

October 2015

£2 No. 379

Mascot

The Magazine of the Midget & Sprite Club



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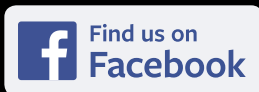
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Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



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

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NORTH WEST

KENT

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LINCOLNSHIRE

Currently vacant

LONDON

Gary Lazarus, Tel: 020 7700 5696 email: garyfrogeye@gmail.com

NORTH WEST

Neil McLeod, Tel: 01772 323770 Mob: 07921 089 680 email: neil_mcleod2@outlook.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 email: grahame_gibbins@hotmail.com

SCOTLAND

Graham Smith, Tel: 0141 954 8276 email: smith.grahamf@yahoo.co.uk

SOMERSET

Valerie Young, Tel: 01460 391431 email: petyeryoung81@aol.com

SOUTH WEST WALES

David Hill, Tel: 01239 811307 email: david@hill.be

SURREY

Mike Gorman, Tel: 01737-552256 email: mike@birchwood44.freeserve.co.uk

SUSSEX

David Southcott, email: dandl@southcotts.plus.com

WILTSHIRE

Andy Cross, Tel: 01225 743554 email: andy@cross743.freeserve.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

AGM, AGM, AGM

Sunday 11th October at the Haynes Museum, Somerset. BA22 7LH

Yes it's coming very soon. Next weekend in fact (if this month's Mascot has popped through your letterbox as planned).

When I first joined the club around the turn of the millennium, the AGM was generally held around the Swindon-ish area. Then for most of the following years it's been hosted in the Midlands, firstly at the offices of one of the then Committee members, John Platt, then at the Patrick Collection in Kings Norton, Birmingham. More recently at the Coventry Museum of Transport and latterly our venue has been the Heritage Motor Centre Motor Museum at Gaydon.

It's been a logical decision to have the AGM in a generally (Midland) central location, for obvious reasons. However, this year your committee decided that it would be a good idea to bring the meeting away from the Midlands, in order to give those in the South and South West areas the opportunity of attending. With the intention of next year's AGM being held much further North (that's the idea in my head at least).

The AGM is an excellent opportunity for those of you in the South, who are usually unable to attend, to come along, at least this once. We'd be really delighted if you'd join us. You'll be able to hear what's been happening within the club, meet other members and ask questions of the committee. If you don't have any questions to

ask us, you can simply come to point at us and giggle. If that's not exciting enough, I'm reliably informed that the Haynes Museum has a car or two to ogle at too (feel free to point at them, but please don't giggle).

The next month will see us back in the Midlands for the Classic Car Show at the NEC. The committee would like to try to move that around the country too, but unfortunately, we don't have that sort of clout.

So, two major events over the coming six weeks. Hopefully the weather will still be good and you'll be able to join us for one or both, in your Spridgets.

Have a great month and I hope to see many of you soon

Gary & "Gaps"



*Gaps at rest after a recent track day at RAF Marham, Norfolk
26th September*

The deadline for articles and reports for inclusion in the November edition of Mascot is Wednesday 14th 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: Pierre Lequeux's Sprite at Furlie Hill (more of this car next month). Image with thanks, taken by David Kessel. If you are in the Leeds/York area and would like your car photographed, David can be contacted at david@kessels.co.uk

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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 3LB. For further details contact Gary Knight, Tel: 01376 562172 Mob: 07932 077305 email: gknight@live.co.uk
- 1st Wednesday **Central Area** – Now meet at the **Swan Inn**, Whitacre Heath, Near Coleshill, B46 2JA, 8.30 pm onwards Contact: Dave Warren, Tel: 07831 101850. 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** – Meet at **Court farm**, Abbotskerswell, TQ125 NY Devon. 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. Neil McLeod email neil _ mcleod2@outlook.com Tel 01772 323770 Mobile 07921 089 68
- 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://yorkshireremasc.blogspot.com/>
- 3rd Tuesday **Scotland** – Meet at The Windmill Tavern, 4 Thorniewood Road, Uddingston G71 5QQ at 8pm. Graham Smith 0141 954 8276 email: smith.grahamf@yahoo.com
- 3rd Tuesday **Surrey** – Meet at **The Chequers**, Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF. 7.00pm onwards. Contact Mike Gorman, mike@birchwood44.freeserve.co.uk Tel: 01737-552256
- 4th Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE – 7.30pm Contact John Gully, Tel: 07876 334949 email john.gully@btinternet.com
- 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.freeserve.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 **Windy Miller's Pie & Bar House** @ Haselbury Mill, nr. Crewkerne. TA18 7NY 7pm if eating, 8 to 8.30pm if not. Please contact Valerie Young on 01460 391431 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: *Manifold* (which is case sensitive)

Also follow the Midget and Sprite Club on 

Area reps please make Gary Lazarus aware of any events already in your diaries for 2015 and 2016, 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 Mike Bennett can be contacted at webmaster@midgetandspriteclub.co.uk

2015

11th October **Midget & Sprite Club's AGM** at the Haynes Museum, Sparkford, Yeovil, Somerset BA22 7LH. Contact Club Secretary Jim Willis for details. Jim.sillis@tiscali.co.uk tel: 01527 402804

24th October **National Restoration Show** at Stoneleigh Contact and details TBA

13-15th November **Classic Car Show** at the NEC Birmingham Contact Alan Pritchett a.pritchett@btinternet.com

We are now awaiting your event listings for 2016

2016

30th April-2nd May **Donington Historic Festival** at at Donington Park visit www.doningtonhistoric.com

Caption Competition

Many thanks to all of you who took up the challenge of the August "Tail End" caption competition. I'm pleased to say that we had a very good response. The result was quite a hard decision and a close call. The winning caption was sent in by Alan Crother with:

"I ordered a rocker cover for my Frogeye, and this is what turned up!"



Alan wins a very limited Spridget50 organiser's cap, which was produced exclusively for that event.

Alan should already be wearing it by the time that you read this.

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

New Members Aug–Sept 2015

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

5119	Richard Bailey	Hertfordshire	Arkley	SS
5120	Richard Goodburn	Surrey	Midget	Mk3
5121	Christopher & Jean Hindle	Worcestershire	Midget	Mk 3
5122	Andreas & Heike Jordan	Germany	Sprite	Mk 4
5123	Rich Weaver	Worcestershire	Midget	Mk 2
5124	Alister Clark	Surrey	Sprite	Mk 4
5125	Nigel & Susan Symonds	Warwickshire	Sprite	Mk 1
5126	Michael & Jane Lucas	Hampshire	Sprite	Mk 1
5127	Alan Todd	France	Midget	Mk 2
5128	Gordon Jones	Flintshire	Sprite	Mk 1
5129	Bob & Zsuzsi Pearson	Cornwall	Sprite	Mk 1



Richard Goodburn's Midget Mk3 RWA

Andreas & Heike Jordan at the Treffen in their German based RHD Mk4 Sprite



Rich Weaver in his Father's old 'lost and found' 1973 Midget, which can be seen elsewhere in this month's magazine

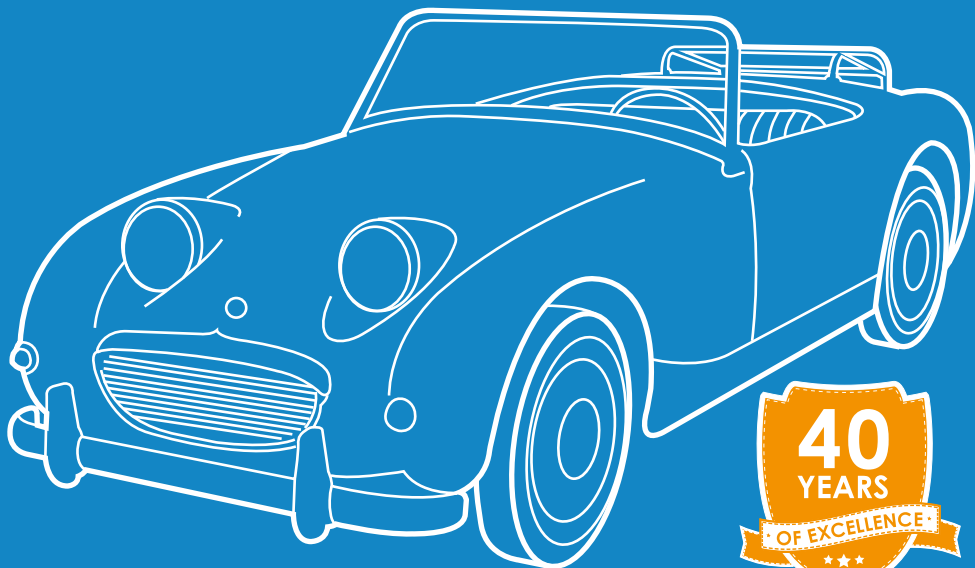


Rich's pre production prototype Mk4 1969 black windscreen Sprite

Bob & Zsuzsi Pearson's lovely Mk1 Sprite



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Letters



Steering wheel refurbishment

Hello Gary

Can anyone suggest the best way to renovate / repaint my original Mk1 Sprite steering wheel, or recommend anyone who can do this for me? The wheel is fully functional but in need of a definite facelift. I have attached pics showing the same.

I did post a note with the same question on the club website forum but, to date, no responses. Thanks for any guidance that you or members can provide.

Best regards

Roy Beckwith #5006

New book

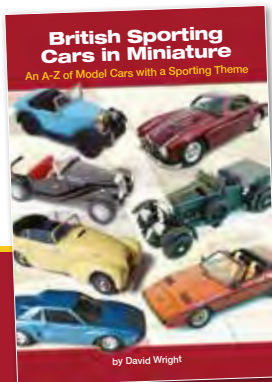
Hi Gary, I'm on my third book now, and would like to make its forthcoming launch and availability known to MASC members please (see advert below). It does contain only British sports car models, and there is a big section on a selection of models of Austin Healey Sprites. I hope that is OK. Best wishes

David Wright

COMING SOON

BRITISH SPORTING CARS IN MINIATURE

An A-Z of Model Cars with a Sporting Theme



British Sporting Cars in Miniature is written by well-known collector David Wright, and follows on from his highly acclaimed "A History of White Metal Transport Modelling" and "The History of Resin Transport Modelling" volumes.

This companion book features a comprehensive a-z catalogue of every British sporting car maker of which models have been made.

From the early pioneers of the pre-war era, through the golden years of the 1950s and 1960s, David tracks the development of sporting cars in Britain, through summaries of the achievements in production of the real cars, and the creation of miniatures as both toys and collectors models. He tackles the thorny subject of what is a sports car, shares his personal story of commitment to the British sports car in both his driving of them and creation of his personal collection of mostly 1:43 scale models.

He has selected over 1000 colour pictures, some never seen before, from both his own collection, and those of a number of serious collectors around the world. David brings over 40 years of collecting experience to the task, and this brand new, 300+ page book will be truly absorbing for anyone interested in the 81 marques of cars featured, from both a collecting or a manufacturing point of view.

Never been done before, this book is a must for any collector's bookshelf.

HOW TO ORDER

Due for publication on 14th November 2015, you can pre-order your copy today, priced at £28.95 + p&p, direct from the author.

Call David on **01903 746101**

For more details email david@transportmodellingbooks.co.uk
www.transportmodellingbooks.co.uk

Clutch release bearing issue continued from last month

Hi Gary,

Thanks for publishing my email about my clutch failure, I've now got the engine and gearbox out of my car and thought you would like an update. I fear that I owe all the cheap thrust bearings of the world an apology, the thrust bearing is fine and still has some good carbon on it so it will now make a good spare. My camera flash must have caused the machined end of the bearing to look sheared.

As you can see my failure it was actually the clutch for pivot bolt which broke. The nut and half the bolt dropped down to the bottom of the bell housing and rattled around. Meanwhile the other section embedded itself into the clutch cover plate.

It's just like they say in motorsport a 50p part causes the end of the race. Oh well time now for a mini restoration before a new clutch is fitted and then everything is put back in.

Regards

John Egan



A question & partial answer regarding Lever Arm Dampers

Hi Gary,

A query if you could assist please or suggest anyone else who may be able to help ?

Question: Any idea of operating temperatures under say normal road and fast road use, and track racing ?

I am looking in to the significant differences in the viscosity of damper oils between cold (say 10 deg C) and during fast road use (guesstimated at around 50 deg C) where the actual properties vary by more than a factor of 5.

The possible use of say 0W-20 synthetic oil could be viable subject to the detergent properties not affecting the rubber seal.

Any thoughts or suggestions would be much appreciated.

Answer: My communications with the technical guys at Comma oils has been positive with their general agreement that

the use of a high quality synthetic engine oil having a viscosity of 0W-20 should make a good replacement for damper fluid for standard road use offering much enhanced 'cold start' properties.

I am today checking potential local suppliers to fill a pair of rear dampers that will be made available to one of our NW Area members to trial.

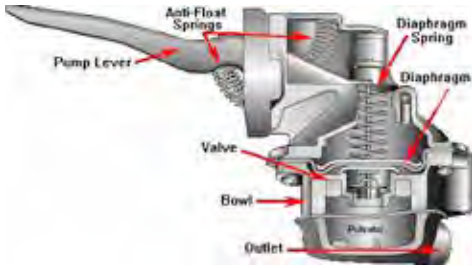
I will keep you informed of any success with hopefully front dampers to follow once I have been able to rebuild a pair for test.

If all proves to be satisfactory, it should be readily possible to upgrade to 5W-30 to achieve an uprated condition as I do not believe that valves should ever need to be 'adjusted' as this could risk the experience of Armstrong in their development of these components.

Best Regards

Steve Keil NW Region

Some, but not all, Midget and Sprite 1275cc engines have apertures for the fitment of mechanical fuel pumps. When introduced, in 1966 with the Sprite Mk4 (HAN9) and MG Midget Mk3 (GAN4) the 1275cc engine was recognisable because it did not have tappet chest covers or an aperture for a mechanical fuel pump. The lack of aperture for the mechanical fuel pump was a carry over from the 1098cc 10CC engine. Earlier 948cc and 1098cc (10CG) engines had the aperture and were fitted with the A.C. mechanical Y-type fuel pump.



Later in 1974 with the introduction of 12V788FH prefix engines the fuel pump aperture was re-introduced but no mechanical pump was used the aperture being sealed with a plate and gasket being held by two studded nuts. Many vehicles may now have been converted to 1275 engines by owners wishing to upgrade from 948 or 1098 engines but in making the conversion may have retained the mechanical fuel pump either to avoid extra expense or to maintain the under bonnet appearance of the earlier model.

Vapour lock occurs when the fuel in a fuel line turns from liquid to vapour, before it reaches the engine. The first signs of vapour lock are normally when an engine begins to run roughly. The engine may splutter and

hesitate. It will then stall completely and refuses to restart. It may seem like the car is out of fuel or the fuel pump has failed or there is a blockage. While these are possibilities, vapour lock may be the problem and is worth consideration.

Fuel will turn to vapour in conditions of high heat and low pressure. If the fuel line to the engine becomes hot, the fuel inside the line becomes hot. Liquid fuel turns into vapor or gas. The fuel pump is not able to move the vaporized fuel and the engine will stall. As long as the vapour remains, it locks out the fuel flow. This is why an engine will not restart until it has cooled down. The problem occurs more often in carburetted engines, especially those with mechanical fuel pumps. These systems create a vacuum that pulls fuel. If the fuel vaporizes, the vacuum will not work.



Vapour lock is not a common problem with fuel-injected engines. Fuel injection systems are usually pressurised, and this pressure helps move the fuel in the system. In addition, mechanical fuel pumps in carburetted engines are often located near the engine, exposing the pump to extra heat. In the case of Sprites and Midgets, of course, if fitted with a mechanical fuel pump, that pump which is actually fitted to the engine and driven off the camshaft, will not only take heat from the engine but will be near to the hot exhaust system. The fitting of a tubular 'sports' exhaust may bring the exhaust pipe even closer to the fuel pump. Electric fuel pumps are normally located in or near the fuel tank as on Sprites and Midgets. This location helps the pump and fuel lines avoid overheating.

In cars with carburetted engines, the location or style of the fuel pump can be changed.



Moving an in-line fuel pump away from the engine may help reduce the heat. Changing from a mechanical to electric fuel pump may also solve the problem. On older vehicles, adding an electric cooling fan, instead of the common mechanical fan, may keep the engine compartment cooler.

For any vehicle that experiences vapour lock problems under hot conditions, adding insulation to the fuel lines may reduce the occurrences. Shields can be installed between the engine and fuel line or any other area where heat accumulates. Fuel lines should be insulated from the exhaust manifold.

In some cases with vehicles that use vacuum systems, the fuel cap can be to blame! Sometimes vapour lock can come from the type of fuel used in a vehicle. Highly volatile fuels, those with high alcohol content, can vaporize at lower temperatures.

(Some references taken from 'Original Sprite & Midget' by Terry Horler ISBN 1-870979-45-1)

Alan Anstead (Kent Rep)
www.masckent.org

Crankcase Breather

What is the condition of your engine breather?

The oil separator on my 1965 Sprite engine is fitted to one of the tappet covers and has revealed a bit of a surprise on examination of its internal filling.

Material removed, using a hooked tool via the internal opening, is shown in photograph and has the appearance of a very coarse wire wool made of ordinary steel as it is magnetic, shows signs of surface rusting and includes a significant quantity of smaller particles where it has disintegrated.



Contents of oil separator

This packing material is believed to function by providing a large surface area onto which the oil vapour should condense to drain back into to engine but without creating any significant resistance to airflow; or allowing any debris from its degradation to possibly

be ingested by the engine where it could be disastrous e.g. seizure of cam follower.

Clearly not suitable for further use and will probably be repacked using appropriate tools to coax into position one or two pan scourers supplied by Spontex at a special offer cost of £1.00/4

pack and made, according to their packaging, from 'rust resisting stainless steel' (with caveat that other types are probably available).



Breather can and proposed packing

The cylindrical can provides a clear volume as the small diameter discharge tube only intrudes by around 1/8". Final test will be made by simply blowing through by mouth after each scourer is installed to assess levels of resistance created !

Readers opinions by email would be much appreciated.

© Steve Keil NW Area

On the diameter of Steering Wheels

On page 44 of his excellent book 'Restoring Sprites and Midgets', Grahame Bristow¹ has this to say about anti roll bars ...

"Early cars only had ARBs fitted as an option, and if you've never had one fitted to a Midget, you might not worry about it. If you fit one, you might still think nothing much of it, except that maybe the old speedo starts creeping up a bit. Leave it a couple of weeks and then take the bar off again – and you'll notice the difference on the first bend you come to".

I have never bothered to remove the anti roll bar from my car in order to try Grahame's experiment, I'm pretty sure his observations

are correct. But I can certify from personal experience that something similar will happen if the diameter of a Sprite or Midget's original steering wheel is reduced by fitting a different wheel. This time however, performance is not always enhanced, it can be degraded – perhaps dangerously so.

My own personal experience happened in October 1973 when, newly arrived in Cambridge from Australia, leaving a Clipper Blue GAN1 Midget behind me in Melbourne, I purchased the car I still own: a tartan red GAN2 Midget. Immediately, the improved specification of GAN2 over GAN1 (+10 bhp and front disc brakes) was all that I had dreamed of – but I was unhappy about the 'feel' of the car as I motored along: the handling could best be described as either 'too nervous' or 'too twitchy', it didn't feel like my old Midget at all. Some weeks passed before I finally realised that the problem was the diameter of the steering wheel: my Australian GAN1 possessed its original 16" diameter steering wheel while this new GAN2 sported a fancy after-market wheel with a much smaller diameter. Just how much smaller I cannot now say because, being a young lad with other more important things on my mind, I never bothered to measure it.

Sadly, in 1973 any Wrecker's Yard in Britain was full of early Sprites and Midgets. Happily, I therefore had no trouble at all acquiring a proper original steering wheel and horn push for my GAN2, once I had stopped looking in the Yellow Pages under 'W' (for 'Wrecker's Yard') rather than 'V' (for 'Vehicle Dismantling'). To my considerable relief, in a 'reverse Bristow' moment, an original steering wheel fixed matters, allowing me to motor along in the old easy way, without grim concentration and a white-knuckled grip on the steering wheel. I remember vividly the moment when I discarded the after-market wheel, throwing it Frisbee-like into a remote region of the local Cambridge rubbish dump with accompanying shouts of something like 'Good riddance!' or 'What a piece of junk!'

These days, few would ever dream of changing the steering wheel of their modern vehicle. Festooned with buttons, each wheel peculiar to its own vehicle and intimately linked to airbags and other mysterious computer systems, this is not a five minute job for amateur home mechanics keen to primp their vehicles.

In marked contrast, the steering wheel of any Midget or Sprite is an easy (perhaps too easy) thing to remove – unless the hub of the wheel is frozen/corroded to the splines of the steering column². When the cars were new many owners, for reasons known only to them, thought their original steering wheel was ugly and unsuitable. Unable to resist the temptation, they often changed it as quickly as possible for something that somehow looked 'better' or 'more sporty'. This urge-to-change was encouraged and fuelled by thriving contemporary after-market businesses, all eager to cash in on the situation.

¹ 'Restoring Sprites & Midgets: an enthusiast's guide' Grahame Bristow (Brooklands Books).

² To avoid a broken nose and possibly hospital, DO NOT REMOVE the steering wheel securing nut before attempting to pull a wheel from its column, just slacken it a little. Careful application of hot water to the hub can help to free things up – but if the wheel is really stuck, get column and wheel onto a bench and into a vice.



Photo: Richard Gunn



We now see the inevitable result: most surviving cars wear smaller-than-original diameter steering wheels, rare surviving original wheels command frighteningly high prices and many owners have never experienced the delight of driving their Sprite or Midget as the Healeys intended, the original wheel having been discarded long ago by a previous owner.

Early cars like the author's GAN2 (left) had 16" diameter steering wheels. Later cars (right) had 15.5" diameter wheels. Note how the spokes of these well-designed original wheels all slope down to allow an unobstructed view of the instruments.

To appreciate why it is not a good idea to randomly decrease the diameter of one's steering wheel, one must first understand that the diameter of the wheel and the ratio of the gears in the steering rack are inextricably linked. This is not rocket science, it is simple physics: if the diameter of the steering wheel is decreased without changing the gearing in the steering rack, the effort required to move the steering wheel will *increase* and the amount of required movement at the rim of the wheel will *decrease*. Curiously, a small and apparently insignificant change in this area can have a really marked effect upon the 'feel' or handling of the car. In extreme cases of very small diameter steering wheels, a slight twitch or mere tremble of the steering wheel will send the car shooting off the road and tight-lipped concentration will be required to keep the car on course.

Why anyone would ever want to decrease drastically the diameter of a Spridget's original steering wheel, when the number of turns lock-to-lock is only $2\frac{1}{4}$ (early cars) or $2\frac{1}{2}$ (later cars) is a mystery to this author – unless of course the person is built like an Australian Rules football player and is too bulky to fit. Rather than changing the steering wheel, footy players should perhaps consider buying a larger vehicle.

Secondly, one must remember that ever since the AN5 (Frogeye) Sprite first burst upon the motoring scene in 1958 with an avalanche of enthusiastic Press notices, the one characteristic of our cars which has been praised unanimously in almost every review is the beautifully precise, Go-Kart-like nature of the original steering. This extract from a 1963 test of the GAN2 Midget in 'The Autocar' is typical of all early reports ...

"Even for acute corners the steering wheel seldom needs more than a wrist movement and manoeuvres like overtaking hardly require a visible motion of the steering wheel; one almost seems to will the car to change course"

Why anyone would want to fiddle with what is arguably the car's best feature is yet another unsolved mystery. The diameter of the original steering wheel is already very close to the lower safe limit: it is near-ideal, very hard to beat. Taller drivers can reduce the diameter slightly if they cannot otherwise fit – but any steering wheel with a diameter less than 13" should (in this author's view at least) be viewed as downright dangerous.

Almost certainly, the delightful 'feel' of these original steering wheels was no accident of design. Rather, it was the result of the Healeys choosing very carefully a steering wheel diameter which matched perfectly the gearing in the steering rack and pinion machinery. Initially, the Donald Healey Motor Co Ltd did market a wood rim three-spoke light weight steering wheel for competition (saving 0.89kg over the standard wheel³) – but this was still a large diameter wheel

³ An original AN5 (Frogeye) wheel weighs a hefty 2.14 kg!



(15.5"). Later, as Geoffrey Healey has related⁴, they "became aware of the dangers of wood splinters in an accident and used Paddy Hopkirk's excellent leather covered wheels [instead]" – still large diameter. Certainly there were horrific accidents with wooden splinters in the early days. Anyone who values their internal organs should think twice about ever using a wood rim steering wheel, they are not fitted to modern cars because they will all fail modern crash tests.

Many small diameter after-market steering wheels have spokes which partially obscure the instruments; some have wooden rims which can produce dangerous splinters in accidents; others have finger-trapping holes in their spokes. Are these really an improvement over the original steering wheels?

Have you ever tried driving your Sprite or Midget with an original diameter steering wheel? If not, then perhaps these few words may encourage you to do so. Original wheels can still be acquired via assiduous searches of internet auction sites or auto-jumbles, albeit with high price tags. Alternatively, I am prepared to lend an original AN5 (Frogeye) steering wheel and horn push to any member of our Club who is prepared to write an article about it for *Mascot*.

No matter what, if you do try this experiment you should plan to use the original wheel for some time in order to become thoroughly accustomed to it before experiencing your 'reverse Bristow' moment by reverting momentarily to your small wheel. Lastly, be prepared for the fun of pitching your old steering wheel into your nearest junk yard – providing of course that your local Health and Safety regulations will permit you to do so.



The three spoke Donald Healey Motor Co Ltd wood-rim steering wheel (above left, fitted to the 1960 Le Mans Sprite) did not obscure the instruments which were placed higher in a special binnacle. This wheel was not quite so successful with a standard dashboard (above middle) where the vertical spoke obscures the direction warning lamp. The Paddy Hopkirk leather covered wheel (above right, in the cockpit of the Aaltonen-Baker coupé Sprite after the 1965 Sebring race), is a better alternative. All these wheels are large-diameter (15.5").

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

⁴ "More Healeys: Frogeyes Sprites and Midgets", Geoffrey Healey Gentry Books Ltd 2nd Edition 1990

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Where Are



Sprite Mk1 JGL 857

Gary – I'm trying to track down a Frogeye Sprite reg JGL 857 which used to belong to my uncle in the 1960's. I see you have a photo of it in your library. Would you have the details of the current owner or could you point me in the direction of where I may be able to track them down?

Best

Martin

Mk1 Sprite UDR54



Hi there,

My father used to be the proud owner of a Frogeye Sprite reg UDR54 back in the 1960s and I managed to find a picture of it here the photographic database of UK registered Mk1 Sprites www.frogeye.smugmug.com. My father lived in Sutton in Surrey when he owned the car. It seems the air scoop on the bonnet



is a new feature since his ownership, but the missing front bumper made him smile as he distinctly remembers removing it after a run in with a roadworks sign late one night!...

Many thanks and regards

Richard Smith

A search on DVLA finds UDR54 under Austin (not uncommon) still shown as white with a 1098 engine. The tax date for renewal is unfortunately 01-08-1994. Unfortunately it seems that the car has not been on the road for over twenty years but who knows it may lie dormant somewhere?

Editor adds: According to my database, these images were taken on 23 September 2007, so it was still around then.

Sprite Mk.2 9953TR

Hi again Gary,
One of our new Central members, Justin Bates, was at the recent Goodwood revival



Parked in Eindhoven Holland

They Now?

when he bumped into an old friend who just happens to be searching for his long lost Sprite, 9953TR. Justin has forwarded me some of the pictures Douglas has sent him, they are fabulous, look at the one of the car being craned onto a ship and the one full of children.

Cheers, **Dave Warren**

Mascot contacted Douglas Mursell, whose car it was, who provided the following information to accompany these wonderful period photos.

I bought my Sprite new in about 1961 (54 years ago!). I was working in London at the time but was offered a job back in my home town Southampton. I went for 3 interviews, the last one being with the Chairman of the company. Whether I took the job all came down to which company car I could have (in those days they paid 85% of depreciation and all expenses but you bought the car). They said that it should be a saloon, I said I wanted a sports car. The chairman asked me why a sports car and I said that I wanted one while I was still young enough to enjoy it (I now have a brand new Mercedes Benz SL!) and the fact



In Eindhoven, Holland



Up in the mountains on crossing Norway from Sweden to Bergen

that I was paying for it should be considered. To my surprise he said "then you have one my boy".

So as I used it for the business, I visited quite a few parts of England in it, as well as the trip to France and crossing Belgium, Holland, Germany, Denmark, Sweden (when they drove on the left) and Norway. We then took the ship from Bergen to Newcastle (that was before roll on roll off) and then back down to Southampton – all before motorways were built!



Filled with children in Southampton

I had the car about five years and never had any problems with it. I never saw it again after it was sold.

It would be very interesting to know if it is still around and in which case, where?



With best wishes.

Douglas Mursell
Southampton

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New member Richard Weaver with two Spridgets – (Yes, one of each)

I have two cars – a 1973 MG Midget in black tulip and a pre production prototype Mk4 1969 black windscreen Austin Healey Sprite. The Midget was built in January 1973 and it was dispatched to Evans and Kitchen LTD, Horsehair, Birmingham and then sold to a Mr Wheatley in February 1973. He used the Midget for a while including using it to tow his speed boat. He added the radio and console and the Selmar car alarm. After which he then got rid of the Midget in favour of a more powerful Triumph GT6. He sold the Midget to another Birmingham based car dealer – Birmingham Cardrome, which was an offshoot of Bristol Street Motors – they were based in Small Heath in Birmingham

My father at the time lived in the family home just up the



road from Birmingham Cardrome and looking to upgrade his current little red Mini, he visited the showroom with the aim of getting a purple Wood & Picket Mini. Unfortunately the insurance was too much for this but next to it in the front showroom was this MG Midget in the super rare colour combination of Black Tulip with Yellow Ochre interior.

My father used the Midget for a year or so and took it on holiday to Cornwall, where I have some photos which were taken. In later ownership of the car dad fitted a period





Dad in the Car then

And now



PECO back box exhaust – old pinstripe, painted the wheels gold and fitted Lucas spotlights and Mountney steering wheel (which I still have)

He sold the car in 1975 and moved up to a Vauxhall. The car was sold to a dealer who then sold it on. According to the old log books it was registered to a petrol station, now Texaco. It was then sold to another lady in Birmingham

I found the car in a barn/unit after placing an advert on one of the MG forums, looking for a project to build a car to similar spec as dad



had, as my search had found no trace of his old car. A chap sent me a message saying he may have a car suitable to my needs, a purple with yellow interior. The deal was done and I bought the Midget, which although was stripped and had a mismatch of hand painted panels, was totally rust free. It still bears the original floors, sills and wings etc.

I believe it had been stripped to carry out a restoration but must have been stalled.

After obtaining the car history from the DVLA and checking the VIN number, it turned out that it was the very car I had been looking for, for nearly 15 years!

I managed to source the last new old stock yellow ochre interior, with a custom made carpet set and recently found original ochre door seals. The original engine has been professionally fully rebuilt to unleaded spec with a Kent 266 cam and it's just about run in now. So I will soon be taking it to the rolling road to get fully set up.



I did some research and found that 195 black tulip Midgets were built – nine with navy interior – five with autumn leaf and the remainder in ochre, mine being one of these. According to the DVLA and owners clubs there are only about 15 'purple' Midgets still registered.

I have gone over every detail that I can on the restoration, finding the often misplaced or discarded clips and brackets. I have managed to get Evans and Kitchen tax disc holder, which was an original dealer add on. The original company that made them did me a small run of new ones for my car. And I'm still looking for an Evans and Kitchen keyring to finish it off.

The only welding needed on the shell was a 5p size hole on the inner A post. The wings

were an eBay bargain at £100 for a pair of heritage panels. The bonnet is an original rust free one.

When I was building up the car I found out that the gearbox and diff were incorrect and made for a Moggy Minor. A purchase of a rotten donor car sourced the remaining parts that I needed, such as the gearbox, diff, and the correct engine bay plastic heater pipe, which are no longer available. Also various clips and brackets and a very good original front bumper which still had the British Leyland sticker underneath. I had all the chrome re-chromed.



The Sprite is a restoration project that I am currently trying to source some of the rarer items for such as the Austin Healey Sprite badges etc.



It is a super rare black windscreen version and according to Gaydon, it's the first pre production prototype for the facelift cars. Also it's the press and publicity car which featured in the brochure.

The Sprite hasn't been touched as of yet while I've been doing the Midget, but now that's done, I'm starting to get parts for the



rebuild. I'm struggling to find a few bits so I may send a wanted ad for the magazine.

I've been to Gaydon and with a few emails from Terry Horler I've built up a picture on the Sprites history

Officially the Mk4 Sprite facelift car came out in October 1969. And according to Terry's book 21 were built with the black windscreen, however my car was not included in this number so there's actually 22 My Sprite was commissioned in August 1968



In the ledger it's down as the British Leyland publicity car – press / fleet / and an annotation for police (I'm not sure what this means).

It's the first car to be fitted with Rostyles and is down in the book as the research and development car, so quite a history ! I'm still waiting for the DVLA copies of the V5 to see whom it was first registered too.

I will be restoring this to as new condition using the original press photos as a guide. But more of that another time.....

Rich Weaver Worcestershire

Frogeye versus Bubble Car

I was interested in Graham Smith's article in last month's magazine. In it he admitted hankering after an Isetta bubble car. Firstly



Left on the drive

let me point out in a slightly nerdy way that the dinky toy pictured is actually a Heinkel or Trojan bubble car, not an Isetta, but let's not split hairs. Secondly, I owned a Trojan bubble car for several years prior to upgrading to a Frogeye, so I can make a comparison with some authority.

The bubble car was possibly a bigger head turner than my Frogeye, although I usually detected a smirk on the face of the observer. But in every other aspect the Frogeye wins hands down. I can get spare parts easily, it goes faster than about 35 mpg (we nicknamed the bubble car 'Swiftly' but it wasn't)



Paul and Liz at the Kop Hill climb

and I can talk to a passenger above the noise of the engine. As a practical means of transport the bubble car does not score highly.

I took the bubble car up our local 'Kop Hill' climb. Fortunately the top end of the course is shrouded by trees, I was in first gear the revs were dropping and there was a burning smell.

Needless to say the Frogeye stormed up the hill with ease, only had to drop down into second at the very top.

So Graham, you may continue to dream of owning a bubble car, but when you awake you will realise that the Spridget takes the biscuit!

Paul Sheppard

Yorkshire Area Report

I was feeling distinctly like the start of Autumn up in Yorkshire for the September meeting. Wet wet wet. I think at one point during lunch we saw blue sky, but only for a few seconds. The puddles on the road were all the way across at one point!

Three brave and waterproof Spridgets made the trip; mine wasn't one of them as I popped the roof up before setting off, to be accompanied by a large POP as the rear window became detached from the rest of the vinyl. Looks like the string that stitches the plastic window in has dissolved. I didn't have enough ducttape to mend it (already used a few rolls on it) so time for a new hood. I say 'new'; I've got a second hand one that just needs a warm day to fit. Hmmm. We had a great meal with all sorts of subjects talked about – exactly what's great about the meetings.

So we came in the big (now blue) Rover. No water came in at all – excellent but somehow cheating I feel.

As the weather closes in then it's bound to be quieter, however historically MASC has carried on throughout, and this year will be no exception.

There will also be a meeting of like minded MG / MASC folk on the third Sunday of the month, at the Old School Tea Rooms, Doncaster (DN5 0SF) at breakfast time – means that if the weather is nice then people can go for a spur of the moment run somewhere. Let's try October the 18th and see how it goes!

For now though, it's same again, so I hope to see some of you at the Nag's Head, on the 10th of October, whatever the weather!

Rob

Sussex Area BBQ



Well, it's that time of year, again. Chris and Sue are hosting the annual Sussex and Surrey Clubs' Saturday Barbeque, at Harding Towers and there's a good turnout of about sixteen members, accompanied by a good variety of assorted Spridgets and other marques, together with the usual woofs.

The party progressed in its usual amicable manner, with good food, drink and the random discussions about what everyone, absent or not, had been getting up to recently.

The relative silence was pleasantly interrupted by the occasional hoot from a passing Bluebell Railway train, steaming past along its track, just across the fields, adding greatly to the bucolic period ambience of the location.

It seems that certain members cars have "anecdotally" fallen into disuse, for one reason or another, but mainly due to minor, unresolved problems, which could easily have been sorted out cheaply, by a professional mechanic, or even an RAC man, for that matter. Personally, I believe that the "If I can't fix it – no one else can." attitude is a bit short-sighted, to say the least.

You are, after all, only the current custodian of a small piece of mechanical history and should therefore take care of it, regardless of personal technical abilities. Well meaning tinkering can, after all, do more harm than good.

If we have a problem with one of our cars, it goes straight to our pet mechanic Kim, who knows much more about cars than I ever will and has a magical "Snap-On" wand, of Potteresque abilities, concealed within his big red toolbox.

In that vein, the party progresses to its final conclusion, with a spontaneous council of war, concerning the host's MGB GT and its tuned, but currently recalcitrant engine. The needle in the haystack is eventually discovered, courtesy of apparently Richard Crewe and is found to be faulty plug lead, on number one cylinder. As Inspector Morse might have put it: "And how long did it take you to get there Lewes?"

Once again, thanks are due to Sue and Chris for providing an excellent venue and superb hospitality.

Michael Ward-Sale
mikeward-sale@talktalk.net



Several people have been actively preparing for the 4th Miglia Tour speedily coming upon us in September. Vic Barker, with technical assist from Gary Puxty, has had our website sponsor Fisher Services fit a new camshaft. The car was then set up / tuned by Peter Sanson at Sanspeed. Vic's was the first of three cars, on the Tour, to have Peter Sanson cast his wand over cars in preparation. Dave Chalk's IOW benefitted by 6BHP by changing SU carburettor needles.

Dave has also fitted door mirrors to the car, as I have done, using motorcycle mirrors



Motor cycle mirrors fitted to Dave Chalk's IOW Frogeye

although, in this case, from an unknown manufacturer.

I am told, by my spies, that Ron Edwards, who will partner Vic, has secretly had his car at Sanspeed in case his Sprite is needed as a substitute, for Vic's Midget, for the Tour.

No doubt some will be amassing tools and spares to carry 'just in case' but then you only need two tools in the toolbox WD40 and Duct tape. If it should move but does not, use the WD40. If it does move but should not, use the Duct tape. For those that insist on carrying a more comprehensive tool kit, if you cannot fix a problem, on the car, with a hammer you have an electrical fault. Swiss MASC member Oliver Wilkinson, who will join the Tour on day four at Neidererun has to replace a wheel bearing before the 'Off' so I have pointed him in the direction of MGCC, Swavesey, who now offer the correct 'face adjusted' front wheel bearings, also with the correct radius on the inner bearing (Part No GHK1142Q). But Thierry Dupont, President of Spridget Club de France, who joins our tour at St Flour, will need a bigger fix as he has burnt a piston on his Triumph-engined Midget. Meanwhile John Clark's car suffers what is believed to be 'vapour lock'.

Alan Anstead Kent (Rep.)

Old Boy's (and Youthful Girl's) visit to Ramsgate Sprint Revival

Sunday 16th August

Five cars met at the BP services on the Thanet way at 9ish on Sunday 16th. Once all were present we made our way to Ramsgate along the A229 in convoy to see what was on offer at the Sprint Revival.

It was nice to see such a good crowd of people with lots of stalls and Amusement's with many vintage bikes to peruse over.

James S made a quick getaway from the group without anyone being aware. Was he lost. Maybe kidnapped? Crispin W eventually got bored of our frustrated David Bailey (Chalk) and also made a quick exit into the crowd.

We gave everything a good coat of looking at as well as the Sprint display. We were

joined by Richard Beere and his better half which was a pleasant surprise and some advice was sought on bonnet catches, which was given. After a good chat they also gave Bailey the slip!

We were very lucky with the weather too and remained in sunshine for much of the day.

In the afternoon there were several Revival bands on the stage area which gave good entertainment, with a surprise visit from Elvis, who spent a good hour entertaining the crowds with old classics ... was this the elusive James S? He wasn't around or seen for much of the afternoon. Then again soon after this Crispin W and his IOW Frogeye had other pressing family plans to attend to and made haste for home.

After watching the afternoon's Sprint display, the three musketeers and two wifeys went for a wander down to Ramsgate harbour for

Kent Countryside

refreshments, including a lovely fish supper as promised. And a meander around the harbour in the late afternoon sunshine.

Low and behold up in the sky was a Harvard! Was this Red Leader checking up on us? Who knows for sure but it did seem to slow down over the harbour. We made a quick exit back to the safety of our Spridgets after

a really great day. Once I had made sure that Mel Collins and Bailey, I mean Mr Chalk! Along with their wifeys had made an attempt to leave for home. It was noted that James S had already given us the slip ... Elvis had truly left the building!

TTFN

Mark M

August's monthly meet at the Angel, Addington Green

Sunday 23rd August and the weather forecast was not great with rain expected at 1200hrs building up to a downpour around 1400hrs then clearing about 1600hrs. I threw my Sou'wester and galoshes in the boot and went in the Tin Top. On arrival at the Angel I was greeted by some 'strange' looks and adverse comments by some Spridgeteers. I was early, as were they! Almost on cue, at 1150hrs it began to rain, starting a stampede to erect car hoods. Then a sprint to the bar.

Dave Chalk and I were wearing the latest in fashion. Not Westwood nor McQueen but two variations of T-shirt designed, by Dave, for Kent Members. Kent, taking a lead from Hants Chapter and NW Area is soon to have its own regalia. It would probably have been better if Dave's had been modelled by Debbie. Meanwhile I looked for another hole in my trouser belt.

For once I had forgotten to take my camera so cannot show pictures of two visiting Classic Cars. Kent member Martin Ingall brought his 1967 Gilbern. Martin has owned this Welsh Classic since 1969. Non member Lawrence Slater brought his Ford Classic Capri. Apparently consuming too much fuel Darren was soon dispensing advice he being the owner of the Ford Zetec engined Sprite amongst the Spridget line-up in the car park.

Mark Matthew's sought identification of a camshaft recently acquired. A BMC 731 soon to find its way onto his Sprites engine. Mark has designed some postcards, that are being printed, that can be handed out to prospective members. They should be available at our next meeting if anyone would like a couple to hand out. Martin Ingall

collected the bellhousing featured in the August issue of *Mascot*. It is destined for a long term project that Martin has on the go. Martin maintains the Sebring Sprite website at www.sebringsprite.com. Updated almost daily it is well worth a look!

Rylan & Phil, accompanied by Liz, added some colour to the occasion both having yellow cars. Graeme was seeking advice well beyond me namely how is it established what rating of fuse to be used for a particular wire or component. If the more technical would like to respond then e-mails can be forwarded. Better still, perhaps, an article in *Mascot* from which we all can learn.

Martin Bird put in a rare attendance but with the announcement of retirement and an intention to join our mid week 'Old Boys' runs. Barb & Mel looked cosy in their hardtop Midget. Poor Barb apparently never gets a mention so a special mention for Barb and all the fine ladies, be they wives, girlfriends, or mistresses, of our members, who allow their men out to play.

Mark from the Fisher Services, sponsor of our Kent MASC website, paid a visit.

Marilyn & Ron, Bernadette & Ian, Ralph – I must have named the lot.

Mike and Anita Pearson got up, from the table, to leave drawing attention to the weather. Far in advance of the time designated for the maximum downpour it had stopped raining. In this time when, for anything and everything, there is compensation can I sue the Met Office for depriving me, by their miscalculation, of a chance to drive my Sprite, top down, in fine weather. Mind you! After the stampede to put up hoods at 'home time' I saw no evidence of the reverse.

Alan Anstead (Rep.) www.masckent.org

Somerset Happenings



SMASC at Shelsley Walsh in July

A month in the diary of one Area Rep

August was a busy month for Peter and I, after the previous month's inactivity, due to Peter injuring his back. On the 1st Saturday of the month we attended the West Somerset Steam Rally at Norton Fitzwarren. Plenty of static steam machinery and large steam engines were to be seen. Not so many classic cars but as the name suggests it is based upon steam.

The following day was the Seaton Classic car show with free parking on the promenade. A peaceful day catching up with friends and enjoying a lunch of Fish & Chips by the sea.

August 8th we visited a new show on our calendar at Whitford. We were invited to this village event by the 'Rousden classic car group', who we quite often join for their Sunday jaunts throughout the year. The sun was at its hottest, which I almost found too much. There were many side stalls with various arts and crafts, tombolas, plants, burger bar, cream teas, beer tent and cider tasting.

As with many village shows, they had the obligatory dog show, sheep and a couple of Shetland ponies. I hope we are invited next year as it was well worth going.

On the Sunday we were at the Crown and Victoria pub in Tintinhull where every year the hosts have a small gathering of classic cars and motorbikes. This year they had a jazz group entertaining and as we looked across the lawns, who did we see? Elaine and Malcolm Denman tripping the light fantastic with a couple of their friends!

Then, what a week of rain, rain and more rain; it was looking very bleak for the Sunday at Thornfalcon. Sunday arrives the weather looks doubtful, but after a few quick phone

calls, some of us met at Barleymows for breakfast and afterwards set off for Thornfalcon to arrive in light rain. After ten minutes the rain dried up and the sun came through, but unfortunately not many cars had turned up. However we were able to greet new members Maurice Pyman and Jenny who came in their Midget.

August bank holiday and as usual the weather forecast was grim, however four of us kept our fingers crossed and headed for the Honiton Hill Rally. Classic car numbers were greatly down as were the stallholders against other years. Unfortunately not the same could be said of the mud; pity the cars that were entered for the Monday.



The Jam and Cream Run, and not a Spridget in sight!

Bank holiday Monday was good with four of us determined to enjoy the day. By 11am the rain had stopped and we set off on 'The Jam & Cream Run', around East Devon, with fish and Chips at Seaton for lunch, finishing the day at The Old Well Garden Centre J27, M5 for tea. We were not quite so brave as there was not a Midget or Sprite to be seen, only one Mini and three MGB GT's. Well it was raining when we set off in the morning!

All these events do take some effort to galvanise the troops into action; thank goodness for email. At least most do seem to turn out for the monthly meeting at Haselbury Mill with the opportunity to welcome new members; Chris and Emma Redman being the latest.

Ah well, that's another month over. Now who's going to the AGM?

Valerie Young

Tel: 01460 391 431

email: petryoung81@aol.com

A big apology from the Editor. I completely mislaid SMASC's report from last month. I did send myself to bed with no supper! Gary

Scottish Area Report



Fraser Ewart's Frogeye at the Bo'ness Hill Climb

September started off well with a past member of MASC, Alec (who has sold his Frogeye), contacted me and wanted to know if I desired a large quantity of back issues of *Mascot* going back to the year 2000. As I also picked up a load of MG owners club magazines. I am going to have an enjoyable time reading them in front of the fire accompanied by large malt whisky during the winter months.

Saturday 5th September saw me visiting the Concours D'Elegance in Edinburgh and the array of automobiles spread out over the lawns of the Palace of Holyrood was impressive and their condition was absolutely stunning. If the restoration of the "Rusty One" can reach even 50% as good as the cars that were on display I will be well pleased. If forced to pick my car of the day amidst all the exotica on display, I think I would opt for the 1923 Bugatti Type 23, whose shape and style was way ahead of it's time – simply magnificent.

The highlight of the day was being able to sit in the driver's seat of Clive Beecham's Long Nosed D Type Jaguar. This was raced by Sanderson/Lawrence and came 2nd in the 1957 Le Mans race and it was not difficult to imagine sitting in the cockpit travelling along the Mulsanne straight at 180 mph. It



is probably the most original of Works Long Nosed cars that were built and it is great credit to the owner to allow the public to sit in the car and wallow in nostalgia. Almost equal to this was the impressive display of Ecurie Ecosse, featuring the iconic transporter (fully loaded) and a range of cars both old and new that have featured in their history.



Dreaming of the Mulsanne with the Ecurie Ecosse transporter in the background

The next day saw Alan pick me up in his Lotus Elise and an early drive to the Bo'ness Hill Climb Revival meeting. The weather was nice, dry and sunny so it was top-down motoring there and back. It is not just a hill climb as there are plenty of displays to walk around and visit before and after the event. The Austin Healey Club had a display and Peter managed to sneak his MG Midget in there. The event itself was enjoyable and a walk round the paddock revealed a number of Spridgets and a Austin Healey 100/4 and a 100M but for Alan & myself we only had eyes for Fraser Ewart's Frogeye (see *top image*) which seemed to have an almost entirely fibreglass skin it seemed to have been through the wars a bit but was an out and out car used for racing/hillclimbing by the look of it. It sported a boot that opened but did not spoil the Frogeye lines. In the bootspace there was a tank which I assume was the fuel tank but there was no one around to ask so I don't have a definitive answer. He finished 1st in his class. Apparently it will feature on *Motorstv.com* on Sky or Freeview on 4/5/6/7 October.

On the restoration front, when we were talking to Peter as he was leaving Bo'ness and he indicated he had bought another Frogeye, we will find out more in the near future. Alan seems to be experimenting with electrolysis rust treatment on some parts from his Frog and seems to be having some success and as it appears inexpensive and cleaner than blasting. I am going to give it a try in October.

Graham

North West Area Report

Well, August was a busy month for us in the north west area. We started with our normal monthly meeting on a beautiful evening. It was so to be able to sit all night outside for the entire meeting. A few new members joined us which was encouraging. I was unable to take Mandy, my Sprite, as again she had blown her head gasket!!!! I'd been able to find a new one and was about to have it fitted, strangely enough the old head had been on for ten years without a problem. It was now discovered to be the wrong head, from a very early 850cc Morris!! Mandy now has a 12g202 apparently the right head for a 1098cc, an will update you by the end of the month.

On Saturday 15th August we had seven cars attend a new event for us, "Classics in Miller Park Preston". This was a lovely show with 132 cars, in a fantastic setting with a real country park feeling to it. There was an amazing array of cars. Preston Minster & Bishop John had done all the organising and also supplied us all with a wonderful free buffet. Certainly one to do again next year !!!

22nd / 23rd August we had 11 members go to Tatton Park "Passion For Power". This is a premier event in the North West, with all major clubs attending and didn't we do well !!! 6th place for best Club display, Bernie won a trophy for best Sprite on Saturday and then on Sunday Paul took a 3rd place for best



Silverware won at the Tatton Park Classic Car Show



Sprite and it only started to rain as we were packing up on Sunday evening. Oh!!! and yes, Mandy is up and running, her new head is great, she is like a different car with much more getup and go. Sounds really sweet, 196 miles over the weekend and not one complaint. Thanks Mandy fantastic !!!

The end of August and the Classic car Racing at Oulton Park is always very well attended. This year we have 12 members going. I do hope the good weather lasts all weekend as I don't ever recall being there when it has not rained.

Day one at Oulton Park, what a great day, very well attended by all car clubs. We had about ten members with one or two other members who were were on other club stands !! Strange but all good for club harmony, and the best bit was it did NOT RAIN !!! Well Oulton Gold Cup lived up to its form of the last few years. Yes it did rain but it did not spoil the day. Another fantastic weekend. The club gazebo needed some attention as it was sagging a bit, a centre pole was added with some quick engineering done by Bernie. All we need now is a resident pole dancer, any offers Girls !!!!???.
Neil & Shelley North West Area Reps.



Oulton Park

Home Counties North West

What were we thinking? A trip out on August bank holiday? What should I wear? Well, it wasn't shorts and a sun hat that is for sure.

Keith and Ann volunteered to organise us all for a trip to the Pre 1978 Vintage and Classic Vehicle Rally at the Buckinghamshire Railway Centre at Quanton just outside Aylesbury. A good number of members said they would be there but the weather forecast was a challenge for all but the most hardy drivers! After a meeting at our monthly pub night venue, The Chequers Inn at Redbourn, Keith made his way across country, with Bill Harding in convoy to the second rendezvous point, The Crow's Nest pub just outside Tring. Normally a spot with amazing views across Aylesbury Vale, but there was nothing to see this August Bank Holiday morning except drizzle.



By the time we decided it was time to leave the car park we had swollen to a decent group of seven cars. Four Frogeyes, Me and my Dad, Bill Harding, Paul Shepard, who has recently returned from a year in Nepal, and first timer to a HCNW event Newy Nottingham with his Grandson. Newy has been on the mailing list for a long time but this is the first time he has made the trip out from North London and what a day to choose! We were also joined by 2 Midgets, Keith and Ann, Ian Hooper plus Dave Barton in his new purchase, a very low mileage MG RV8. Nice to see Dave using it and none of us were jealous of his waterproof hood and warming air conditioning!

The event itself had upwards of 80 vehicles pre-booked, but the terrible weather meant that at the height of the day there were no more than 25 classic cars there; a real shame. Thank goodness for the two running steam trains and the selection of static locos and rolling stock in the yards and in all the



The Beattie Well Tank engine

sheds. We all took a ride on the short section of track that was in steam on board a train pulled by a Beattie Well Tank engine, no. 30585, built in 1874 and in active use on a number of lines until it was purchased from BR by the Buckinghamshire Railway Centre in 1963 for £750. It seems it is not just the value of Frogeyes that has risen since the early 60s!

The centre has a decent sized museum, with shop and café, plus a covered picnic area which were both welcome spots for us all. At lunchtime I popped back to the car to find a man enthusiastically looking over our cars in the pouring rain, and his slightly less enthusiastic wife looking on. It turned out it was a local member who has a Frogeye nearing the end of a long and intensive re-build. The Frog has been in the family from almost new and lived in the Channel Islands. It will hopefully be back on the road in the spring.

Unfortunately any of you who have met me will know it takes at least four meetings for me to remember your name, so I of course cannot remember the gentleman's name. So, if you are reading this and we met at Quanton send me and e-mail and if you need a reference car when you are finishing yours off don't hesitate to get in touch!

The poor weather meant people started to head of home earlier than normal. However, we all agreed that after organising two events in a row with dreadful weather Keith and Ann must be third time lucky for their next event. Where next chaps?!

Mark <http://hcnwmasc.blogspot.co.uk/>



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East Anglian MASC Report



Mick Hall's very nice 1500 Midget



Peter Chase and his T shirt

The main event this month was a show at Higham Ferrers. We started out at a civilised time for this small but perfectly formed village style event, relatively local for us so we elected to take, for the most part the prettiest route, via Grafham water, Perry and Kimbolton, we thoroughly enjoyed 43 miles of top down mainly B road motoring. We arrived early and expected to be first, however there had been some sort of mix up with the timing of the group starting out from the Cambridge meeting place and we were actually last (despite arriving ahead of our designated entry time).

We were marshalled in to the start of a second MASC "line of Sprite" in front of the others but sadly another seven unexpected MASC cars did not arrive, so we and many other MASCeteers parked our folding chairs in our protected space. We did look a bit prominent parked in pole position in front of our other cars, so we took the opportunity to erect our East Anglian sail anchored under my front wheel (these sails are brilliant).

The show was set on the castle fields which is a pleasant grassed area a short walk from the town centre, there were 300 or so very varied classic vehicles (some of a value or variety that was surprising for such an otherwise humble event). There were a number of classic car related stalls hosted by local classic car parts emporiums that I didn't know existed and would merit further investigation, there were people selling car cleaning materials and tools at bargain prices, together with craft, charity and food stalls. It was, as normal at these events great

to meet up with some of the guys and interested members of the public.

Since I was contemplating replacing the steering wheel on my 1962 car with one more suited to

my girth, I was interested to know how others had managed to get the horns to work, most replacement wheels are not a direct bolt on replacement (on MKI & MKII Sprites). This was a golden opportunity to look at the many and varied Sprites and Midgets in one place and to pick the brains of the owners to see what they had done. To my surprise no one had overcome this issue, most had just worked around it and fitted a new horn push in some other convenient location. It is now a source of pride that my battered red Sprite is at least superior to some other rather wonderful examples in this small way, and I can toot the horn with pride.

This excellent show closed about 4pm after a brilliant sunny day, a nice lunch in the Griffin, just a short walk from the venue, a chance to catch up with the guys, some new contacts, and a brilliant topless drive home.

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



And the wording says

Dave Dixon (AKA Red Leader)

Surrey Area Report

Part 1

The weather for mid August remained fine and we had another well attended meeting. Those who attended the Cranleigh Show the previous weekend compared notes and it was the consensus that it would have been preferable if the club stand had been nearer to the main activities, and with less walking.

We had two Frogeyes attend our meeting, namely that of our regulars Tim and Helen Ward and Dave Keep. Midgets were well represented with another of our regulars John Gibbons, this time in his newly acquired 1500 Midget looking good in its black livery. Gavin Rowles attended in his MkIII Midget and Dave Anness was there in his MkIII Sprite. After a two year absence we also had Colin Aldridge along with his Midget back on the road after a lay-up. Without their club eligible cars but equally welcome were our regulars Hils and Pete as well as Nay, Colin and of course Sid, our associate canine member.

We were also joined by Ashley Hinton, without his Midget, but bearing a sample of the latest accessory (a bonnet catch) being produced by his business. Ashley also informed us he now has and is using a 3D printer amongst his hardware, the dawn of a new age of manufacturing has arrived.

Mike



The Black Midget of John Gibbons and Colin Aldridge in his Blue & White Two Tone Midget

Part 2

Surrey area met for their monthly meeting at the Chequers at Walton on The Hill, as Mike and Pam were about to leave to travel to their Chateau in France soon, to be met by Helen and Tim, Mike decided I would have to do the write up.

This month we did not manage the numbers that we have in the past but were pleased to welcome Alister McKinnon and Gavin and Julia Rowles, the latter having taken advantage of that well known Kentish pirate black beard Anstead and his motley crew, being on a raiding party to the Stelvio to escape back to Surrey where they belong with more refined folk, not that rough Kent bunch of villains.

There was much talk about the price of beer and what dog to have, this being instigated by Sid when he managed to wake up from his slumbers under the table (well he is a Dog)

Talk did get round to other car things like Mikes head gasket problems. Gavin suggesting we should change our meetings to Sundays like Kent, I for one am not sure that would attract anymore members but feel occasional Sunday runs may work, as we could always meet with our neighbours in Hampshire or even Black beards Kent group, what do all you Surrey members think?

With autumn fast approaching we need to plan for next year now although we still have some good weather to look forward to with luck. Looking towards Christmas it was suggested that we book the Chequers for our December meeting and meal. Mike will be asking for numbers and a deposit upon his return from France. I Look forward to the next meeting and hope for a good turn out

Colin



The Red Midget of Gavin Rowles and the White Midget of Dave Anness

Hampshire Area Report

The Hinton Arms Sunday 6th September Annual Vintage Vehicle Meet

I meet Andy, Hannah and Selwyn at the Hinton Arms just after 10am. Andy and I were able to have our roofs down for the drive to the Pub and enjoy the sunshine. The Police speed cameras vans were out though thankfully for me, facing towards the oncoming traffic.

This was our second visit to this event and as last year there were many cars. These included MG's, my Sprite, Frogeye's, Tractors, Fire-Engines Military Vehicles and many Motor Bikes. There was an outside beer tent and an excellent Hog roast, BBQ and bar meals. Music was provided by a local band. We all left before the 4pm finish so will never know if any of our three cars won a trophy, perhaps next year.



Some of the vehicles in attendance

Rural Life Centre, Tilford. Classic Vehicle Gathering & Autojumble, Sunday 20th September

Five cars from the Hampshire Chapter met up near Tilford and drove in convoy to the Vehicle Gathering. This is a regular event for us and this year with the weather being dry, all the roofs were down. Over 500 vehicles took part which included; Classic cars, Military Vehicles and Bikes also with a few modern cars!

The Rural Life Centre is a country life museum, assembled by the late Mr & Mrs Henry Jackson and is now run by a charitable trust. It is pleasantly distributed over ten acres of field, woodland and barns, and the exhibits comprise of a large number of implements and devices marking over 150 years of farming.

Many aspects of village and rural life are also displayed in realistic individual settings. These include; Village Life: Unusual buildings have been relocated and restored in the Museum grounds, the old village school building bought back distant memories; Farming Past: many old Farmers tools, Forestry tools and machinery are displayed and an old Shepherd's hut; Wartime: the changes in rural life are exhibited. There is also a permanent exhibition exploring the post-war lives of displaced Polish families; Domestic Scenes: From the Victoria laundry to the post-war pre-fab and different air-raid shelters. There was also a Wealden Iron Furnace and an Old Forge.

Stalls included Auto jumble, books, jewellery, cloths and a variety food outlets for one's lunch, with Beer and Ice creams as well. The day was enjoyed by all of us and it will no doubt be added to our calendar for next year.



Jonathan Hill

Dorset members are still basking in the kudos of being featured with their cars on the front cover of the September *Mascot* and thank you Gary for using our car line-up picture so prominently.

At our August club night we were joined for part of the evening by a visitor from Spain. Keith MacGregor who lives in Madrid has recently bought a LHD Sprite which has been in Spain since new. Visiting Dorset to meet up with his son who works locally, he dropped in to try and look at some of our cars and 'pick the brains' of some of the Dorset members.



Keith MacGregor in his smart Spanish Sprite

Unfortunately the weather (of which more later) resulted in only one Frogeye (mine) being in the car park – everyone else resorting to their 'tin tops'. As for picking our brains – well there's a challenge! But with contact established we are happy to hear from Keith any time he has a query and perhaps – who knows – we could be the first area to twin with Spain!

Well yet again gremlins struck and our planned evening run round the byways of Dorset on August club night turned into a water-skiing experience. Organised by Peter and Dee Houghton the run has been christened the 'PDQ Run'. With only one classic in the car park some members braved the weather and enjoyed the run in their 'moderns'.



Sue and Neil Hutchinson in the electric MGF and Rob Oakley inspects the MGF power source

Undeterred (will we never learn?) a further two opportunities were arranged for members to participate in their Spridgets. They had the option of driving it during an evening or on a Sunday afternoon. This encouraged a further number of participants including an electric powered MGF!

The trophy and prizes will be distributed at a star studded September club night and the winners will be revealed in a future area report.



Chris and Ian Beaver in their Midget



Yvonne and Francis Bugler Midget mounted

As Editor Gary and the other committee members are holding their AGM at the Haynes International Motor Museum in Somerset we are hoping to arrange a run there for that or at worst all pile into a modern to be there.

At our forthcoming club night we have arranged a Pride in Ownership event with cars being assessed by independent judges and a new trophy will be presented – the 'Golden Frog' award.

Dorset Area Report



Ted and Claire Young all set in their Midget

In May when attempting to set up for our big event at Upton Country Park, which was ultimately rained off, we faced a real challenge with one of our old gazebos. After that experience we delivered the damaged gazebo to the local tip and one of our members, Colin Archer, has generously donated a virtually new gazebo to the club.



Dorset MASC new trophies – Golden Frog on left and PDQ Run award

So by the time you are reading this we will have run our Classics in the Park event, providing of course it is not blowing a gale – what are the chances? I'll report on what happened next month. Clear roads ...

John Gully, Chairman DMASC
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Central Area Report



The Frogeye Sprite of Tracy and Justin Bates parked next to Richard Weaver's Midget with Middleton Hall in the background

Another busy month for Central members saw them out and about all over the Midlands with the chance to meet recently joined Central members at various events. Richard Weaver came to the month's club meeting adding to a busy room full of chatter. Some members were even perched on radiators as we all tried to join in various conversations around the room. Richard had come seeking spares and advice. Hopefully he found both and it would be a pleasure to see him again.

On the first weekend of the month long standing member John Wragg took his Midget to the Himley Transport show in Dudley. In glorious sunshine he managed to park next to the Midget of Chris Hasluck, who was not only bonnet up displaying his engine, but it seems his boot too.



John Wragg's red Midget at the Himley Transport show

On the same weekend, Gary, Steve, Andy, Dave and myself had made our way to the monthly Middleton Hall meeting organised by John Collins. A packed event, it gave us the chance to meet up with yet more new Central members. Tracy and Justin Bates had come along in their Frogeye Sprite, managing to somehow park next to the fore mentioned Richard Weaver's Midget which made a very handsome pairing taking centre stage and gathering a lot of attention (see top image).

Also at Middleton was new member Andy Howe, whose Midget called "yellow peril" he is about to completely restore. I believe John and no doubt other Central members will be offering good advice and help to Andy as the hard work begins keeping another great classic on the road. Welcome Andy, no doubt we will be hearing a lot about your build in the coming months.

Earlier this year Steve Roberts had decided after restoring his Sprite to perfection that the cotton wool and dry days only rule could be removed and to get out there and enjoy his car. In his youth he had navigated rallies but never had the funds to do it himself. Then, he went to the open day of the Historic rally car register at Gaydon, viewed the classic navigational tours on offer and SOLD he was in! He was advised to fit some sort of rally trip meter and this has created lots of interest from members, so I asked Steve to explain all and I'm sure others will be interested too.



Andy and Belinda Howe's "yellow peril" before it starts its transformation

"After a lot of research I decided on the Brantz trip meter. The reason behind this was because it was compact, easy to see in the sun, could be zeroed leaving the total miles and had a variety of options of speed pickups. I also wanted a function that if you went wrong, missing a turn for instance, you could then flick a switch and reverse the trip, until you are at the point where you went wrong and then flip the switch again to carry on. Fitting took some thought as I wanted it to be removable. Brackets were made and it was fitted in front of the gear stick just behind the interior light and held in place with captive nuts. An electrical socket was fitted to the trip, so when removed the loom could be tucked away under the dash. With that done my thoughts went onto the pickup.

Basically the pickup is an enclosed disc that is pushed over the inner speedo cable, which spins in air (contactless) with a groove on the disc that spins past the magnetic pickup, giving out a signal. Sounds easy.....anyone tried to cut a speedo cable outer cleanly? Eventually, after going through my arsenal of cutting devices in my tool box, I used a 1 mm cutting disc in the grinder, followed by a slim tapered diamond burr bit in the drill to



Steve Robert's trip inside the car



And under the bonnet showing the fitting

remove any sharp edges that might damage and result in a broken speedo cable. It was then a case of pushing the cable back down into the outer, through the pickup sensor and through the remainder of the outer casing. Two stainless jubilee clips secure the sensor to the speedo outer casing.

The first tryout was the Lavender Run, 135 miles and 265 ish way points. With this tour there were no measured mile set ups that match the road book, so the trip was set up to a mile from the speedo of the Sprite. The master toggles were set to zero and the mile was driven. The reading on the trip was 675. This number is clicked into master toggles and another mile was driven, trip reads one mile..... Sorted I think..... Not. The experience comes in fine tuning the trip to the road book. Since all cars calibrations are different you have to try and set the trip to match the organisers who had driven the course and written the road book. After about an hour and several missed turns we had cracked it.

In contrast The Welland Valley tour had a marked mile indicated on the final instructions. On route we found the set mile markers, set the toggles to zero and drove the mile. It was bang on from the start and made the experience very enjoyable. I did see people with iPhone and trip applications which work as long as you have a signal, and some who just rely on their speedo. Whichever you choose it's a great experience, a great day out and gives you something to tell the MASCeteers all about down the pub".

Dave Warren

Central MASC/Email to central.masc@live.com

Essex Area Newsflash!



Gary & Diane Knights with their Frogeye

Due to personal circumstances, Jane Gates has regrettably decided to stand down as Representative for the Essex Area. At the September meeting,

members discussed a replacement and, having assisted Jane with emailings etc, Gary Knights kindly offered his services, which was overwhelmingly agreed. Jane was thanked for all her work since the formation of the group in 2008 which has steadily grown from about 5 to 13 cars and with an expanding calendar of events.

Doug Plumb

Gary's contact details are as follows:

Home phone – 01376 562172

Mobile phone – 07932 077305

email – gknights@live.co.uk

Ed says: A warm welcome to Gary Knights in his new (lofty) position of Essex Area Rep. I look forward to receiving some Essex Area scribblings once Gary has settled in to his new position.

Heart of England (mini) Report



Midget contingency at Shackerstone Family Festival 2015

Myself and Kate joined Stuart and Rose Gunn at this event on Sunday, a brilliant sunny day and lots to interest all. We joined John and Ann Platt at their 1976 Caravan for tea and cakes, all very civilised and a really good day (all weekend if one wished) with many diverse vehicles and Steam interest! Also an interesting hardtop nearby!

Andy Bourne



John and Ann entertain at their caravan

Ashley topped Midget



Notts & Derby Report

and little bits of Yorkshire and Lincolnshire

Events continue to come thick and fast into September, with members making the most of the dry spells to get out with their hoods down, to see out the last of the classic car meets which are scattered around our area. Some days there is too much choice with clashes of local meetings. Unfortunately no-one appears to own a camera these days so we have little evidence of their runs out.

An unfortunate consequence of the British weather blighting many outdoor events, Neil Hodson reports of his outing to the Ashover rally, which was so wet he left after an hour, as all the stall holders were also packing up. Also on that day further south, some of us were watching the spectacularly wet racing at the Silverstone Classic, with the consequence of quite a few spins and running behind pace cars.

Our September area meet coincided with a wonderfully bright and sunny early evening which saw cars arriving unusually early at The Sitwell. One of the first there, despite travelling 70 miles from Market Rasen in Lincolnshire, was Geoff Goddard in his Elwell-tuned blue Frogeye. A good turnout meant Geoff could compare notes and tips with like-minded owners and he has since reported that his journey was well



Paul appeared to be having trouble getting his wallet open

worthwhile. Richard brought along his device for attaching popper studs to the hood and gave a demonstration in fitting them.

Paul is off on his annual pilgrimage to return his Supersprite to where it was spawned on the Isle of Wight. We look forward to a report on the trip next month.

Martin has been busy tidying up his Midgets bodywork earlier in the year and his report is here, making it all sound so simple!

**Next meeting at The Sitwell Thursday
October 8th**

Ian Cooke

Notts + Derby (and little bits of Yorkshire and Lincolnshire) area rep.

Tel: 01159 383 838 email: ilc@bgs.ac.uk

“The Iceberg Syndrome”



What started out as a few blisters on both rear wheel arches and the bottom of both rear wings turned into Swiss cheese in the outer and inner wings.

After lots of cutting out, fabricating and purchasing of two new rear wings, then welding, grinding, filling, spraying and a considerable amount of swearing – the final result! It's not perfect and needs more work but in the right light, it will do for the summer.

I had lots of help from friends, loaning of equipment, services and advice, for which I'm very grateful. A special thank you to Steve Spence, my friend and mentor.

Martin Smith



Market Place

Adverts to Alan Lo, 23 Charnell Road, Staple Hill, Bristol, BS16 5NE
email: alan@mobuzzing.net 07474 343 643

For sale: Frogeye Dynamo with Rev Counter gearbox £100. **Call Reg. on 01889 271037 Staffs.**

For sale: 1978 MG Midget 1500. Purchased from neighbour last year. Engine, gearbox & clutch left in-situ, as good. Wings, bonnet, seats etc removed. All rust cut out, new metal welded in, treated and resprayed. Over £900 spent on parts including steering lock assembly and ignition switch, ½ carpet set, brake master cylinder, brake and hose pipes, boot lock and handle and seal. CD player and speakers fitted. All receipts. MOT to July 2016, no advisories. Price £2000. **Tel. Richard 01491872708 Goring-On-Thames, Oxon.**

For Sale: Stainless twin silencer exhaust for Midget GAN-5 Series. As new with fewer than 100 miles usage. £10.00. **Tel: (0114) 2301023 (Sheffield).**

For sale: Mk1 Sprite, 1/2 engine 1098 with crank, flywheel etc for reconditioning £20. four wheels with good tyres £80, four hub caps £20, radiator £30, pair minifins new £20, pair 1/2 shafts £10, starter motor £10, dynamo with rev drive £40, gearbox with remote £40. **Contact Peter e-mail carruthers17@btinternet.com tel no 01923 775213 mob 07976697251.** Buyer to collect from Rickmansworth Herts

For sale: for MG Midget. Windscreen and Frame £40. Front and Rear Wings £100. Front Wheel Arch Assembly (Inner Wing) offside £50. Front Panel £100. Rear Panel £40. Radiator and Cowl £40. Convertible Frame : – No Charge. Can be seen and collected Linlithgow, Scotland. **Contact Alan alanbarn@gmail.com**

Wanted: A 3.9:1 (10/39) differential in good order, to replace a “howler”. **Contact Richard on 01403 217757 or thompsonhill@btinternet.com**

Free Spares: MASC. Member Douglas Richardson has a large amount (too much to list) of spares available free for a Mk 4 Midget. Any part can be collected or Douglas can arrange carriage (buyer pays for carriage). Douglas would be happy to talk to you about whatever part he may have. **Contact Douglas at 07921145473**



Tail End

Now you've all seen what wonderful prizes can be won by answering a simple caption competition. I've gone and made it even easier with this “little & large” photo.

I don't need to know the make and model of the larger car or even which US state it's in.

All you have to do is email me with a humorous caption for inclusion in next month's *Mascot*.

And once again, depending on the quality (or lack of), I'll decide if it's worthy of a magnificent Spridget related prize.



Please remember to send your captions to editor@midgetandspriteclub.co.uk by the 15th of October.

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