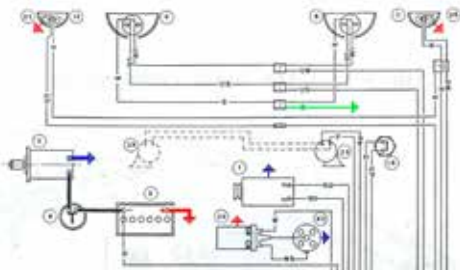
David King
Treasurer

The recent articles on LED lamps by Colin Jones and Chris Rickard in the June and July 2014 issues of *Mascot* make fascinating reading. As Colin and Chris have explained, these lamps can reduce power consumption and, as a bonus, are more reliable and brighter than the originals – but they are not suitable for all applications. They cannot replace the flasher and generator warning lamps for example, and they cannot be used at all on early positive earth cars.

For me, the fascination with these articles is not the LED bulbs themselves but with the novel idea of attempting to use them to fix an obviously serious electrical problem. If one has “only just managed to limp home with a spluttering and reluctant engine and dim pools of yellow lighting” and if “3 to 4 amps ... could well be the margin needed to secure that late night return home”, then replacing a few original lamps with modern LED bulbs is not a proper solution to the problem. In the same way, any car which suddenly loses power and won’t climb a hill might be coaxed to the top by unloading passengers and baggage – but few would agree that this is a permanent fix. Surely a better strategy is to discover the root cause of the problem and fix that instead. So, faced with the common problem of dim headlamps it might be better to first grab a copy of the car’s wiring diagram instead of buying a box of fancy brand new LED bulbs

The electrical system of any Spridget, no matter the model, is a very basic, cheap and cheerful affair (just like the rest of the vehicle). One consequence of this simplicity is that the system is extremely robust – but after forty or fifty years of total neglect, some parts which have never been touched since the car left the factory may at last begin to need some attention. In particular, many of the electrical problems now experienced by our cars are caused quite simply by poor earth connections: it is these low-tech connections which should be examined first before one begins to look for anything more sinister.

The different sorts of earth connections in a Spridget can be appreciated by reference to Figure 1, part of the official factory wiring diagram for the Mk1 Midget. Note that these factory diagrams are extremely useful and



Part of the official wiring diagram for the Mk1 Midget. A short earth strap (red) connects the positive terminal of the battery to the body shell. Some components are earthed (red) by direct contact with the body shell, some have earths (blue) connected directly to the engine/gearbox assembly and some are earthed (green) indirectly to the body shell via black wires.

repay close study: they are genuine works of art, depicting not only which component is connected to which wire(s) but also showing the total number of bullet connectors and earth connections in the vehicle. One downside is that, like the London Tube Map, the scale is wrong: the diagrams do not always indicate where a particular bullet connector or earth connection is located in the vehicle: we must sometimes search for them using our own industry and enterprise, knowing that they should all be there somewhere.

Happily, the most important earth connection of all – from the battery to the bulkhead of the car – is easy to locate. Although it is not usually a problem, it is worth checking this connection first because any loose, rusty, too-well-painted or otherwise dodgy connection here will compromise the whole electrical system.

In marked contrast, the second most important earth connection is not in the wiring diagram at all and is invisible unless one crawls underneath the car. Worse, it is often missing completely after being either lost or left disconnected after an engine-out operation. This earth connection is the short strap which ensures good strong electrical contact between the body shell of the car and the engine / gearbox assembly. To illustrate this connection in Figure 1, our artist really should have connected

Matters



If the setscrew which secures the battery earth strap to your body shell hasn't moved in living memory, why not undo it, grab a wire brush and give it a treat?

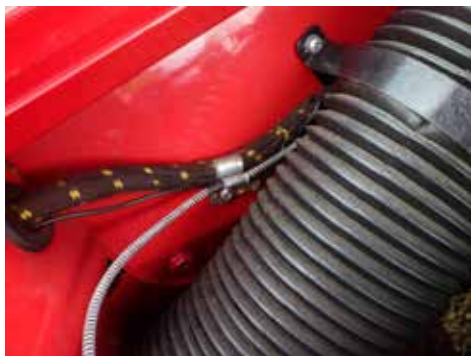
one of the earths coloured red to one of the earths coloured blue: he was obviously reluctant to do this, probably because he thought it unnecessary, possibly because it might destroy the essential symmetry of his masterpiece. For us though, this connection is not unnecessary, it is vital. Without it, the engine / gearbox assembly can be insulated effectively from the rest of the body shell via the rubber engine and gearbox mounting blocks. The folklore of Spridgets is littered with stories of proud and intrepid owners who have seen their accelerator cables or choke cables or tachometer cables melt after an attempt to start their car: with this vital earth strap missing, the only path for



The strong earth strap which ensures good electrical connection between body shell and engine/gearbox is vital but hard to see. This ant's eye view is from underneath the right side of the car, looking towards the rear.

the 200+ amps of current demanded by the starter motor may be via these flimsy metal strings!

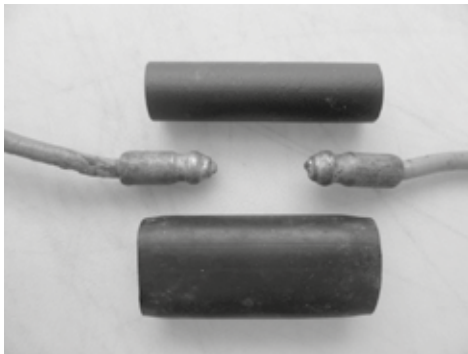
All lights on a Spridget are very economically earthed to the body shell either directly or via a black wire. For example, Figure 1 shows that the front side-lamp and flasher units of a Mk1 Midget are earthed *directly* (via the red coloured earths at top left and top right of the diagram) and that the headlamp units are both earthed *indirectly* via a single black wire (labelled 'B' for 'Black' and coloured green in Figure 1). At first sight, the reason for this difference may be hard to fathom but note: the old Abingdon factory always had a good practical reason for everything electrical and mechanical. In his book "More Healeys", Geoffrey Healey relates "*We always designed components and assemblies with fail-safe features. Bolts were fitted so that if they came loose they could not fall out, or if they did come out they would not jam a vital part*". In the particular case of the Midget's front headlamps, the risk of a faulty earth and dim headlamps is minimised if the earth is carried back to the main body shell via a black wire (so bypassing the otherwise necessary electrical connection between painted front valance and main body shell). The Mk1 (AN5 Frogeye) Sprites have a similar black earth wire attached to the main body shell: an earth path via the Frog's bonnet hinges would be bound to fail.



The black earth wire connection for the main headlamps of a Mk1 Midget (coloured green in Figure 1) is hard to locate on the right inner side of the engine bay as it is partially obscured by the heater trunking. If this connection is faulty, the main headlamps either will be dim or will not work at all.

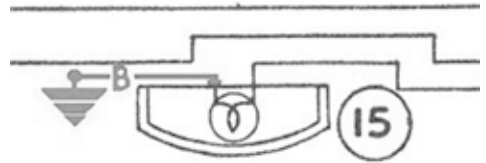
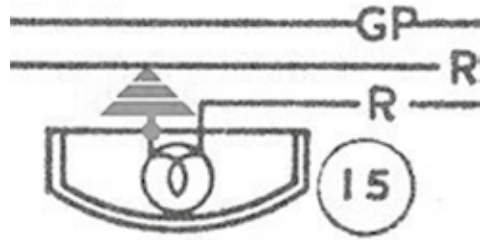
A good way to give your ageing Spridget a new lease of electrical life is to work around the whole car, systematically locating each earth connection in turn and making sure it is working correctly via judicious use of a wire brush or similar. On some cars, many of these connections – particularly those behind the dashboard – may be untouched since the car was new. On others, some connections may be faulty due to over-zealous painting of components during restoration. For example, dynamo and starter motor brackets are best left unpainted because they must make very good metal-to-metal contact with the engine block and gearbox assembly.

For good measure, it's not a bad idea to renew all the single and double bullet connectors at the same time, cleaning each bullet with emery paper before pushing it into a shiny brand new connector.



Fifty year old single and double bullet connections are often corroded inside, full of white powder, the source of many peculiar electrical problems. Those infatuated with originality should not even THINK of trying to re-use old connectors: new ones are cheap and concours judges won't know the difference.

One final observation: problems due to faulty earth connections can sometimes create very odd effects and be maddeningly difficult to understand. For example, returning to the front side lamp and flasher units, it is easy to simulate an earth failure in this area by simply removing one of these units from the vehicle and letting it hang out, supported only by its two wires (one serving the side lamp, one serving the flasher bulb), making sure that the metal body of the unit does not touch the car. Now with no earth connection, one might predict that neither bulb will function – but NO! Curiously, both lamps will



Extra black wires are always a good idea. For example, a Midget's rear number plate lamp unit is insulated from the body shell by its rubber gasket. Early cars were earthed using only the two sets of securing nuts and bolts (diagram top left). Later cars (diagram bottom left and photo right) were given a proper black earth wire connecting the body of the lamp unit to the inner boot centre strengthening panel.

still work although the flasher bulb flashes much too fast and both lamps are a bit dim. Those who have read and persevered this far may wish to study the complete wiring diagram and post their explanation of this experimental result to Editor Gary. In turn, Gary may like to publish the first correct explanation he receives in our next issue of *Mascot*. Finishing up, I wish everyone good earths and bright lights.

John E. Davies

(Member 3443) jed2@cam.ac.uk

Congratulations

It's not often that we feature any of our Dutch members, so it's especially nice to report that Dutch Area Rep, Arie de Best has (unbelievably, according to his British friends) celebrated his wedding to the lovely Rianne.

Rianne's sister took this image of the pair leaving after the wedding in Arie's K Series Midget. What's completely believable is that they had to be given a push start!

Congratulations once again from Mascot and MASC.



Where Are They Now?

Yellow Midget DEH 171H

I hope you can help me. I am looking for my old Midget reg DEH171H, it was an insurance write off but I know it was rebuilt. Is there any way you can help me locate the old girl?

I manage to find the only picture of the old girl. This was taken in 1973 at a Stafford and District CC autotest at Curborough. I had a class win on the Buxton Trophy Rally. The same year and I competed in various autotests and rally events around that time. It then met an ignominious end being cartwheeled down the road at speed on the way to an event in Norfolk!

When I owned the car it had raised suspension for rallying the colour I would describe as traffic yellow colour (not the correct BMC name).

It would be great if you could find some more about what was affectionately known as dirty DEH.

Kind regards

Ian Collins



Ian's old car has been the subject of a Statutory Off Road Notification (SORN) since 2012 but in a search of the club's register, it seems never to have belonged to a past or present member. Is this correct or is the car sitting in one of our member's garages?

Red Sprite GUP 474C

Do you know if a red Sprite GUP 474C is still on the road? I lived in Durham in the 70s and had the car for years with no bother at all, always got me home. I would like to find the Sprite and join a club for meeting and trips.

Many thanks

Robert Walsh

Letters

Still a Very Friendly Club

Hi Gary,

Must comment upon your editorial in the September edition. I so much agree with your comment concerning how approachable and friendly the Club is. This was a key aim when the club was first mooted back in 1983. The 'chain link fencing', 'look but don't talk to us', cliquey and 'don't dare touch' attitude that some clubs portrayed was something we desperately wanted to steer well away from. That was the aim then and we are still bang on target. Great news. I have received so many positive comments over the years

about how approachable, friendly and helpful the club is – which must be a key factor in how successful the club is now. I think our welcoming attitude to all owners and their particular Spridgley thing is paramount. Whether a concours Midget 1500, a highly modified Frogeye, a hanging basket, road or racing, derivative or whatever – the club welcomes all. Long may that continue. Glad you noticed that and brought it to the attention of all! (Although I do suspect that others may have already noticed this)

Kind Regards,

Terry (Horler)

More Love for Rubber

Hi Gary

Just a short note to say how much I agreed with Keith Jewkes article "For the Love of Rubber" in September 2014 issue. I am the proud owner of LGO 844P who was lovingly restored by a previous owner using a Heritage body shell in 2005. She is pretty much original spec bar being converted to unleaded, but slightly different in that the normally black sills are body coloured.

When I was looking for a Midget my preferred choice was a RWA model but to match the condition of the lovely car I have I was several thousand pounds to short and that's a lot to pay for some chrome!



Always enjoy the magazine Gary.

Regards

Mark Law

Old and New

Hi Gary

I parked at Bluewater this morning away from all the other cars. On my return I had been joined by a new MG Saloon.

I have an MG Dealer a few miles from where I live but to date I have only seen three cars on the road.

Alan Anstead



Spridgets in the Movies

Hi Gary,

I was interested to see Mike Ward-Sale's letter with screen shots from a couple of films in the latest *Mascot*. It reminded me of a website I sometimes get engrossed in trawling around and thought your readers may be interested too.

It is <http://www.imcdb.org> and is a huge database with screen shots of many thousands of different cars from films and TV programmes. The two cars Mike

mentioned are both in there. You can search the database by car model or film title. There over 300 Spridgets listed.

All the best,

Jim Smith

Hi Jim,

Yes, I too have spent quite a lot of time on that website and also used it as a base for a four part article which I wrote for Mascot a few years ago, entitled "Spridgets on the Big and Small Screen".

Gary

Broke but Happy

Gary

Having just been through a bit of experience with the exhaust system on my loW Frogeye, I thought it might be useful to pass some information on.

The manifold had split where the two pipes joined into one and was not repairable. After trying a standard 1275cc Sprite tubular manifold which did not clear the chassis, by luck I came across Maniflow who I found out manufactured the original exhaust systems for the Isle of Wight Frogeyes, and still had the original patterns. They made

up the manifold, fitted it and the rest of the system, and it now sounds really good. They are based in Salisbury and are originally from Downton Engineering, the famous Mini tuners. They also do systems for all Sprites and Midgets.

Just 10 miles up the road are Slark Engineering, also ex Downton who carry out rolling road tuning and setting up, so I couldn't resist getting them to set it up properly with the new exhaust. They found another 8hp, taking it up to nearly 86hp.

So a happy, if a bit broke, Isle of Wighter!

Roland Yates

Stolen Body Parts, Nottinghamshire

An appeal for all Sprite enthusiasts to keep a close lookout for a number of components stolen recently from Gordon's storage unit. See page 24 of this month's *Mascot*

Among the items stolen is a bright yellow GRP bonnet from his other race car. This is very distinctive and not only carries the #13 on a roundel but has an aluminium plate riveted above the radiator area.

If you are offered any of the items please let Gordon know on 0115 9663762 or email him at classicrev@aol.com

Best wishes

Martin Ingall



Three Wheels on my Wagon

A Newcomers Report



Redundancy a couple of years ago and the thought of plenty of spare time made me decide to purchase a project, restore and sell on for a nice profit. After hours and hours spent searching, the right project came along and I decided to make the purchase of a lovely 80% restored 1500. The seller kindly delivered it to my door on a trailer with an MOT, which I am sure was achieved from the sellers good friend as there is no way it should have passed.

So the job of finishing off the project started, then slowed down due to getting a full time job. I soon found very quickly I had fallen in love with the 1500, even after losing one of the wire wheels while out on a drive! I discovered the previous owner had fitted two of the wire wheel hubs on the wrong side of the car, allowing one of the retaining nuts to undo itself after a short trip down the A38, resulting in the wheel falling off.

Many other small jobs followed and around Christmas time a nice cloud of white smoke followed the car everywhere and the oil became a horrible milky colour. As it appeared not to lose any performance, I believed the issue to be down to a blown Head Gasket. I tentatively started the job of removing the Carbs, manifold and cylinder head with trepidation as it was the first time of delving inside an engine. I purchased a new Head Gasket set and put everything back together over the next couple of weekends. After changing the milky oil for a nice new clean gallon with great satisfaction

the car was started after a few attempts and fired back into life. After going for a short run the white smoke returned, this I tried to convince myself was down to the remaining water in the system and would disappear after a good run, I was wrong.

I was then ready to give up, but after leaving the car alone for a week or two I decided to remove the head again and take it to Peter Burgess for a bit of advice. Within a couple of minutes of checking the head a small crack was found. I then hunted around for a new head and returned the two heads to Peter Burgess to make one good one out of the two. After a wait of a couple or three weeks I collected a new looking refurbished head ready for unleaded fuel and the job of putting the head back was again started.

Thankfully it all went back together successfully and the car is running better than ever. The love I had lost soon returned for the 1500 and the thought of selling the car, which was my initial idea, has disappeared totally!

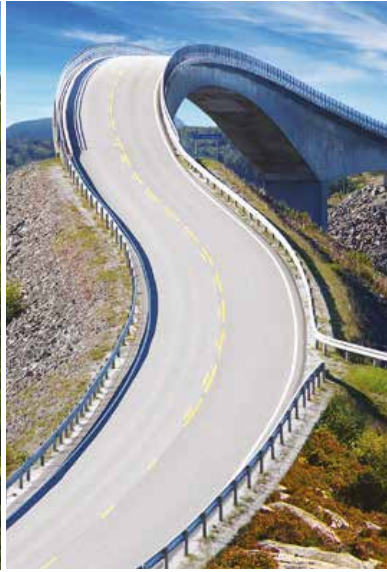
My first run to meet up with other Spridget owners at the monthly meeting at The Sitwell Arms last Thursday was a great success.

I had joined the club at the NEC back in November last year, where I was fortunate to meet Ian Cooke, the area rep. but due to working in the West Midlands and living in Sutton in Ashfield had not managed to previously attend.

Tim Lynam
Notts + Derby area



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Originally in 2010 I was going to build a proper Sebring replica but after a lot of thought decided it wasn't for me. Then I remembered a few years prior reading about a guy and his V8 Sprite Phil Hendrickson (I think that was his name). So I thought I'd build a Sebring with a V8 and here I am today, four years later and nearly finished. By going for a Sebring with a later square wheel arch shell, I had to alter certain parts of the body such as A posts, inner and outer B posts, front scuttle panel, Inner rear arches front wing tops and boot floor corners. That was whilst thinking about how to fit the V8 and tackling the general rust issues to floor sections, sills and numerous other bits and pieces.

I started by firstly building the engine and gearbox so I could see what I had to squeeze in and then by means of measuring and offering up into position could mark out what to remove or reshape.



Engine mounts

I had to restrengthen the floor pan after removing a section of the cross member this was achieved welding a section of 2" X 1" box section to the underside of the existing cross member.

The next few jobs included adapting a rover gearbox cross member, making some engine mounts from 6mm plate and forming a new gearbox tunnel using the handle of a garden shovel to shape it. Once the major bodywork was out of the way I had to build a battery box into the rear axle tunnel and adapt a rollcage to fit inside the sebring bodywork.



Where to cut?



New battery box

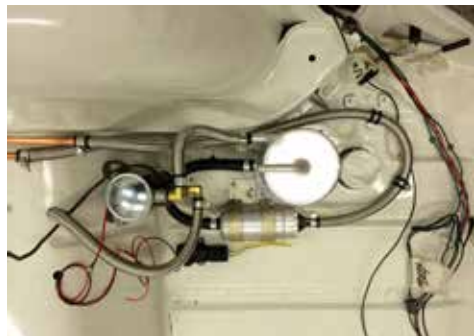
Once the major metalwork was finished I seam sealed and sprayed the underside, the inside and the front sections of the car.

Next to go on was the front and rear suspension using a set of good front dampers, cleaned and checked wishbones stiffer springs with refurbished stub axles and new king and fulcrum pins. The rear end at the moment is a Midget axle with lowering blocks, anti tramp bars, LSD, double hub bearings, fine splined half shafts and a disc brake conversion.

I then final fitted the engine, gearbox, wiring and set about manufacturing radiator mounts to go with the radiator (I used one the same as many MGB V8s).



Engine now fitted



The fuel setup runs a low pressure pump from the tank into a swirl pot and then a high pressure pump through mostly 8mm copper pipe up to the fuel rail, I also have an inertia switch and inline fuel cut off for safety.

The dashboard and centre console were formed to suit my requirements with all tasks either using a push button or a toggle switch.



The seats are an old set from a Frogeye albeit relocated closer to the sill.



I had to make a few adaptations to the bodywork to help with the lines and then had to make a scoop to clear the fuel injection setup although it will help with air flow to keep things cool.



And that is about where I am at the moment nearly there but not quite.

Dave Pratt
Kent





MASC Weekend 2015

July 17-19th 2015

It's some time since we had a National Meeting other than the AGM so we are planning a fun weekend for



and Mid Wales and back to the hotel for a Gala dinner in the evening. On Sunday we will visit the Classic Nostalgia event at the Shelsley Walsh hill

next July. To be accessible to as many members as possible we have organised the weekend in centrally located Worcestershire at Stourport on Severn based at the 4 star Stourport Manor Hotel. The event will start with afternoon tea on Friday afternoon, followed by an organised car tour on Saturday taking in Worcestershire, Herefordshire and Mid Wales and back to the hotel for a Gala dinner in the evening. On Sunday we will visit the Classic Nostalgia event at the Shelsley Walsh hill climb where we will have a dedicated area for our club meet.



Shelsley Walsh (www.shelsley-walsh.co.uk) is the oldest operational race circuit in the world and is set in the beautiful Teme Valley – twelve miles north west of Worcester. Classic Nostalgia is a great event for all cars built in the 50's to 70's together with an air display, jazz band and hill climb event which

will include Sprites and Midgets and other classic cars.

It promises to be a great weekend and a good opportunity to meet fellow members of the club and all at the very reasonable cost of about £195 per couple for the whole weekend.

You are invited to stay the weekend at the hotel or attend whichever individual events that you wish. We are trying to get a measure of interest from members so If you are interested please contact either.

Stuart Watson	01562 883076	membership@midgetandspriteclub.co.uk
Dave Colclough	02476 677897	newton-gemini@sky.com
Steve Newton	07831 646824	david@colcloughsonline.co.uk

Accommodation at Stourport Manor Hotel is limited so early booking is advised although further accommodation may be available at a separate hotel but perhaps at a higher cost. A deposit of £25 per person is requested to guarantee your hotel booking on a first come first served basis together with the completed form opposite and a cheque made out to **Midget and Sprite Club** and sent to my address on page1.

Stuart Watson

MASC Weekend 2015

July 17-19th 2015

Fri: Optional tour of Morgan Car Factory:

Arrive at hotel for afternoon tea followed by evening dinner

Sat: Organised car run into Worcs/Herfordshire/Mid Wales with Gala Dinner in the evening.

Sun: Club visit to the Classic Nostalgia meeting at Shelsley Walsh Hill Climb with dedicated club area provided

Name: _____ **Membership No:** _____ **Car Make:** _____

Passenger: _____ **Tel No:** _____ **Model:** _____

Email: _____ **Reg:** _____

Address: _____

			No of Members		Total
			1	2	
Friday pm	17 July	Optional Visit to Morgan Car Factory Malvern in the afternoon	£12.50 <input type="checkbox"/>	£25 <input type="checkbox"/>	£
Fri – Sun		2 nights Dinner Bed & Breakfast at Stourport Manor Hotel (includes Gala Dinner) per double room		£170 <input type="checkbox"/>	£
Fri - Sun		2 nights Dinner Bed & Breakfast at Stourport Manor Hotel (includes Gala Dinner) per single room	£120 <input type="checkbox"/>		£
Sat all day	18 July	Club Organised Car tour (lunch not included)	n/c <input type="checkbox"/>	n/c <input type="checkbox"/>	
Sat evening	18 July	Gala Dinner only– Stourport Manor Hotel (for members not booked into Stourport Manor)	£25 <input type="checkbox"/>	£50 <input type="checkbox"/>	£
Sun all day	19 July	Club meet at Shelsley Walsh Classic Nostalgia Day (lunch not included)	£12.50 <input type="checkbox"/>	£25 <input type="checkbox"/>	£

Grand Total £

New Members August

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

4940	Ian Cox	Cornwall	Austin	Sprite
4941	Chris & Lucy Rodd	Surrey	Sprite	Mk 1
4942	Peter Barrett	Essex	Austin	Sprite
4943	Reg Lewis & Kate Daunton	Somerset	Sprite	Mk 3
4944	Richard Lawrence	Bedfordshire	Midget	Mk 3
4945	Michael Condick	Devon	Midget	1500
4946	Paul Knight	Somerset	Midget	Mk 2



*John and Jennifer
Maguire's Mk1 Sprite*



*Matt Birch with his
Guernsey-based
MkIII RWA Midget*

- September 2014



Peter Barrett's rare Austin Sprite ...

... and the rear of Peter's Sprite



Reg Lewis & Kate Daunton's recently restored MkIII Sprite



Chris and Lucy Rodd's Frogeye

STOLEN Sprite Body Parts Alert

Gordon Elwell of Classic Revival, Nottinghamshire, has had his storage unit broken into and a number of parts stolen. List below in case anyone is offered them:

An appeal for all Sprite enthusiasts to keep a close lookout for a number of components stolen recently from Gordon's storage unit. They include:



- 1.** An almost fully restored steel Frogeye bonnet...in Cherry Red.
- 2.** An original Ashley bonnet purchased some years ago as a 'spare' for MEG 199.



- 3.** Brand new Frogeye rear bodywork in GRP.



- 4.** A very unusual GRP bonnet from a Frogeye but with a separate central (conventional) bonnet opening. This was in dark red and may still have had the car's original reg # on it.

- 5.** A genuine 'Works' hardtop in poor condition. Missing rear window and one chrome clip, but complete with original brackets etc.

- 6.** A red hardtop of unknown make.

- 7.** A bright yellow GRP bonnet from his other race car. This is very distinctive and not only carries the #13 on a roundel but has an aluminium plate riveted above the radiator area.

- 8.** A pair of immaculate seats in red. They came from a Frogeye but are not Frogeye seats... possibly MGB or something. They have chrome levers at the sides to 'unlock' the tilting back.



If you are offered any of the items please let Gordon know on **0115 9663762** or email him at **classicrev@aol.com**

Scotland Area Report

As I intimated in my June 2014 article, Elspeth and I are building a new house, and I am pleased to report that the project is progressing well and we now anticipate moving to the new location (Nottingham), sometime early in November. This means that we are increasingly involved with specification decisions, trips to and from site, the marketing of this house and all the associated bureaucracy. Accordingly, I would advise you all that this is my final Scottish report and also that I am standing down as the Scottish rep for the Club. It is my intention to remain a member of the Club and will be making contact with the Notts and Derby Group. You have been warned!

Reference to the MASC folder on my computer shows that my first article was November 2010 which makes a nice round four years of providing ramblings. Although there have been some months when there was a dearth of activity to write about and imagination was required, I have thoroughly enjoyed my time providing articles and will, in many ways, miss sitting here each month and giving an insight to the classic car scene in Scotland and my personal trials, tribulations and trips in the MG.

The good news is the car passed its MoT with flying colours and no advisories.

The last month has seen a good spell in the weather and we started with a trip to The Albion Show at Biggar with The Blackwood Classic Car Club. It was a cool clear day and, as always, it was a large show with a selection of vehicles, from two wheels (powered and un-powered) up to lorries and buses. The accompanying photograph, taken at the show, is taking the Scottish theme towards the extreme!

The following Sunday was very warm and Elspeth and I headed up via Stirling and Callendar to Lochearnhead before driving along the northern shore of Loch Tay. Turning south to Crieff and following a suitable refreshment stop, we passed through Braco prior to joining the motorway and returning home. A round trip of 162 very enjoyable miles.

The following weekend saw us in Ayr on the Saturday for the inaugural re-introduction



Scottish I presume!

of The Scottish Air Show. It was again a beautiful day with a wonderful flying display. The only disappointment for me was the non appearance of the two Lancaster bombers. Unfortunately, the weather in Lincolnshire was such that they were unable to take off from the BBMF home base and make the trip. The following day, Sunday was also good weather and we took the opportunity to do one of our favourite runs by heading south along "the old A74" before turning off and going over The Greenhill Stairs to Moffat and then St. Mary's Loch. Then turn north past Megget Water to Broughton and then Biggar and home.

Finally, this last Sunday, we were again blessed with good weather and headed east into Fife to visit Falkland Palace and gardens. Amongst other claims to fame, the oldest Real Tennis court which is still in use is located within its grounds, and reputedly some members of royalty have made use of it.

I would take this opportunity to wish you all the very best and keep those Spridgets to the forefront.

John Pardo

Contact: 01698 814791

E-mail: jp1kg@talktalk.net

With the long and hot summer drawing to a close we have certainly made the most of the season with August being one of the most active. Apart from the local events several of our group have been travelling to various parts of the world including Australia, Scandinavia and Europe. Somerset has rarely looked more green and lush than this year, with the fields and orchards bearing good crops. The levels have recovered well since the floods but there are still a few areas where the recovery will take many years, if at all. Work to reduce the risk to future flooding is progressing with over half of the scheduled work now completed.

West Somerset Railway Gala Weekend – Taunton

Oh! Not any mud to be seen; what a change for this event, quite a pleasant day with only a brief heavy downpour. The stands were much the same as usual although I thought there appeared to be more steam engines than in previous years. The free train ride to Bishops Lydeard was enjoyed with the antics of the station staff trying to stop people from either getting on or off the train, so that they could move it out of the way of an incoming steamer from Minehead, being especially amusing. I enjoyed my day as I hope did Bob, Frances, Rod and last of all Sarah and her passenger, one very alert Dalmatian.



Castle Hill Car Festival – Filleigh, N.Devon

This could have been better if the weather had not put people off of coming. There were not as many individual entries as last year; however the various manufacturers had their new cars and motor bikes on show. I particularly liked the new BMW i8 gull wing, a fantastic looking sports car. Saturday evening we dined at the Table to Table Barnstable, bedding down at the Premier Inn next door. No ice for the G&T though! Valerie and I decided to head back to the festival site on Sunday until about 1.00pm, watching the hill climb whilst many others made their way home. We left for Tintinhull (nr. Yeovil) and an informal pub meet at 4.00pm. for some food, before finally heading home.

La Fontana

Unfortunately quite a few members could not take part in this trip, which started with lunch at the White Hart Pub in Martock, followed by a 40 mile run before visiting La Fontana Nursing Home, which was arranged by Frances Underwood and the Nursing staff. The purpose of the visit was to give some of the residents something different to do, as an afternoon activity with the staff bringing a few residents out at a time to look at the cars (five in all). I hope the patients benefitted from the visit, maybe even triggered a distant memory for some, but sad to say most would probably have forgotten the visit shortly afterwards. We were treated to tea /coffee and homemade cakes before heading home.



La Fontana on the 12th of August

Happenings

Wings & Wheels – Henstridge

This was as usual a popular event supported by five members' cars and their passengers. Although it got a little chilly towards the end of day, it was enjoyed by John, Shirley, Malcolm, Elaine, Bob, Ray, Margaret and Sarah. There were quite a few planes which flew in for the event and these were complemented by the display of classic cars from the surrounding area.

Honiton Hill Rally – East Devon

Four Cars and occupants attended this annual show. For once the ground was firm with no problems getting on and off the show ground on Sunday. We decided to enter as individuals again this year and duly set up an area for cooking our breakfasts, consisting of bacon/egg/sausages in baps; they always taste so much better in the open. There were many 'country' activities to view with stalls selling various items and food outlets, and also demonstrations of combining and horse drawn harvesting of wheat, dog agility trials, parades of all the various groups of vehicles from bikes to tractors and showman's steam engines. MASC member John Mansell was awarded the shield for the best pre-war car at the show with his 1936 MG TA. Some of us were going to return on Monday (Bank holiday) and watch the large open air auction of various items, ranging from vehicles to milk churns, fence posts to rotavators and building materials, but the weather for once made us stay at home.

Thornfalcon Classic Meet

This long established annual event hosted by Thornfalcon Classic Car Sales, must be one of the largest informal classic car gatherings in the country. This year saw the arrival of over 1250 classic cars and 600 in the non-classic car park. We flew the flag with five cars and managed to attract the attention of a few potential new members. The weather was once again hot and sunny which made for a very pleasant and relaxed 'Sunday in the park'. We were able to welcome new members Reg Lewis and Kate with their MkIII Sprite (see their Sprite on the new members' page).



50 Years ago

With so many car models recently reaching 50 years since initial launch it must be remembered that many owners of these vehicles reached that milestone some years ago. It was therefore with great delight that we were able to congratulate Ray and Margaret Darch on reaching their 50th wedding anniversary and present them with a gift of a golden rose to mark the occasion during the monthly meet at the Bell, Broadway.

Peter Young

Tel; 01460 62182

email: peteryoung81@aol.com

NW Area Report

August club night was another busy affair, lots of tech talk and general chat. As usual Steve had been busy thinking of things to do rather than get on with restoring his car, this time making car shaped biscuit cutters in the form of a Midget and Frogeye. He brought along some ginger biscuits he (or Pauline?) had made and very nice they were too.



16th–17th August was Tatton Park show.

On Saturday we had nine cars, me, Bernie & Lynn, Andrew, Alan, Lee, Daniel & Dennis, Pete and Rob with Neil.

Sunday there were fewer cars but still a good showing with me, Bernie, Alan, Rob & Janet, Andrew, Paul and Janet.

This is a good and very well attended show with plenty to see and a good autojumble.

Weather-wise not too bad, however on the Sunday we had bit of a disaster with our shelter. The wind was getting up a bit so we removed the side panels to allow the wind to blow through. Unfortunately this caused a down draft and the top collapsed breaking one of the poles and bending a few others. Fortunately it is repairable.

Once again we came away with trophies, this time 1st (Bernie) and 2nd (me) in the Midget and Sprite class.

The following weekend, 24th–25th August was the Gold Cup race meeting at Oulton Park. Here is a report courtesy of Ian:

This year marked the 60th year of the Gold Cup.

Pete and Ian managed the Saturday sessions with Bernie, Mike and Karen and Alan attended on the busier days. The usual mixture of sunshine and cloud on the first two days gave way to some heavy-duty showers on the Monday.



Lots of beautiful sports racers from Midgets to Chevrons and single seaters, from front-engined formula Juniors to a 6-wheeler Formula 1 March. But it was sad to witness local racer, Derek Walker, suffer damage to his Terrier when he tangled with a backmarker on the last lap of a race he had led from pole position. Our guest speaker some time ago, Derek was quite philosophical on what could have been! But then he has already won more races than anyone else round the Oulton Park track. The races for the big Formula 5000, F1, F2 and F. Atlantic cars were very good and in every category there were dices for the spectators to enjoy.

Saturday 30th August was the Clock Face classic car show in St Helens.

Bernie and Mike attended this event last year and suggested it might be a good to do again. Organised by the Phoenix Classic Car



A confident Daniel with the Sprite

club, it's a small event in the garden behind the Clock Face Hotel. Probably about 60 cars or so, all sorts of makes and types.

There was me, Bernie & Lynn, Mike & Karen and Dennis & Daniel who is learning to drive in the Sprite. He also drove to Tatton and appears to be very confident.

There were various trophies but alas none for us this time. The awards were presented by the Mayor of St Helens, how posh is that!! This was a very pleasant and friendly affair. Definitely do again next year.

The day after Clock Face was the Lancashire Lanes run organised by the Preston MG Enthusiasts club. Meeting at Barton Grange garden centre for registration, there was Bernie & Lynne, Mike & Karen, Neil & Shelly plus me with my daughter Emma, visiting from Australia.

Neil was in his MGB GT. He has ongoing problems with his Froggy losing excessive oil. After a lot of investigation and false starts it transpires that during a recent engine rebuild the bores were honed to the point of being oversized and too large for the pistons and rings!

A full rebore has now been done and new pistons fitted, hopefully this will sort the problem.

This run, as the name suggests, is along the lanes around Lancashire, in this instance heading towards Southport and coast before turning back in land. The four of us stopped for a picnic lunch at Fettle's Wharf on the side of the Leeds-Liverpool canal near Rufford.

At this point Emma and I had to head for home to go to my grandson's birthday party.



Another of Daniel's car at Clock Face

Everyone else completed the run although I gather it might have been just a little too long!

6th September was MG racing at Oulton Park, again a brief report again courtesy of Ian:

MG race day saw the NOSSOS sub-group (the north of Stoke south of Stockport subgroup dreamt up by Ian – I know, but he is harmless!) consisting of Bernie, Pete and Ian attend Oulton Park for the second time in recent weeks. Lots of Midgets, Sprites, Ashleys, Lenhams and Sebrings to look at in the paddock and cheer on the track.

Finally, on 7th September was Houghton Tower classic car show.

A gloriously hot day, there was me, Bernie & Lynne, Andrew and Alan.

This event always has a reasonable autojumble and variety of cars on display.

And guess what, we got another trophy. This time Andrew for best 1950's car. Is there no end to our success!

September club night was again lively with general chat.

Neil didn't make it to the meeting, on the way he started to get wheel wobble. From what I gather, his nuts had become loose! He has bolt on wire wheel adaptors and the nuts on the near side had started to come loose. Rather than chance it he decided to return home for further investigation.

Steve had brought along his crack detecting kit to give us a demo. I took along the steering arm from my Austin 7 as these are notorious for breaking.

Very interesting and much to my relief my steering arm appears to be ok which is a relief as replacements are about £80!

Well hopefully that's everything, apologies if I've missed anything.

Next meeting: The Kilton on 8 October



Nick's powder blue Midget at Chatham Shopping Centre

The first Tuesday evening of each month at Chatham Shopping Centre there is a car & bike meet. Being a nice evening several Kent MASC members decided to give the event a try. Nick Dennington, not seen for some time, brought his powder blue Midget. Phil Manship was in his yellow spridget. Dave Chalk brought along his Tifosi Rana to sell (see August Sales & Wants). Gary Puxty in 'Ratty' followed me to the event with no thoughts of selling his car but having received an offer he will have the thought on his mind for the next few days. Will he? Wont he?

MASC member Darren Tyre was also present but in his Ultima, also for sale, offers around 42K will be considered!

There were cars, and bikes, to satisfy all tastes whilst gastronomic tastes could be satisfied by the numerous restaurants: some where you could sit outside and watch, or almost touch, the cars & bikes. The event went on till darkness fell. Such was the enthusiasm that visitors lined both sides of the road to watch the cars leaving. Perhaps you might consider bolstering our number at a future event.

Mutual Assistance

Mark Mathews had yet another head gasket failure on his Spridget and it has an A – Series engine not a K-Series! Not counting, but I think that is three HGF's in less than that number of months. When people suggest calling the AA they usually mean the



It's not clear but no.1 cylinder is full of water

Automobile Association, perhaps I should change my initials, but never mind I had some free time even if the trip to the Seaside, where the car was stranded, did not allow me to get to actually see the sea. The problem was soon fixed, with a quality head gasket and torque wrench, and he is back on the road again. This event merely highlights the mutual assistance available to members, in our area, be it a need for advice, assistance, or a part there is usually someone who will assist. New members are always welcome!

Down in Herne Bay work progresses on John Clark's cellulose respray whilst in west Kent serious bodywork takes shape on Dave Pratt's Sebring V8 project. (See elsewhere in this month's Mascot)

Spa Classic
22nd–24th May 2015
(Provisional Dates)



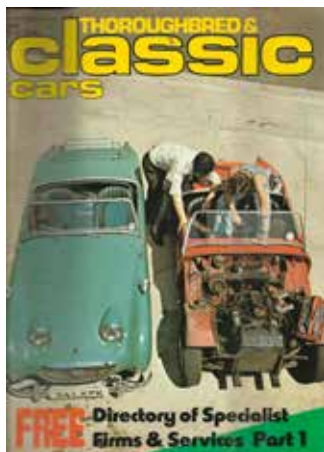
Dave Chalk and Ron Edwards are organising a Tour based around this event at the Spa Francorchamps Grand Prix circuit in Belgium. Eight people have already expressed an interest. Interested? Messages can be forwarded

Ace Café 12th August.

Three of us from Kent took our cars to the Classic Car Magazine, and monthly London Area MASC, evening meeting event at the Ace Café. Strange weather! I got a good soaking en route but the shower's short, sharp; shock treatment was soon negated by the bright sunshine that then dried my slightly

wet shirt. It wasn't worth putting the hood up! The other two, who will remain nameless, were too timid to run without hardtop or hood. Traffic was fair and we made good time for the 37 miles from Greenhithe (road works at the Dartford Tunnel slowed our return) so perhaps we will have to attend another time, perhaps with a larger group, as it was good to meet up with friends from other MASC Areas. I expect the event, with pictures of some of the excellent cars will be written about in Mascot Magazine.

Probably a little known fact was that the car I drove to the Ace, my Frogeye 341KPK, was featured on the front cover of *Classic Cars* magazine, before it dropped the 'Thoroughbred' from its title, way back in October 1976. There was also, in the picture, a more youthful me: I am showing dark hair!



Monthly Meet

Sunday 24th August at the Angel Addington Green. A fine day for some top down motoring! Long term Surrey member Sue Judd visited us but alas without her Sprite. The car is apparently exhausting white smoke the sign of a possible head gasket failure. Come on chaps a damsel in distress surely a MASC member can fix it for her. Sue resides at Shepperton. Offers of assistance can be forwarded.

Paul & Jane Coveney had set out for the meeting but had to turn back with a shattered windscreen. Roger Gray left his Midget at home with low / no oil pressure. John Clark limped his car into the car park desperately searching for gears. Mel assisted to bleed the clutch system, in the car park, back to good health. Others had to fix cars before



August monthly meet

attending for Steve Smith returned from our Le Mans tour for his gearbox to expire. Mark Mathews rattle that has eluded fixture for many a month may have actually been correctly diagnosed as a loose radiator. As a temporary measure it was jammed into position with a strip of rubber hewn from a solid block supplied by Dave Chalk. Time will tell but eventually it will need fixing in the proper manner. So much to talk about and so much to do!



True Point Contact Grinder

Finally, this little gem caught my eye at a recent air show. The 'True Point' ignition contact breaker points grinder for automobile ignitions.

Alan Anstead

Kent Rep www.masckent.org

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email: alan.anstead@btopenworld.com



Home Counties North West Area Report

At the end of August two cars from HCNW went to visit the Hampshire group at their new venue the Golden Pot. Keith and Ann Warner took their trusty green Midget and Roger and I went in our red Austin Sprite.

This was the maiden run for the Sprite, a bargain buy via *Mascot* and recently given an overhaul by Paul Webb at Colmworth Classic Cars. The meeting point in Old Amersham was safely reached, then we set off on the scenic route through Beaconsfield, Windsor Great Park, Ascot, Hartley Wintney and Odiham.

In clear weather and reasonable traffic it was an interesting drive, so we arrived at the Golden Pot quite early. Keith took the opportunity to give the Sprite a once-over, whilst Ann and I inspected the pub garden and were particularly interested to see a fuchsia plant with upright flowers. We made a mental note of its name for future reference.

Soon the members of the Hampshire group started to arrive and we got round to the serious business of deciding what to eat from the extensive menu. The meeting room is a long function room with a skittle alley and as soon as the lovely suppers had been demolished, we were challenged to a skittle match.

The rules were easy – two teams of six, each player in turn bowls a wooden ball at any remaining standing pins, three lives each, lives lost if nothing hit. Sounds easy, but I reckon there was only one genuinely spherical ball in the basket and some had rugby balls as parents!!

What with the jocularly of the match, the booking of the Christmas meet and meal and discussions on the new proposed national weekend event for 2015* (everyone seemed keen to go), the time flew by and it was soon time to say goodbye to Barry, Jenny, Harriet, John and everyone (too many to mention them all by name, but I guess we should mention Andy who was having trouble with his shorts!!) and thank them for a lovely evening.

As usual the journey home in the dark was accomplished uneventfully using the nearby M3 then the M25. The 'new' car performed very well and all four of us look forward to our next trip to Hampshire.

Footnote – it took nearly three weeks and several emails for Ann and I to remember the name of that fuchsia – Paula Jane!

Maggie Byford

**See pages 20 & 21 in this month's *Mascot* for further details*



Central Area Report

Middleton & more...

September started off a bit quieter than previous months and at our monthly meet talk ranged from technical matters, such as two-speed wipers and the need for maintenance of wiper spindles and mechanisms (can tell that we are expecting a wet winter maybe?), to planning trips to Le Mans next year and the best places to buy a tent. This then led to another chat about the size of tents and how a tent that's labelled as a four-man tent is actually best suited to one man and his belongings!

Also in September, we held another of our "unofficial" 2nd monthly meets at Middleton Motors. To those who maybe don't know much about this – it's a monthly meet that runs on the 1st Sunday, from May until October and starts at 10am and lasts until 1pm. It's held in the lovely grounds and

surroundings of Middleton Hall – B78 2AE (Have a look on www.middleton-hall.co.uk for further info on the hall and its grounds). This event is not just for Spridgets – but pretty much all are welcomed and we have a huge variety of vehicles. We were also very pleased to see several members of the Midget and Sprite club from other areas who had popped along to say hello.



The last of these meets will take place on October 5th – but will start again in the New Year. Keep checking the events section of *Mascot* for dates and we hope to see you there – (if any groups would like to come along "en masse", please email me prior to the event so that I can arrange to park you up all together)

John Collins
Central MASC
Email to central.masc@live.com



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Yorkshire Area Report



New member Ian turned up this month in a rather nice MGC; he's currently working on a hillclimb spec Midget – so if anyone's got any tips then get in touch! We were also joined by Charlie in his red RWA.

By the time you read this we'll have been to the Knavesmire show, so look forward to a report in the next issue.

Generally the season quiets down a bit but we'll still be having the monthly meetings, the next of which will be on the 11th of October.

Hope to see you soon

Rob

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Sussex Area (Barbie) Report

Regardless of the alleged attractions of the Beaulieu Autoshambles and various other commitments, the club managed to assemble an enthusiastic gathering of members for our annual barbie, at Chris and Sue Harding's bucolic gaff near Turners Hill.

Despite a genuinely single drop of rain at one point, the afternoon event went off remarkably well and the food, as always, was excellent. The on-site improvised entertainment was provided by various owners' dogs, who tore around us, manically chasing each other in and out of the gaps between the chairs and up and down the lawn.

The resident in-house hen and duck fraternity did make one or two ill-advised forays onto the lawn, only to be theatrically and noisily harassed by the ever-invasive woofs, whilst the kittens wisely viewed the whole affair with total disdain, from the safety of a first floor window ledge.



A game of Pétanque suffered a predictable fate after a game or two, due to the excessive canine interest, in every single throw and the obvious vulnerability of the (lost in the grass) jack.

The whole thing had been further complicated by the use of apples, as red herrings, which had quickly ceased to distract the attention of the unwanted "fielders" and were left splattered across the lawn.

Nostalgic background 'Sixties' sound effects were provided free of charge by the frequent passage of 'Real Steam Trains' on the nearby BlueBell Railway line. This illusion of times past was undisturbed by passing petrol engine noise, as the main road outside was blissfully closed to traffic, due to water main works.

On a personal note, the day ended rather well, with the unexpected purchase of five rare and early 'perforated' 1960s steel wheels, from friends Piers and Anne . . . "If you wait, long enough!"

Which means that we now have 15 (Yes 15) spare rims for our Sprite – RoStyles + trims, Steels and Minilites.

My wife Rachel returned from her business trip to Madrid, to find that her dreams of wheeled perfection had been realised, in her absence. Such are the joys of the unending pursuit of period style.

Michael Ward-Sale

From the BOWELS of BRISTOL

Hello again, our policy of keeping quiet and concise is working. Since I have reduced the frequency and lengths of our area reportages, club night numbers have increased. This could be simply a coincidence, or, a directly proportional value to the inverse reduction of the wording to head count ratio. According to my reporting/attendance graph, the ascending parabolic curve shows remarkably few spikes. I am tempted to extrapolate this based on the information collated to date to arrive at an expected end of year figure. Then again, can I really be bothered?

Onto the parish news. Alan Lo proudly demonstrated his new tracking device. His I.O.W. Frogeye can now send a text to Alan's mobile to say that all is well – or not. This state of the art gizmo is very similar to the one that Mrs Lo strapped to Alan's left ankle. At any time, Mrs Lo can pinpoint exactly where Alan's left ankle is (Doesn't say what the rest of him is up to though).

Following on from my wet weather curse, Philip Sellen is similarly damned. Not a

soaking every time that he gets his Midget Mk11 out of the garage though, quite the opposite. Every time the sun shines really brightly, the Midget splutters to a halt. To cut a really long story short, Philip simply replaced everything under the bonnet. If the problem (or curse) continues, there is just one thing left to replace, i.e. – Philip. To gain our attention, the shy and retiring Trevor Large arrived one evening wearing the loudest Hawaiian shirt in existence.

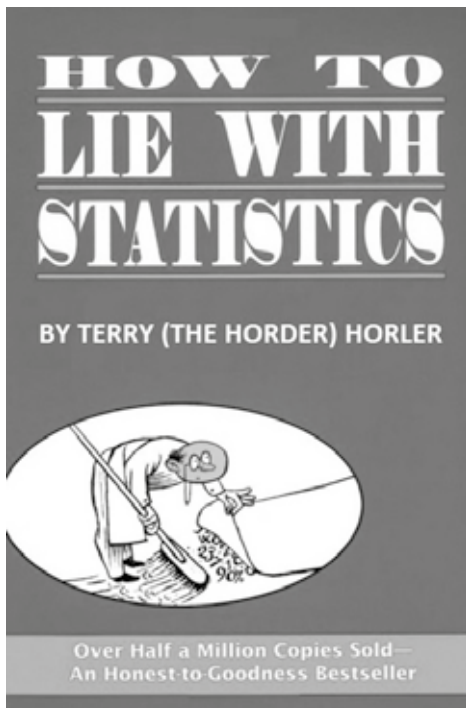
This is still the subject of some discussion within the branch, the outcome of which is a new event to be added to our calendar. 'Outrageous shirt night'. This may be augmented with equally outrageous head apparel. Really looking forward to this one – I think not!

To the rescue, the very sensible Andy Cross has proposed another new club night feature. 'The oldest tax disc of the meeting'. Yes, we all like to keep our records and memorabilia of our favourite cars. I think I could do well with this one, Horler by name, Horder by nature. I am sure to have a winning tax disc – but where? Quiet and thoughtful Glyn Polly has volunteered for a national committee position whilst David King continues to keep the club finances under control.

Be assured, this is not a Bowels of Bristol conspiracy to promote or provide one new committee member per year until we have total dominance and absolute control of the entire club to do with and dispose of as we deem fit. (Although this does seem to have some merit come to think of it) Perhaps not, if it all went wrong there could be another public execution on the village green. Something that has not happened in Pucklechurch for all of two years.

There we are then, following this report, I calculate that we should have five fewer members at the next meeting as a direct result. As always, we meet on the second Wednesday of the month at the Rose & Crown, Pucklechurch. All welcome (club policy) even if it does screw up my statistics and projections.

Terry Horler
(Shy and retired!)



Notts & Derby Area Report



Now the summer has raced past, it's time to catch up on what fun we've all been having. Although the calendar of events has offered many opportunities, I have unfortunately not been able to take advantage of all of them and have relied on other local members sampling the delights around the area to keep us up to date. Here is a report from the annual Ashover Rally based on photos from Mel and Ian with a few words from Nigel. The rest is complete fabrication by myself and you should not believe a word of it!

Previously organised by the Austin Seven Owners Group, who also run the annual Autokarna at Wollaton Park, Ashover is now run by a local Lions charity group as a slightly lower key event. This means that in order to park with fellow club members, it is now necessary to meet up and drive in convoy onto the site, where you are then parked in

the order you arrive. So on this sunny morning our merry band gathered at The Nettle public house for a short convoy around the corner and into one of the three show fields.

Nigel had been coerced into driving Paul's spare Supersprite to the show in order for Paul to display his collection, but was disappointed at not being able to wear the matching cap, albeit slightly oil-stained. There was a collection of stalls selling autojumble and apparently a rather good one selling cup cakes, although Mel refused to share her purchases with the others. It had always been Paul's ambition to own a rubber hammer, so never one to resist a bargain, he made his purchase. To demonstrate its bouncability he tried it out on Nigel's head. We're not informed as to what happened next... I think the camera ran out of power.

Next meeting at The Sitwell – Oct 9th

Ian Cooke Notts + Derby area rep.



Perhaps a Spridget could fit in there too?



East Anglian MASC Report



Cars being admired by the residents of Buntingford

The first event of the month was a trip to sunny Hunstanton Kite festival, I have a very soft spot for Norfolk, especially the coast, but sadly it clashed with the MASC committee meeting. I do have my spies though and I understand that despite a brisk sea breeze (good for Kites) it was a half decent day, we had a reasonable turn out and the fish and chips were especially good.

I planned to put a couple of hundred miles on the Sprite and use it to attend the committee meeting, and when I crawled out of my pit at stupid O'clock (for a Sunday) it looked like a brilliant morning, but by the time I was ready to set off (08:30 ish) we had monsoon conditions so it was Bitsumishi to the rescue. The weather did improve and I was a bit disappointed to be just about the only person to have arrived in a "practical" car.

We had a good meeting with brilliant reports from the officers detailing what great shape our little club is in. Basically we are on a very sound footing with money in the bank (see treasurer's report in this month's *Mascot*), a successful magazine and a growing membership.

As an area rep I have long recognised that the areas are the powerhouse of the club and since we are now in a good position to do it, have been trying to nudge the committee towards investing some of our funds in the areas to update area and national equipment.

Currently it is just Club sails and a new gazebo but it is a good start and while we do need to keep some reserves, we are a not for profit organisation and need to keep a balance. The other good news was that now the committee nominations are in for next year's committee it looks like the committee numbers are set to grow again.

The other event East Anglia attended this month was Buntingford classic car day, this is one of those events where a quaint historic town closes off its main streets and packs them with classic cars stalls, stands and street musicians. All great fun, especially on a sunny Saturday.

We arrived at the meeting point in Royston in good time with the hood in the boot (where it belongs on a proper roadster), and found that only Stuart had arrived ahead of us. A very good turnout of proper cars soon arrived although we had a couple of casualties with Mick's battery having expired and Hubie missing a carb spring, Hubie made some running repairs while Mick just kept his motor running. We were soon on our way in convoy and were expertly parked to form the best club display of the show (pity we don't have the sail yet it would have been perfect). It was a brilliant way to spend a Saturday.



Hubie keeps his roof up as we meet at Royston Tesco

See you all at the oldest Inn in England and beyond.

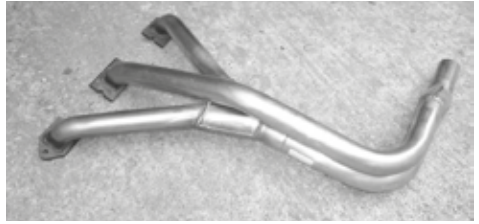
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For Sale: Midget Stainless Steel Exhaust manifold, bought in error assuming that it would fit my A40. It is 'as new' most probably for a 1275 engine (has label on the manifold "MG40") and has never been used. **£80** plus postage or collect from Lancaster, Lancs.

Contact Robert Deegan at harpsichords@hotmail.com or on 07880805119



For sale: Black fibreglass hardtop for 1968 models onwards (folding hood style bodyshell) Shiny black finish but crazed. Seems to be leak-proof. Located in Nottingham **£75 ono.**
Contact Ian Cooke: 0115 9383838 or ilc@bgs.ac.uk

For Sale: Four 14" genuine Minilite wheels, standard Spridget PCD with 185 Viking tyres unused. Will accept 13" Minators as a PX plus cash adjustment as appropriate.
Contact Terry: 01454 881770 or email rebelwithasprite@hotmail.com (Bristol)

For Sale: 1972 MG Midget 1275cc RWA – MOT until April 2015 – Recent quality re-paint, New Uniroyal Rainmaster tyres on refinished Minator alloys, New battery, 3 branch exhaust, K&N Air Filter, Alloy rocker cover, Motolita Steering wheel, Good engine with fast road cam. Hard Top and luggage rack both need refinishing – Originally restored by me in 2004 using a USA dry import shell, the car has always been very reliable and lots of fun – Offers around **£5,000.00 – Telephone John Platt 01789 488321 / email: johnplatt1275@btinternet.com – Located B95 near Stratford-upon-Avon., Warwickshire.**

For Sale: 1967 Mk3 Midget F reg Completely dismantled and mostly in boxes. Includes replacement bodyshell; Ex warm climate (California. Needs simple welding to be a very good shell. All paperwork in order, includes V5 Reg document. Can email info & photos. Central location in the East Midlands, near Northampton. **£1550 ono. Contact: – Ian Webb Tel: 07725 957969 anytime**

For Sale: Red tonneau cover to suit Sprite Mk3 or Midget Mk2. **£50. Contact Don Westcott Tel: 01249 821854 (Wilts) or E-mail: dondwapr@aol.com.**

Wanted: For Frog-Eye Sprite – Road Wheel (tyre not required); Seat Cushion (condition of trim not important); Electric Rev Counter. **Contact: Don Westcott Tel: 01249 821854 (Wilts) or E-mail: dondwapr@aol.com.**

Wanted: A PDVA VALVE as used in the later Midget dual circuit braking set up.
Contact: Tom on 01373/812766 or tomrodford@supanet.com

For Sale: Rev counter for sale from MkII Sprite (may also fit Mk1 Sprite and Mk1 Midget). Very clean, stored away for years £70.00. **Contact Stuart (non member) 01858 545 261or stu.warriner@gmail.com**

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