

November 2015

£2 No. 380

Mascot

The Magazine of the Midget & Sprite Club



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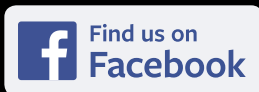
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Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



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

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KENT	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btopenworld.com
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	Graham Gibbins , Tel: 01235 530456 email: graham_gibbins@hotmail.com
SCOTLAND	Graham Smith , Tel: 0141 954 8276 email: smith.graham@yahoo.co.uk
SOMERSET	Valerie Young , Tel: 01460 391431 email: petyoung81@aol.com
SOUTH WEST WALES	David Hill , Tel: 01239 811307 email: david@hill.be
SURREY	Mike Gorman , Tel: 01737-552256 email: mike@birchwood44.freerve.co.uk
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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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November Editorial

Welcome to November's Mascot, especially if you are reading it for the first time at the Classic Car Show. I hope that the magazine reflects the friendliness and diversity of the cars you saw on the stand and the members manning it.

The Club's AGM took place on the 11th of October and I'm glad to report, not only a very good turnout but also that we were able to report a highly successful year for the club. Membership has continued to increase and the Committee is confident that the club is moving forward. One area of improvement in the five weeks since the AGM is the website. Thanks to webmaster Mike Bennett, a facility is being put into place for Area Reps to update their own sections on the website. There has been a lot of coverage recently of faulty and poor quality new parts. So a new section has been added to the MASC Forum on the website for members to report their experience with new parts purchased.

If you are unfortunate enough to buy a faulty or poor quality item, as well as telling the supplier, please post the details on the forum with the subject starting with BAD. Just as important, is when you find a good supply of a part, please add a topic with the subject starting with GOOD to help other members avoid the problem parts. In addition, the website is now much more closely linked to the club's facebook page. If you have any questions or observations, please contact Mike Bennett
webmaster@midgetandspriteclub.co.uk

Have you now put your cars away for the season? Or like me, planning on continuing to use them throughout the autumn and winter months?

Either way, whichever you decide to do, have a great month and enjoy the lighter mornings (for the time being anyway).

Gary & "Gaps"



MASC members in attendance at the Club's recent AGM at the Haynes Museum, Yeovil, Somerset.

The deadline for articles and reports for inclusion in the December edition of Mascot is Monday 16th of November

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: Joe Mackrell's Sprite at Prescott in Gloucestershire, home of the Bugatti Owners Club, for their Autumn Classic coming third in the Healeysport Hill Climb & Sprint Championship

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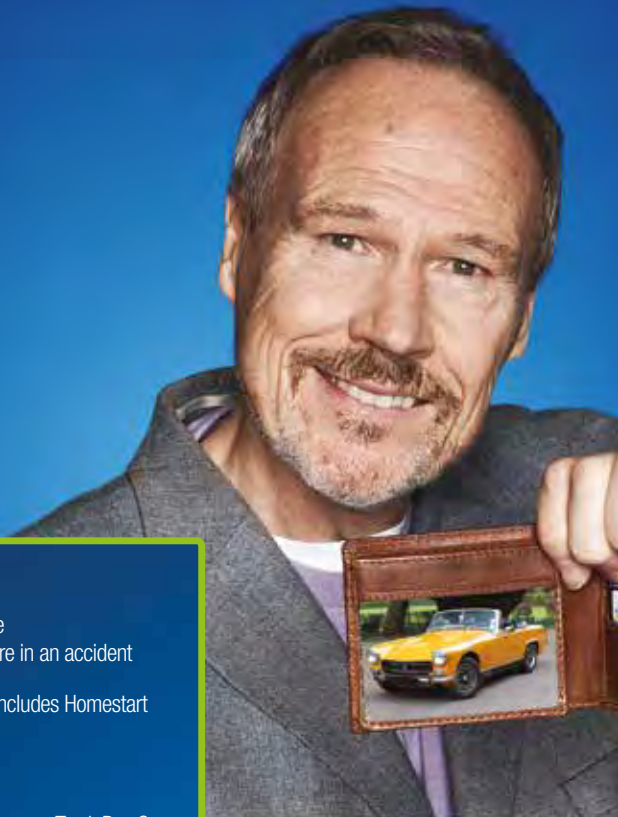
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Club Nights


- 1st Tuesday Essex Area – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 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  Find us on facebook.

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

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

6th December **Wiltshire Area Christmas lunch** is booked for Sunday at the Barge 12.00 for 12.30. Contact Dave Hansford d.hansford@btinternet.com

10th December **Kent Area Christmas Meal** at Kits Coty Restaurant. Contact Alan Anstead alan.anstead@btopenworld.com

We are now awaiting your event listings for 2016

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

Other dates of interest in 2016

24th April **Drive it Day** (Various websites)

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



13th – 15th May **Spa Classic 2016** www.spa-classic.com



18th – 19th June **Le Mans 24 Hours** www.24h-lemans.com



8th – 10th July **Le Mans Classic** www.lemansclassic.com



9th – 11th Sept **Goodwood Revival** www.grrc.goodwood.com



16th – 18th Sept **Circuit des Remparts d'Angoulême**
www.circuit-des-remparts.com



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

Who is this new Chairman?



New Chairman Mark Hall with his wife Jen, at Kop Hill in 2009

As I am sure will be reported in other areas of this edition of *Mascot*, the club has just held a very successful AGM at the Haynes Motor Museum, near Yeovil in Somerset. It was a really good meeting and very well attended. The new committee, announced in last month's *Mascot*, is officially formed at the AGM and following the decision of David Dixon to stand down from the role, a new Chairman had to be selected. I am very happy to say that I have agreed to take on the role.

So who am I? Well, I have been a member of the club since 2004 and a member of the committee since 2009. I have also been area rep for the Home Counties North West area for a number of years too. I am really pleased to take on the role of Chairman at a time when our friendly club seems to be going from strength to strength; our membership continues to grow, we have just had our first, and very successful, national weekend and we are now able to invest in the activities of the regions more and more.

In the coming year we have plans to continue to improve things for all our members. With the help of our new webmaster, the club website will continue to improve with more

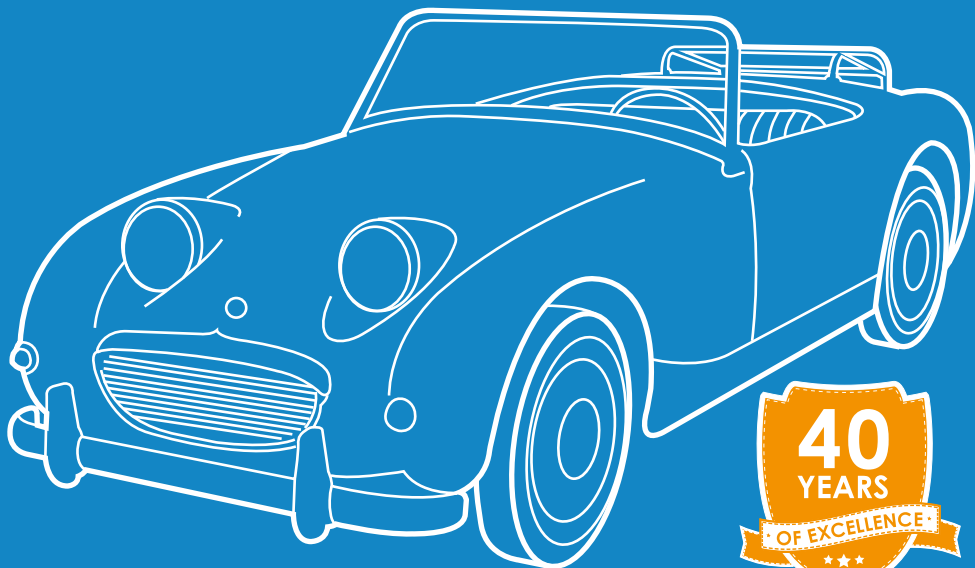
interactive content, such as the improved forums and the shortly to be introduced interactive regional pages that area reps will be able to update and maintain themselves. We also have plans to continue to improve the support given to area activities, this year we have purchased new banners for nearly all the regions and next year we will continue to invest funds back into the area activities. As many of you will have already noticed our excellent club magazine is now full colour and continues to offer a good mix of technical articles, information about our cars and their history plus area reports on what you have all been up to.

Hopefully whether you are already a member of the club or if you are reading this at or after the NEC Classic Show and you are considering joining us, you will really enjoy being a member of the best and friendliest club to support our great little cars!

Feel free to get in touch with me if you have anything you would like to discuss about the club, or if you have ideas about other things we can do to improve the club for us all.

Mark
chairman@midgetandspriteclub.co.uk

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New Members Sep-Oct 2015

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

5130	Chris & Gillian Wood	Devon	Sprite	Mk 1
5131	Roger & Carol Sankey	Nottinghamshire	Midget	Mk 2
5132	Robert & Jane Pearce	Devon	Sprite	Mk 4
5133	Kevin Stevens	Kent	Midget	Mk 3 RWA
5134	Joe Sach	Gloucestershire	Midget	Mk 3 RWA
5135	David Stroud	London		
5136	Alistair Wilson	Hampshire	Sprite	Mk 1
5137	Christopher Lord	Dorset	Midget	Mk 3
5138	Peter Harwood	Dorset		



Bob & Zsuzsi Pearson's Frogeye from last month



Chris & Gillian Wood's Frogeye



And their beautiful MkIII Sprite



Roger in his and Carol Sankey's MkII Midget



Robert in his and Jane's MkIV Sprite



Kevin Stevens with his 'under restoration' RWA Midget

Skarf Competition

(yes, not just for the boys)

Mascot has teamed up with Skarf.co.uk to enable one of you to win one of their Classic Car Union Jack themed "Skarfs".

It's very simple and the answer is just a click or two away. Simply go onto the competition page of their website at

www.skarf.co.uk/competition

Answer the following question for a chance to win a Classic Car Union Jack scarf (in your choice of summer or winter weight fabric).

The Skarf brand is inspired by which UK city?

- o Manchester
- o London
- o Edinburgh

All entries must be received by 11:59pm, 31/12/2015.

The winner will be announced by 15/01/2016



An advertisement for Skarf. The background is a photograph of a light blue and white classic convertible car parked on a road in a wooded area. Overlaid on the image is the text: "Celebrate your classic car in Great British style with our specially designed scarves". In the bottom left corner, it says "Available in summer and winter weight fabrics". In the bottom left corner, the website "www.skarf.co.uk" is listed. In the bottom center, the "Skarf" logo is displayed. In the bottom right corner, there are social media icons for Facebook and Twitter, with the handles "/skarflondon" and "@skarflondon". On the right side of the advertisement, there are two smaller images of mannequins wearing different styles of Union Jack scarves: one with a classic car pattern and one with a solid Union Jack pattern.

Ann Riley (Nee Wisdom)

28 MAY 1934 to 14 OCTOBER 2015

AN APPRECIATION



Ann Wisdom with Pat Moss on the 1960 RAC Rally

We are very sorry to report the passing of Ann Riley (born Ann Wisdom), on 14 October 2015, after fighting illness.

As Pat Moss's long-time co-driver in international rallying, Ann and Pat were one of the most formidable and successful teams in the sport, not only in the Ladies' category, which they habitually dominated, but competitive at the same level as the men in this exciting, colourful and gruelling sport.

Born in May 1934, Ann, who soon became known as 'Wiz' by all who knew her, grew up around horses and horse jumping events, yet it was apparently at a BRDC dinner that she first met Pat Moss. The two became firm friends.

Almost inevitably, the two took up rallying together, originally in Pat's own Triumph TR2, where 'Wiz' became the competitive and very accomplished co-driver in the team. Although she often suffered from car sickness, she never let this get in the way, always determined to finish at all costs. On the famous Liege-Rome-Liege outing, for instance, she shrugged off the impression of burning trees crossing the road (an impression brought on by exhaustion), and cheerfully admitted to dousing herself under the parish pump in the village squares which they encountered along the way.

Her first international rally appearance with Pat Moss was in an MGA in the 1956 RAC rally; her first major success followed, when Pat and she took fourth place overall on the RAC and Liege-Rome-Liege events of 1958. The duo became European Ladies'

Champions at the end of that year, and became one of the most successful teams in the famous BMC 'works' team.

BMC team captain John Gott commented at the time: "Together, the girls form a team, but apart each is less than half a team."

Her team manager Marcus Chambers said: "Whilst Pat was an extrovert, Ann was much more the novelist's heroine – emotional, temperamental and fastidious. Her dress sense was excellent and she planned her wardrobe to suit the conditions."

When the Moss/Wisdom rally partnership was at its height, the two drove cars as varied as the Austin Healey Sprite, ultra-powerful Healey 3000, the Morris Minor 1000, the Austin A40, and the Saab 96, but it was in a front-wheel-drive Mini-Cooper that the two won the Tulip Rally outright in 1962.

In the meantime, 'Wiz' had married Peter Riley in March 1962, and it was immediately after the Tulip that 'Wiz' announced that she was expecting her first baby and was retiring from the sport.

It was almost a clean break from the sport which had made her deservedly famous, although she returned occasionally: in 1963, to co-drive for Pat in 'works' Ford Cortinas, and a 'works' Saab 96 on the East-African Safari, where they finished second overall. Her last appearance was on the Acropolis rally, where Pat and she took sixth place.

Once retired, 'Wiz' took up a full and active family life, which not only featured the birth of two children – Jenny and Tim – but the building-up of a rural business, initially with horses, then with cattle.

It is remarkable to note that – as a twist of fate – both Pat and Ann died on the same day of the year (14 October), separated by exactly seven years. Seven was Pat and Ann's lucky number, which they always tried to include in the number plate or competition number of their cars.

Her husband Peter, along with her daughter Jenny and son Tim, survive her. Backed by the thousands of friends and fans who admired the Moss/Wisdom partnership, they will miss her greatly.

***Distributed by CDWrite on behalf of
Stuart Turner.***

Heater Valve Installation

or A Disaster Waiting To Happen

In the majority of engineering applications it is generally ensured that specific materials are not used in direct contact especially in the presence of an electrolyte and where aluminium/brass is noted to be specifically problematic. This is even more of an issue where the alloy is aluminium/magnesium e.g. Mazak.

On removing the heater valve from the cylinder head on my 1965 Sprite, a high level of 'white fungus' was noted to be present at the interface between the heater valve and its mounting flange.

Following a thorough soaking in penetrating fluid the valve was unscrewed from the flange and their threads cleaned however on closer examination the metal loss from the flange was so great that it could not even be screwed together as they simply fell apart. It was further noted that the flange was bowed and cracked possibly as a result of the corrosion as can be seen in the photographs.



Side



Topside



Underside with stain to show cracking

Had I used the vehicle in its original condition it was quite possible that under the effects of normal operating temperature and pressure of the cooling system the valve could have been quite simply ejected from its mounting flange.

Rather than purchasing a similar replacement flange, I therefore made one from a piece of rectangular section brass bar to eliminate any potential for future issues at this connection. Final photographs shows this flange has been made at full thickness to give increased bending stiffness under bolting loads and which is compatible with the original stud length.

Brass/brass threaded connections only require use of a suitable sealant however should you elect to simply replace the flange using a standard part it is strongly suggested that best efforts are taken to ensure complete physical isolation from the valve and where perhaps one of the few locations where use of plumbers PTFE jointing tape could be considered.



New flange



Valve with a couple of extra flanges

However even taking maximum care will not prevent internal issues where protection must be provided by the anticorrosion properties of the antifreeze fluid or use of an anticorrosion additive in competition engines where use of antifreeze is noted as reducing system cooling efficiency.

© Steve Keil NW Area

Letters

Hi Gary,

I found John E. Davies' article interesting, but in my opinion slightly biased.

My own Mk3 Sprite has had a 12inch, thick rim Moto Lita leather wheel fitted since 1970 and it steers and handles beautifully. I never liked the slim slippery material of the original wheel, although I do regret leaving it hanging in the garage when I moved house, as I could now be asking silly money for it on eBay.

I will concede the steering is a little heavier at parking speeds than a large wheel, but how long do you spend at parking speeds? By the way, I'm not built like an Australian Rules football player, nor am I too bulky to fit (5ft 9in and 10st 12lb).

As for the "Reverse Bristow moment", I'm glad to say it doesn't happen to me. I often drive other N.West MASC members' cars, which have various sized wheels, and none feel (to me) as planted and controllable as mine. This is of course a personal view and I'm sure my fellow members prefer theirs as they are.

Of course if you want your car to remain as original as possible, then the wheel which was fitted when it left the factory is essential and I do love to see cars which have been kept that way. I also like to see cars which have had the owner's personal stamp put on them, and let's face it, drivers have been modifying their cars since cars were invented. This is why we see K series engines, Front line suspension, negative camber trunnions, five speed gearboxes etc. fitted to Spridgets. Long may it continue to be so. There's room for us all, so if you want to fit a smaller wheel, go ahead.

I totally agree about the dangers of wood rim wheels and I don't like them anyway as I think they are too smooth and can get slippery. But the pictures of the wood rim wheels look to have been deliberately skewed to exaggerate the obscuring of the instruments. I think that if the wheels were in the straight ahead position there would be little or no obscurance. The same applies to the pictures of the Healey wheels, although the spokes appear to be equidistant around the wheel, unlike the better Hopkirk one, which like my Moto Lita has horizontal spokes.

I would suggest that most obscuring of instruments is caused by the hands and arms of the driver as they cross his/her line of sight to the instruments whilst steering the car.

If anyone does experience the "Reverse Bristow moment" and they are throwing away Moto Lita, Paddy Hopkirk or Les Leston wheels. Don't!..... Just send them to me, there just might be a nice little earner in it for me.

Bernie Higginson. (Member 1287).

Steering Wheel refurbishment



Hi Gary,

In response to the request from Roy Beckwith regarding the refurbishment of his Frogeye Steering wheel. October issue of *Mascot*, page 8. Could you please forward the following information and attached photograph to Ray.

The steering wheel from my MK1 Sprite was in an equally tatty state. The method I used to renovate the wheel was to simply smooth the surface down with 1200 wet and dry paper and then polish using a Dremmel with coarse Rubbing Compound and finally with T-Cut. As you can see from the photograph the result was quite acceptable.

Cheers Eric Booth. 4367a/b

Hi Gary,

I'm sure you've been inundated with a multitude of more helpful and inexpensive suggestions for Roy's steering wheel, but I don't regret entrusting my similarly scruffy

Frogeye steering wheel to Wheelrights at Lancaster Vintage & Classic Spares in Morecambe about 18 years ago. Although the repairs to mine felt wincingly expensive (£80 was a lot of money last century), I ended up with an as-new item which has endured many thousands of miles of agreeable wrestling since. LVCS doesn't appear to have a website, but they're regulars at Beaulieu Autojumble and they advertise on the front page of *Classic Motor Monthly*.

Chris Tunnicliffe, Wiltshire

Hi Gary,

Roy Beckwith is asking for suggestions to get his steering wheel refurbished.

On my Frogeye I fitted a leather cover supplied by KR Classics of Maidstone Kent and the cost was about £45.

Their contact address is: rrogchaplin@aol.com and on eBay there is a photo showing one fitted to a Frogeye wheel.

Geoff Leek

Hi Gary,

1) Please can you tell Roy Beckwith (*Mascot* Oct 2018 p8) that this company is able to restore any of our original steering wheels to as-new condition ...

Wheelwrights, The Warehouse, Baxtergate, Offord Street, Morecambe LANCS LA4 5HX
Tel: 01524-423453

They do a really first class job, using original techniques and materials. Also, please do tell Roy that I admire extremely his wish to keep his original steering wheel. An enlightened gentleman, obviously!

2) Continuing the brake switch saga, the latest issue of 'Minor Matters' has more info. The VW switch recommended by Bryan Gostling is the same one that I have recommended – I'm now sure that this is a proper solution to the problem.

Best wishes,

John.

Electric Midget update from Mascot May 2012



I just hit four years of electric driving on my Midget. Things are still holding up fine. I've had almost no maintenance issues with the electric portion of the vehicle. The rest of the car has been also miraculously free of issues. I've had to replace the clutch slave cylinder. After that the clutch has been perfect. The transmission still leaks, but I'm not about to pull it and find the leak just because of an oil spot on the garage floor. The batteries are holding up fine, and I now have 12,000 miles on the conversion. I charge it when I get up past 50 miles, which can be four days or so with my 10 mile commute.

I still get to enjoy driving top down almost all summer long. In Colorado, I can get away with just the tonneau cover when I park at work. The afternoon thunderstorms happen, but the tonneau just sheds the water off. I don't have to deal with putting the top up and down every day. I hope everybody here is doing well. I'll try to check in more often. My conversion site hasn't changed over the years, but if someone is interested in seeing details of the conversion they can find it at www.electricmidget.com.

Sincerely,

Frank Bernett, Colorado, USA



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Of Interest to Owners of Earlier Midgets and Sprites

Tried & Tested

Owners of early cars with Dynamos will be all too aware that with an output of between 19–22 amps it is often unable to keep up with demands. If driving on a foul winter's night for instance with headlamps ablaze, windscreen wipers on, and the heater fan trying its best to clear a misting windscreen, the poor dynamo is often overwhelmed.

Some are reluctant to fit an alternator as it detracts from the under bonnet originality.



There are alternators on the market, hidden within the casing of a dynamo, but to date these have been prohibitively expensive at around the £4-500 mark and more for a Frogeye C39 lookalike with rev counter drive.

At last year's NEC Classic Car Show (so hopefully at this year's too), John Clark & I saw a cheaper version for sale, at a bargain Show discount but normally costing not much more than a replacement dynamo. Available in positive or negative earth, replicating a C39 or C40 Dynamo, with or without rev counter drive, and rated at 45 amps. John dug deep and made a purchase but it was not until recent months that he fitted the unit to his Frogeye.

The July 2011 edition of *Mascot*, archived in the Members only section of the club website, explains how to effect the change from Dynamo to Alternator.

The Dynamator™ performed faultlessly for over 2000+ miles on the September Miglia Tour.

I wonder if Santa will get me one, for my Frogeye, for Christmas?

Alan Anstead www.masckent.org

Cracked Cooling Fan Blade

On cleaning my two fan blades it was noted that one was subject to a couple of cracks which can be more clearly seen in the attached photograph which shows the outcome from a penetrant type crack detection test.

The potential damage that could occur in the event of total failure could be quite dramatic and somewhat expensive to repair!

As there is no evidence of the blades having been previously subject to bending damage or straightening I would believe these defects have probably been the result of their original manufacture process caused during the cutting and forming operations but which may have propagated from lesser defects during the service life of 157k miles.

My intention is to repair by brazing or if problematic to source a more efficient replacement plastic item if available.

© Steve Keil (NW Region)



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An update on Last Month's Cover Car

2080 PO Owned by Pierre Lequeux

Despite having had to rebuild the topside of my engine due to a bent valve, bent push rod and a dented piston just a couple of day before the , I managed to participate in the Brighton Speed trials. The weather was not great and the track was wet, so I tried to establish the quickest "sideways" time on my first run, much to the amusement of the crowd..... On my timed run I finished 8th out of 54 cars in the handicap class. Just 0.01 of a second slower than last year. So some improvements to look forward to for next year I guess. It would be nice if more Sebrings and Spridgets were to show at the event next year...maybe we could organise a "class Spridget".

You just need a registration to the Brighton and Hove Motor Club and a non race MSA license to take part (plus a Nomex suit and a helmet of course). It is really a great fun day. Anyhow, with respect to my engine I will now stay clear of the bronze manganese valve guides, as after reading from various forums, they seem to be the cause of many problems if the tolerances are too tight, as they expand a 1.5 time the rate of the head under the heat, with obvious consequences.

So really maybe the cast iron guides or other materials may be safer after all....

Pierre Lequeux



Healeysport Hill Climb & Sprint



Championship winner Steve Casson

Our Championship consists of 13 rounds with the best of eight to count. Seven rounds were on a "Target Time", usually our previous best and six rounds were based on scratch results.

It just so happened that the MASC National Weekend in July should coincide with our events Calendar. At Shelsley Walsh, my two practice runs in the morning were a little frustrating as "Kermit" developed a slight miss-fire which needed some investigation during the lunch break.

Then I ventured up to the track side parking to the Club Stand to meet some fellow members. Amongst the splendid collection of Midgets & Sprites, I came across "Gaps without Gary". Two empty chairs were left behind the Frogeye. Later, on returning to the paddock it was great to meet Gary and his wife for the first time.



Championship runner up Colin Gale

After lunch racing began, this was a Target Time event, so with the misfire getting worse, I did not do too well, sorry! It was later found to be the Electronic Ignition, when set up once again on the rolling road.

The following weekend was a Sprint at Castle Combe, then one week later Harewood near Leeds, both Saturday and Sunday. I did manage to get two wins this Season, both Scratch events at Gurston Down & Harewood.

Two 2nd places at the Silverstone Sprint, on the Stowe inner Circuit. And also the Curborough Sprint with its new configuration for this year. The figure of eight course is much better.

Also 3rd at Anglesey Circuit & Loton Park Hill climb.



Championship 3rd place for Joe Mackrell

More recently we all turned out for the last meeting of the season, to visit Prescott in Gloucestershire, home of the Bugatti Owners Club, for their Autumn Classic.

In the Sprite class with all to race for, the top six were less than half a second apart. Newcomer with us for three years now, Steve Casson won the Championship. Colin Gale (me) came 2nd and Joe Mackrell finished 3rd. Close or What!!

If you're interested please visit Healeysport website for more pictures write ups and videos – www.healeysport.org

Colin Gale,

Lancaster Insurance Classic Motor Show at the NEC Birmingham,

13th – 15th November 2015 – Stand 568 in Hall 4.

For those of you reading this in advance of the show or if you've simply picked up a free copy of *Mascot* while at the show, here is a brief guide to the cars appearing on this year's Midget & Sprite Club's stand

9253 WD alloy bodied MkII Austin Healey Sprite

owned by Jonathan Whitehouse-Bird

9253 WD was one of only four alloy bodied MkII Sprites built at "The Cape", Warwick, by the Donald Healey Motor Co. Ltd., to compete in the 3 Hour race at Sebring, Florida in March 1962. Drivers for the event included: Stirling Moss, Innes Ireland, Pedro Rodriguez and movie star Steve McQueen. In the race, 9253 WD was driven by Pedro Rodriguez.



Moss eventually came in 3rd, and Rodriguez 6th. The other two cars, driven by Innes Ireland and movie star Steve McQueen, came 7th and 9th respectively.

9253 WD also competed at the Bahamas Speed Week in Nassau, during December 1962. Running race #42, the Sprite was entered in five races at Nassau by Donald Healey (a good friend of Sir Sydney Oakes, who helped to organise the event) and was driven by John Colgate Jr. from Oyster Bay, Long Island, New York State.

Results for the car were as follows:

Dec 2nd 1962 – Nassau Tourist Trophy (under 2-litre heat): 4th overall, 2nd in class (6/8GT class).

Dec 2nd 1962 – Nassau Tourist Trophy: 10th overall, 2nd in class (6/8GT class).

Dec 7th 1962 – Governor's Trophy (under 2-litre heat): 9th overall, 2nd in class (6/8GT class).

Dec 7th 1962 – Governor's Trophy: 13th overall, 2nd in class (6/8GT).

Dec 9th 1962 Nassau Trophy: DNF. Completed 20 laps (about the time a heavy rain storm hit the circuit).

All three remaining team cars were again shipped out to Sebring the following year for the 1963 3-Hour race. 9253 WD was used only as a practice car for both drivers.

Aside from a few minor modifications made by both first owner John Harris and second owner John Willetts, during their respective ownerships, the car had survived in incredible condition (albeit a little dusty!) and as an amazing time-capsule – a real window into Healey history.

Towards the end of 2014, I was approached by the TV restoration programme "CAR S.O.S." with a view to featuring 9253 WD in one of its shows. As a result, the Sprite was sympathetically restored it back to its 1962 race appearance (but still retaining its original 1963 'works' mechanical spec'). The task was made relatively easy by its well-preserved state; essentially 9253 WD had only seen six years of very limited use. The alloy body was simply prepared and painted (all dings and dents were left in place), the original 'works' 1963 XSP engine required a complete rebuild, as this had seized, but the remainder of the work simply involved cleaning or polishing individual components where necessary.

Upon completion in November 2014, and as part of the "Car S.O.S." programme, 9253 WD – the sole surviving 1962 team car – was reunited with the sole surviving 1962 team driver – Sir Stirling Moss at the Heritage Motor Museum, Gaydon, Warwickshire – just up the road from where the car had been originally built.

Club Stand Car Guide

317 WMY Mk1 Austin Healey Sprite *owned by John Gibbons*

According to factory records the car was built on the 9th February 1959 and dispatched to Spilkins Ltd of Twickenham 10 days later. It is then believed to have been used as a demonstrator during which time it was fitted with a front bumper, heater and electric windscreen washers. It was first registered on 11 September that year and had had 3 previous owners by the time I acquired it in 1973, as the replacement for a Triumph TR3 which had been diagnosed with terminal metal-worm.



For 2–3 years it was my daily driver until I became eligible for a company car and after a period of infrequent use while in Yorkshire, the car moved south again and returned to active service. However, by the late 90's was in poor condition and having been encouraged to join the Midget & Sprite Club in March 1999 it was time to embark on a full restoration. The job was entrusted to Meacam Spridgets in Swindon and the story is told in *Mascot* (Sep/Oct 2010).

Suffice to say that the objective was for the car to be kept as original as possible with period enhancements to enable it to keep pace with modern traffic. The original 948cc engine has been retained although the internals have been lightened and balanced, and the cylinder head gas flowed with larger ports to take 1½" H4 carburetors and a tuned exhaust system. Top speed is improved with a 3.9:1 differential but it still has the original drum brakes which, when properly set up appear are fine for normal road use – even on Alpine passes.

The car now does around 5000 miles a year and apart from trips round the UK, it has been a regular visitor to Europe. Most recently it participated in the 2015 MASC Kent Miglia tour enjoying 14 days and over 2000 miles motoring through France, Switzerland and Italy.

2183FN Mk1 MG Midget *owned by Ken Cothliff*

Midget Mk.1 "Little Red" is no stranger to *Mascot* having appeared in these pages several times. The car is relatively rare with original 948cc engine and gearbox, rear axle, and dynamo and is unmodified. She underwent major restoration in 2007, prior to Ken Cothliff, the present owner. However now she sports her original number plate, 2183FN, re-acquired a year ago. Since last appearing at the NEC she has been re-sprayed, and front seats sympathetically re-covered, to match the original factory fitted rear seat. Regularly used throughout spring and summer, she is an absolute joy to drive around the Dales in her home county of Yorkshire.



JCF 632N MG Midget 1500 *owned by Mel Collins*

Purchased in Jan 1995 as a rusting wreck and non runner. I had no intention of keeping it as it going to be a project that I could bring back to life and make some money towards buying a Frogeye or 1960 Midget.

It became obvious that it was not going to be a quick fix with a lot of money spent on it. As



money at time was not available I decided to strip car remove all sellable parts from it and hopefully make a small profit. Scrapping the body work which was nothing but a pile of rust. I spent the next 18 months stripping car down by which time I changed my mind and decided to rebuild car as new.

I then spent the next five years slowly replacing all body parts welding cutting and remaking and patching parts.

By 2005 I had completed project and JCF 632N was now back to original speck as it left the factory in 1975 apart from change of colour now red.

I went to first Midget & Sprite Club Kent area meeting in 1995 and have continued to do so since.

Since 1995 I have made some changes to car. Remove the Rubber Bumpers and altered the body work and resprayed car.

Second change was to fit chrome bumpers and over-riders and replace the 1500 grill making the car look more like 1960 Midget.

Last change was to remove soft top and fit MG Works Hard Top.

The Whole Project was completed in my garage by myself carrying out all stripping, rebuilding, welding and re-spraying.

MOR 245F Austin Healey Sprite Mk 4 owned by Stuart Watson

The Sprite for was bought 20yrs ago, being a replacement for an Old English White Mk4 that we had in the late 1960s. I rebuilt the engine about 12yrs ago after an errant piston ring failed and in so doing found that it had a prized EN 40B crankshaft, as it was a very early example of a Mk 4. Since then it has done about 30,000 trouble free miles apart from this year when I was plagued with a misfiring problem which is now solved – failed plug leads.



In the good weather the car is used regularly and clocks up about 3,000 miles a year. For the past couple of years we have taken it to the Spridgettreffen in Germany along with other members of the Midget & Sprite club.

I try to keep the car pretty original but last winter I did fit a brake servo which works well but I was determined to retain the original pancake air filters, which makes the fitment a very tight squeeze.

This coming winter's job is replacing the rear wings as the dreaded rust has appeared in the lower wing quarters.

Time flies by so fast, and preparations are continuing for the show, if you have not yet bought your tickets, don't forget to use the code that appears opposite. **CSCMS15** for a single ticket and **CFCMS15** for a family ticket. If you follow this route, please drop your ticket stubs to us on stand 568 in hall 4. Each one is worth a pound to the club.

If you fancy coming along to lend a hand for a couple of hours on one of the days, please get in touch, but don't leave too late as tickets are limited.

I look forward to seeing you there.

Alan Pritchett 07720 238810 a.pritchett@btinternet.com

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4th Miglia Tour September 2015



Day 2. MASC photocall by the pits at the old Reims race track

Part.1 Day One to Day Seven (of Fourteen)

Our Tour really started a day early as Dave Chalk (1275 IOW Supersprite), John Clark (1275 Frogeye), and I (Sebring Rep) had decided to spend the night in Eastbourne rather than arise at some ungodly hour on Thursday 10th to travel a more substantial distance to meet the rest of the group (Vic Barker / Ron Edwards (1275 Midget) & John Gibbons (948 Frogeye) who had also positioned themselves nearer for the Off for the Newhaven / Dieppe Ferry. So we met up near Seven Mile Lane and had a nice journey, in the sunshine, with plenty of time in hand for a Pub Lunch.

Day one, proper, and no sooner had we arrived in Dieppe and mustered in a lay-by did we lose John Clark for the day. How could it happen? We all had mobile phones. We all had walkie-talkies: but John's was turned off! Unable to follow us out of the lay-by due to traffic John's super-duper new sat nav dumped him on an industrial estate when he lost a visual contact with the group. For the rest of us it was an uneventful scenic run to Reims.

Day Two & Vic Writes: We had a prompt start on what was to be a gorgeous day heading for the Reims race track. We had a photo call at the pit stop. Alan informed us of what it must have been like to have

seen Mike Hawthorn and Fangio racing down the track neck and neck. We moved onto the Fort La Pompelle a military site dating back many centuries. The site had seen many war battles with many lives lost in various conflicts, seeing the Russian Infantry assisting the French in the war against Germany. At a cracking pace we moved onto the National War Grave Cemetery – very poignant to see so many graves. Lunch was had in the café 'La Cassita' owned by a veteran paratrooper in the Foreign Legion who had been decorated with medals for valour. Unfortunately we lost track of the main group but eventually all met in Neufchateau for the evening.

Day Three & Ron writes: Started with a degree of uncertainty as Vic & Ron's M.G. had developed tight steering, and with the Stelvio Pass on Day 4 we knew we had to sort the problem before we went any further. Wheels were removed track rods and rack checked out and finally we found the nut on top of the King-pin was fractionally over tight. Once rectified, we headed off to Mulhouse where we spent a great afternoon at the amazing Schlumph Car Collection. Words fail to do justice to this Museum, and should be a 'must' for all car enthusiasts. Just a short journey on to our Hotel: the Hotel du Musee-



Day 3. Ron & Vic at work on steering



Day 4. A wet Stelvio Pass

gare, as recommended by Octane Magazine. It has character! Ps: Must have been really nice prior to the 1914-18 war. PPs: Must stop subscription to 'Octane'.

Day Four & Oliver Wilkinson, who joined us in Switzerland, writes: Woke up feeling really excited about meeting up with the MASC members in Neidererun Switzerland. The forecast was rain but upon our departure (my father flew over from England to join the tour) the sun was shining and it was warm. I whipped the top off the car and we set off on our 80km journey to meet up with the rest of the team. After a short lunch and refuelling we set off for Davos. All drivers that had soft tops removed them. Shortly before Davos we stopped due to Vic & Ron having an overheating issue, they replaced the thermostat gasket and we replaced the roofs due to torrential rain.

We were on our way to do the Stelvio Pass. Before the Stelvio Pass we had to drive the Fluellapass (moonpass) which was a dramatic scenic drive, we finally hit the Stelvio. The weather was not so good, foggy and wet; looking on the positive side of



Day 4. John Clark tightening a water hose clip in the Hotel car park / garage area

things there was not much traffic other than a Campervan that held us up. The Stelvio was an amazing drive with extreme hairpin bends & breathtaking rock formations. I will go back again when the weather is good! After reaching the summit we descended to Bormio, this was done in the dark and fog which added to the drama. We were met upon arrival at Hotel San Lorenzo and ushered to a basement where we each had a parking box for our cars. We had a good meal & natter, great bunch of guys & thanks to Alan for organising it.

Day Five & Peter Wilkinson writes: Having joined the Tour through my son Oliver and having had a days experience as a passenger I woke very excited about the day ahead. After a wonderful continental breakfast, and meeting up with other Tour members in the subterranean, secure garage checking vehicles, we set off from Bormio along the motorway to Tirano, Sondrio & Colico, and we were all subjected to some interesting Italian driving in what would prove to be a very busy & hectic journey. We were able to re-group & have a less hectic stop by the side of Lake Como before setting off again and joining the very busy roads on our way to get to the imposing and new "Musee Storica Alfa Romeo". Here we had a drink & a bite to eat, before spending an amazing 3-4 hours soaking up all this history and different designs and engineering of the Alfa Romeo cars with the first model of 1910 and onwards – a fascinating experience!

The usual banter and fun was had before we finally set off for our evening destination, which was to prove to be somewhat more challenging as the "Sat Navs" in the lead cars were misguided! After some discussion, local



At the Alfa Romeo Museum

input and a map from Oliver, all was resolved and a longish and fast trip to our hotel was experienced as we hung onto our lead car, piloted very effectively by Vic and Ron. At the Hotel San Marino in Garbanate we all had a wonderful and very amusing evening over a fantastic meal with a present (a book of Alfa Romeo) being given to Allen (*sic*) for all his hard work.

Day Six & John Clark writes: A later start today with breakfast taken at nine following (a) late night. Following decision made yesterday we planned to visit nearby Monza Race Track rather than another car Museum. So many interests, so little time!

Well, finding Monza was not difficult but various "Toms" had different ideas (as usual)

on the exact location of our destination. Eventually whilst parked in a back street, we approached a local who then became our best friend. Not only would he, Claudio, tell us where but he would show us the way on his bike. He then cycled through the street for two miles all the way to the track. Wouldn't take anything for his help! It was Italian Hospitality. Unfortunately we were unable to walk the Monza track, they were having a track day but we did find a pack of Moto-Guzzi motor cycles not just road bikes but one-off specials built for a competition to be judged at the track. Magnificent bits of engineering in our eyes. Following refreshments and a photo call with Fangio (or at least his statue) we continued on our way to Turin. As usual, Italian roads and driver standards & Tom Toms did all they could to prevent our progress? Some took the planned "country roads" whilst others inadvertently contributed to the Italian economy with tolls along the Autostrada. We overnighed at the NH Hotel in the old Fiat factory but failed to gain access to the old rooftop test track even adopting the "Italian Job" tactics. A very nice hotel meal and excellent accommodation made a nice end to our day. Unfortunately we had to bid farewell to the crews of two cars making their way back to UK and CH.

Next month's instalment will conclude with a report of the second week

Day 6. Monza (with Kent MASC Flag)



Wiltshire Area Update

This is your usual reminder about our meeting at the Barge on Monday 30th November (St Andrew's Day) from 7pm. All are welcome. Most classic car events have now finished, Castle Combe Autumn Classic was brilliant yet again, and the weather was kind.

This month's photos are from Castle Combe and show: John Tewson's very pretty 948cc Sprite: the very quick 18 year old Jack Rawles in a Healey 3000: and Colin Gales Frog which has also been quick on the hills this year.

At a recent Prescott hillclimb, Colin Gale and Keith Wilson were within 1 hundredth on a second of each other, incredible. Mark and Andy Cross had a third in class at Donington HRDC last weekend, well done Bluebell!

Our Christmas lunch is booked for Sunday 6th December at the Barge 12 for 12.30. Watch out for a Flyer soon!! Best wishes

Dave.



Wings and Wheels, Dunsfold

Alison and I, with our son Stephen, went to Wings & Wheels on Saturday 29th August. This event is held on the disused Dunsfold Park Aerodrome. The weather was dry, warm and the cloud cover dispersed during the early morning.

There were many Classic Cars on show along with Military vehicles, Buses and motor Bikes. Rides were available in Tanks and there were guided tours in a Boeing 747 and a DC10.

There were many aircraft flying, these included: The Flying Fortress, Spitfire and Hurricane, Typhoon, Vulcan and the Red Arrows. Other attractions were: Fun Fair, Side stalls – which included a beer tent, Vintage Clothing, Jewellery and Aircraft memorabilia. The day ended with a magnificent display by the Red Arrows.

Farewell to the VULCAN!

Jonathan and Alison Hill



Somerset Happenings



Breakfast at Kelways

The last show this year was spent at Sidmouth, a small Devonshire seaside town, popular during regency times. The event is held on the cricket ground and can only take place if the grass is dry, so could quite easily be cancelled on the morning of the event itself.

There had been several fine days this year and the varied assortment of makes and ages of cars assembled, each with their conditional drip trays underneath, from vintage RRs, Bentleys, Mercs. and Alfas, many other pre-war cars and the more 'modern' ones from the 1950s and 60s. Also present in equally large numbers were the cars of the 1970/1990s, a few later supercars and modern replicas of classic sports racing from the 1950s and 60s.

When lunch time arrived the town, a short stroll away, was eagerly sought with its plethora of pubs, snack bars and restaurants to tempt the visitors.

July's postponed run finally took place at the end of September with a record number of 13 cars turning out. We welcomed James Graham from Upwey on the run, who met us at Kelways Nursery, Langport for breakfast/coffee.

We then set off for a drive across the levels before stopping for a comfort break and refreshments at the Sheppey Inn. The Somerset levels are criss-crossed by a multitude of ancient drove roads and we drove along many miles of these single track roads with only an occasional vehicle to pass.



Lunch at Sheppey Inn

A leisurely and rather pleasant tour along seldom used roads, with an abundance of wildlife to see. The drainage ditches and the pot-holes needed careful negotiation to prevent scraping the exhausts or worse still landing up off the road in water! This was a truly inspired day out organised by Reg and Kate.

Early in September three of us found ourselves at Chardstock, for the village fete. This year they were raising funds for repairs to the church roof. Generally there are about 30 assorted cars usually parked around the village hall ranging from the 1930s to 1980s.

Then there are the 'super cars' which park a little further down the road being regarded as Classics in their own right; V8 Cobras, TVRs, Ginettas and a Tiger and a couple of Caterhams. The sides of the streets were lined with various small stalls selling arts and crafts, homemade jams and chutneys and even chickens would you believe.

Jerry and I have also been helping out at hillclimbs: the MGCC event at Wiscombe Park and another at Charmouth where Midgets were as always, demonstrating the excellent handling of these remarkable cars (one even converted with a Hayabusa bike engine/gearbox from Suzuki).

With the AGM on our patch a good showing from Somerset members was essential, and we did not disappoint with 16 present. The two lines of Spridgets in front of the Haynes Museum were impressive made up with cars from a number of areas, including Dorset, Hants and Bristol as well as Somerset.

Peter Young

Kent Area Report



Monthly Meeting at Angel Addington

A beautiful sunny day brought out a goodly number to our monthly meeting. Four Frogeyes; two Midget 1500's; four Spridgets, a Lotus and an E-type Jaguar were on display in the car park. Vic Barker and John/Jayne Le Mar came in moderns as their cars undergo repairs. Vic; John/Jayne; and Ron were all considering converting their cars to 5 speed because of the enthusiasm for this modification within our group and Vic/Ron following their experience on the recent Miglia Tour.

Mark Mathews had designed some post cards for Kent members to hand out to prospective members. These were distributed amongst those gathered, as the start of Kent MASC's recruitment drive. John Clark was quick off the mark finding a prospective member, looking at our cars, in the car park. Said prospect was soon trying John's car for size, and gathering all sorts of information, as he seeks to purchase a Frogeye.

Chris Playfoot also seeks a suitable car as, having left the Club some time ago, we are missed and he wants to rejoin the fold.

Dave Chalk was absent but Dave wants to sell his Tifosi Rana 1500 engined, 5 speed, and Frogeye look-a-like built by Halls Garage, so that he can concentrate on his IOW Supersprite now that we have modified the spaceframe chassis to accommodate his lanky frame. This is the same car that John Clark and I fitted a BGH Geartech gearbox to on the Club Stand at NEC. Dave is away on Motorcycle Tour on the Isle of Wight.

(He returned from Miglia Tour on Wednesday and went away on Motorcycle Tour on the Friday – that's the life!). I did suggest that whilst on the Isle of Wight perhaps he should interview Keith Brading about the IOW Frogeyes built in the nineties with the consent of Geoff Healey. Someone should really take this on-board before the information is lost. A book on the subject of the IOW Sprite, Supersprites and all would make for an interesting read. Dave is also the man to contact with regard to our new Regalia the logo for which he designed.

Steve Smith has offered to arrange an Old Boys run to a Super Car Dealership whilst James Sinfield & Chris Rickard each have offered to organise one of these popular mid week runs next year, as this season slowly draws to a close.

Mention has been made of a Sunday meet, for a change, in East Kent if someone will organise it.



Alan Kent Rep



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East Anglian Area Report



MASC at the Kite festival

We are starting to get to the quiet season for MASC activities, so I am catching up a bit with an event I haven't had space to fit in from last month. Where has the year gone? Someone said to me they get up for work on Monday morning and by lunchtime it's Friday and for me this year has been a bit like that. Other than the event reported below I have to give Stuart a mention for turning up on a less than sunny October FBI evening in his stunning topless 1500 and putting the rest of us to shame (well done Sir!).

The kite festival, set in Sunny Hunny, was an event I had been looking forward to, as Hunstanton is a favourite place, with much family history and the kites promised to be spectacular. We took Bluebell and she performed magnificently (on her longest run to date) topless in the sunshine all the way. So much so that we arrived a bit early and waited just inside the entrance for the others so we could all park together and look like a club. While we were waiting we met some interesting people in interesting cars, including a Morgan style three-wheeler with

Citroen 2CV mechanics (this one very highly tuned and with amazing performance).

When the guys "eventually" arrived we formed a MASC line and erected our sail. There was a very good turnout of classic cars, which I think rather eclipsed the Kites. Sadly the Hunstanton festival coincided with the national championships and resulted in (I am told) much reduced attendance of the most spectacular kites. The kites were however stunning and handled with great skill, often to music.

There were lots of stalls and stands and other entertainment to keep us happy and interested on this pleasant sunny day, not to mention the town and sea front a short walk from the show venue. I have to admit that a few of us did sneak out for a walk along the front and a bite of lunch, including, in my case a vast strawberry milk shake that was the envy of all who beheld it. All in all a brilliant day at the seaside, however when the show ended we had to queue for ages to get out, only to join the queue of other people going home on the A47 after a day of bucket and spading. Graham seemed to know a secret route, so when I turned left to take the obvious way home (followed by Mick) he turned right. Happily after a couple of roundabouts the traffic cleared and we were back to Norfolk speed (50 MPH), which is fine for a topless 53-year-old 948 Sprite on a sunny evening. It was a great day out and thanks are due to Mick for organising it.

See you all at the oldest Inn in England and far beyond. **Dave Dixon** (AKA Red Leader)
e-dave@hotmail.co.uk



Notts and Derby do the



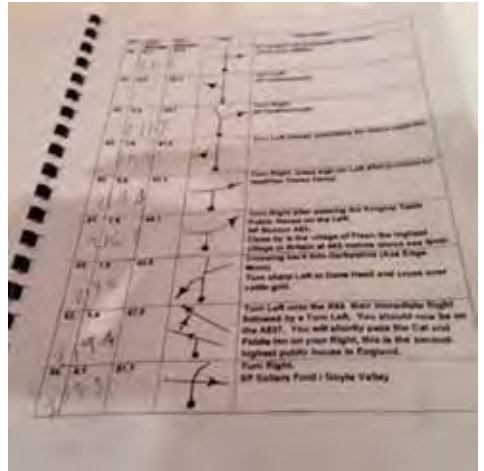
On Sunday 27th September we took part in The Chesterfield MG group "Goodnight Sweetheart Road Run" along with 42 other vehicles. The run was open to all makes of sports or classic car and we had hoped to take the MGTA. Lack of "garage tinkering time for Kev" meant a hasty phone call to the organiser and RSA was substituted ... well at least RSA can claim it was made at the MG sports car factory at Abingdon!

We had to arrive at Clay Cross for 9am and as we set off from home at 8am a vast blanket of early morning fog loomed.

Kev in his wisdom had printed off an AA route map of how to get to the start point and I wondered which button options he had pressed, as I drove down unknown single track roads and struggled to see road junctions under a vast blanket of white ... was there a route option button entitled "avoid all normal roads" or one entitled "white knuckle roads with plenty of blind bends", or "select the most terrifying roads in Derbyshire to get the wife to drive down" option, or simply a button entitled ... "don't go there!" Whatever options existed for the most indirect route possible Kev appeared to have selected them and was now sitting relaxed in the passenger seat as I did my best to steer us onwards to Clay Cross.

As we approached the snooker centre we were guided into the car park by friendly hi-vis clad marshals, which fortunately enabled me to see them in the still dense fog.

Warm coffee, teas and bacon cobs were in plentiful supply during signing on and we



Road book tulip diagrams

were given a running board and detailed road book with directions in tulip form.

The route took us through Ashover, Matlock, Riber (castle not visible due to inclement weather), down "alpine bends", Stanton in the Peak, Birchover, and Hartington.

We stopped at Longnor and sampled the delights of what was described as a "£5 small breakfast" and Staffordshire oatcakes with cheese/bacon etc. The "small" breakfast lasted me until Monday morning and we re-joined the run wondering exactly what the "large" breakfast would have contained... Oh my congested heart "... Maybe now is the time to wax lyrical about what one writer once said about the great British fry up....

"The full fried breakfast is probably the UK's greatest gift to the civilised world – the erotic dance of sausage, bacon and egg, the grace notes of black pudding, the righteous fried bread" add to this mushrooms, cheese, beans, oatcake, toast and you get the Longnor cafe breakfast!

By now the sun had come out and we were able to enjoy the wonderful roads and scenery in front of us.

We headed towards Buxton on the B5053 following Hollingsclough, driving past Axe Edge Moor, Dane Head and the Cat and Fiddle Inn (the second highest public house in England).

“Goodnight Sweetheart Run”



Onwards to Goyte Valley and then onto Buxton Pavilion Gardens, where more club stewards directed us into the specially organised parking area in front of the bandstand.

The Pavilion Gardens were a hive of activity and as soon as all the cars from the run had parked up there were people coming to admire the cars on show, many reminiscing about the classic cars they had owned in their “younger days” and then sold when “the family came along”.

RSA as the “imposter within the MG Group” seemed to generate an exceptional amount of interest with one knowledgeable gentleman wanting to do nothing but stand and admire the original bonnet!

We joined friends that had also come on the run in their MGs and went in search of “The Buxton Tap House” that advertised on several lampposts their selection of real ale 13 draft beers, 80 bottled beers etc, etc. They also do “pulled pork” and I wondered, not for the first time where this menu option has suddenly appeared from and tried to get the image of a poor little piggy being pulled in all directions out of my head! (made a mental note to Google “pulled pork” on arrival home). On return to RSA still patiently parked up at Buxton Pavilion Gardens, we were met with “is this your car, we’ve been waiting over half an hour for you to return – can my son have his photo taken sat in it please?” it didn’t stop at just one child!

As we left, one of the club stewards told me to bring RSA again and, “leave it with him” there was a lot of interest in her on that day.

To summarise a brilliantly organised run, friendly people, amazing Tulip Run book and all this for £15.

Other future runs for you diary are as follows....

20th Annual Shakedown Run....Sunday 3rd April 2016

Marcham Run July 2016 in aid of charity **Goodnight Sweetheart Run** to be held in September 2016 as Chesterfield MG Group say”put the date in your diary NOW and get ready for another great day out with your Sweetheart!”

Mel, Kev and RSA
Notts + Derby area members

STOP PRESS STOP PRESS STOP PRESS

We held the inaugural meeting of The Rhubarb Triangle area (working title) on Sunday and it was decided by all present to have further meetings every Third Sunday of the month at 10am at The Courtyard Tea Room, Wormersley, Doncaster DN6 9BH

John Austerfield is tentatively offering to coordinate; I am also a point of contact.

Ian Cooke – ilc@bgs.ac.uk 0115 938 3838

Dorset Area Report

John's Jottings

Our September club night saw a good turnout of members, both to learn who had won our road run and also to participate in our first ever Pride in Ownership event judging.

When we attempted our road run on the August club night, the roads were awash but we eventually beat the weather and a number of Spridgets participated in two subsequent opportunities to make the run. So expectations were high as members assembled for the award of the magnificent trophy for what is now the PDQ run.

The winners were Ian and Chris Beaver in their Midget and they graciously received the trophy before discovering that they will also have to arrange next year's run!

When I diarised the Pride in Ownership evening I had completely overlooked, or ignored, the fact that the sun would set at about 7.30 – the normal start time for our club nights. Anticipating my stupidity members started turning up from 6.30pm. so that our invited judges, Graham Lowe and Chris Adamson of the Bournemouth and Poole MG1020 club, could at least see the cars in the beginning.

Eventually we had 13 or so cars in the car park, including non-Spridgets owned by our members. This kept both the judges and our members amused, so that the usual arguments about panel gaps on Frogeyes was ignored.

The judges completed their task in the dark – an advantage some would say, and in the comfort of the pub the winners were announced. In the Spridget class the Golden Frog trophy was presented to Simon Plain for his very smart (black) RWA Midget. Simon was clearly taken aback to win but it was well deserved as he really does look after the car and it is good to see it in such great condition.

The Other Classics category saw Sprite owner Peter Houghton win with his immaculate Messerschmitt Tiger which is even smaller than a Spridget but easier to get into and out of!

All this happened the day after our big event of the year Classics in the park, which had been

rained off earlier in the year. The day dawned clear but not very warm but after set up the cars rolled in and eventually we had around 80 cars assembled in front of Upton House.

Because we were forced to run the event later the number of members of the public was down but overall we raised a similar amount to last year with the Tombola and Jarbola doing well. At our October club night we will be presenting cheques to our two charities Somerset and Dorset Air Ambulance and St. John Ambulance.

Having 'practiced our set up in the rain earlier we were better at it the second time and Peter Downton was a star. Whilst we posed and discussed at length where the gazebos should go he went away and erected the off-site signage, posts and taped off the entry lane without delay.

Every club needs someone like that – direct action! Peter Vallins had brought a spare head with him (no – not his – a cylinder head) and relieved people of money as they tried to change a set of plugs as close as possible to an established average time. Embarrassingly I won this with the same time as one of our lady stalwarts, Stephanie Mobley.

With my recently acquired skill in (mis)timing events I had harangued the members about supporting the MASC AGM at the Haynes International Motor Museum. "Let's do a run", I said and gradually the problems arose.

"I've got problems with my water works", "I will not bring the Sprite in the rain", etc. But then the biggest excuse from me "I completely forgot that I am in Bristol for a conference over that weekend – well you could have heard a crankshaft drop as members absorbed this betrayal by their leader.

But on the day I skipped some speakers and arrived at Haynes to find that a small group had made it, mostly in Spridgets. Overall the AGM seemed well attended and it was good to put faces to names and see how committed the team are to continuing to raise the profile of the club and increase membership.

Clear roads **John Gully**, Chairman DMASC



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Yorkshire Area Report



A double update this month, first from the York Historic Vehicle Group's Knavesmire Show, and the normal pub meet.

The YHVC Knavesmire show has been on for the last couple of years, and last year was a great success. This year, over 500 cars were present from giant Cadillacs to classic motorbikes. We had a good showing from MASC and I got to use the new feather banner. We ended up with very nearly one of each, from a couple of lovely Frogeyes via Dave's Dinky, Charlie's RWA, my K and a very shiny late 1500.

The line up got plenty of attention, particularly the Frogeyes, and there were another 4 or 5 Spridgets dotted around the show; I had a chance to talk to a few of them, but sadly not the one with ROB on the number plate.



I arrived pretty early after a huge trip of about a mile and a half to York Racecourse, and got the new banner set up so it looked like I knew what I was doing. I left Jenni guarding the pitch while I went to get the other car, thoroughly confusing the volunteers on the gate. Fortunately we had enough space to slide a P6 on the end of the MASC area.

The weather was lovely, and though it got a bit cooler later on, we were there for all of the best of the day. I managed to avoid buying anything unwise in the autojumble (phew) but spent a long time admiring a slightly tatty Austin A40, playing the spot what part's the same as a Spridget game.

It was good to meet all who came past and all who came.



I had to attend the September meeting in the P6, as the Midget threw a strop and wouldn't operate the fuel pump – seems to be mended now – a poor earth. This was compounded by a total disappearance of my multimeter into another universe (it must be very lost, because I've bought another one and the original one hasn't instantly turned up like things normally do).

We were joined by a nice variety of cars on a cool but sunny Saturday. Great conversation and company as always. One thing coming up to keep an eye out for is the MG Cumbria Christmas Cracker Run, normally starting at Rheged, at the edge of the Lake District. We've run this a couple of times (though I'd recommend having a working heater) and they're always good fun.

See you soon!

Rob

Scottish Area Report

On my golf trip up in the north of Scotland I was going to call in on Ron to see his Frogeye. It turned out that he happened to be on holiday, so it will have to some other time, hopefully.

When I returned I decided to try the electrolysis rust treatment. I set up a spare wheelie bin, battery charger, water, soda crystals and a couple of lengths of square tubes joined by a strip of cable. I was good to go; the results were good and it is certainly a process I will do again.

After mentioning that I was going to try this in last month's *Mascot* I received a helpful e-mail from Steve Keil of the N.W section. He warned me of some of the dangers of using this method of rust removal on brake, steering and suspension components and advising me how he tackles the problem of rust treatment when refurbishing parts. He also advised me of an article in a previous *Mascot* (October 2012) by Peter Vass which covered this subject.

Well done to Paul Sheppard in his letter for spotting the deliberate mistake in the Scottish report on my visit to the Bubble Car Museum. Gary chose to publish the photo of the Trojan rather than the one of my Dinky Isetta, but I do agree I wouldn't want to swap my Frog for an Isetta, but I'd like one to complement it. Indeed, I have bought another car. It is a 1971 Austin Sprite, so I have bookends on the Sprite family. I should have delivery of the car by the time this article is published.



With reference to Terry Horler's book *Original Sprite & Midget*, it certainly appears to be an Austin rather than an Austin Healey. Reg No right, Chassis Prefix right, rear end looks right, but the bonnet has either been replaced or an Austin Healey badge has been put there, or is that correct?

A quantity of paperwork is coming with the car so maybe the previous owners can assist with that query, we will see !!

Also on the horizon is the annual pilgrimage to Birmingham for the National Classic Car Show when, as usual, I'll nearly bankrupt myself buying a load of items I probably don't need.

Although I certainly will seek out some vinyl cloth in British Racing Green to recover the dash in the Frog, and have a look at some of the cleaning products on offer to assist with the renovation of the new purchase.

I have always tended to use Autoglym products, however I am thinking of looking for other alternatives. It will also be nice to meet a few old friends

Graham Smith

Tel: 01419 548 276

Email: smith.graham@yahoo.co.uk

Home Counties North West

A short trip to Jordan via Ireland



After the typically wet bank holiday outing in August, Keith and Ann decided it might be third time lucky this year and offered to organise a run on the 4th October. The weather forecast looked like it would be good all week and it actually turned out to be better than expected!

We met at the monthly pub night venue; the Chequers Inn, Redbourn, for a civilised start time of 11am. Now Redbourn might seem an odd place to start a trip through Ireland and on to Jordan, but as you might have guessed the title of the run is a little misleading.

Five cars were ready to set off at the Chequers; Keith and Ann, Ian, Dave and Jenny, Lilly and Vic and me. It was great to see Lilly and Vic out with us again as it has been far too long since they have been able to join us. We also had the support team of Roger and Maggi who followed our route in their everyday car at a polite distance. It is a reassuring sight on any run to have a support vehicle but fortunately we didn't need any support.

So where did we go? Well we meandered through the countryside in north

Hertfordshire and on through Bedfordshire on a scenic drive that took us through the tiny hamlet of Ireland in Beds. It really is tiny, as far as I can tell there are half a dozen houses and a pub! After a brief stop we made our way to Jordan, following a winding route that had us skirting around the edge of the Old Warden airfield near Biggleswade and a host of lovely Beds villages.

Our ultimate destination was Jordans Mill. The mill was purchased in 1893 by the Jordans family, famous for Jordans breakfast cereals and bars, as a base for their milling and food production business and was renamed by the family. The mill is in a lovely spot on the river Ivel and at the mill there is the mill itself plus gardens and a woodland walk to explore if you fancy it. If not there is a great riverside café, serving hot and cold food and a lovely terrace overlooking the river and mill where afternoon tea is served.

We had reserved a table and enjoyed a leisurely lunch and a good catch up. We were joined by Mike and Sue who weren't able to join us on the run, but were able to make it up to lunch. After lunch we wandered around the site, admiring the gardens and it has to be said an old Allen diesel engine, sitting outside the mill was as much of a draw for the gentleman in our party as the gardens.

Eventually we decided it was time to head off and after praising and thanking Keith and Ann for finally organising run in the sunshine (thanks again!) we followed our various routes back to our homes.

As always we are starting the planning for a good schedule of events for 2016, if you haven't met up with us yet then why not try and get out with us in 2016 or even simply pop along to the pub night...

Mark www.hcnwmsc.blogspot.co.uk



Central Area Report



Tracy Bates, dressed in style at the Goodwood Revival next to "Doris" her and husband Justin's Frogeye

The clocks have gone back and dark nights are upon us. So I thought it might be a good idea to look back to recent events that took place in the Autumn. At the end of September, Gary, Gregg, Andy, Steve, Belinda, Bernie and myself made our way over to the Sywell show in Northampton to join other MASC members displaying their cars and enjoying an excellent show. We had planned a scenic route but somehow we managed to find ourselves in the centre of Northampton. Hands up, my fault on that one. However, Steve got his own back on the return journey by going around a traffic island twice and confusing us all on which way to go. Incidentally, Steve's wife Belinda sometimes suffers from that common ailment "Sprite Chill".

As most members will know our little cars can sometimes cause a draft around the neck when our hoods are down, even on a warm sunny day. Belinda had decided to wrap up as if for a polar expedition and could hardly be seen nestled in what seemed like several sheep. This prompted a little gentle teasing from not only Central members but also husband Steve. In contrast to Belinda's woolly hat and gloves take a look at the picture of Tracy Bates, next to "Doris" the Frogeye, resplendent in the sunshine. Along with husband Justin, they had dressed up in period clothes for their trip to the Goodwood Revival. Justin also took along his father. Both were impressed not only with the huge selection of classic cars on display and being driven, but the fantastic display of aircraft both on the ground and in the air featuring amongst many others the legendary Spitfire.



A fantastic picture of a Spitfire at the show photographed by Justin

At the last monthly meeting members were discussing next year's trip to the Classic Le Mans in July 2016. Four or five members are already booked into the "Speedchills" camp site that offers clean showers, toilets, along with freshly cooked meals and entertainment, see www.speedchills.com. For full details. We have managed to obtain a £20 discount per car for going as a MASC group, if anyone else would like to join us then let please let me know so that you can obtain the same discount. Some of us will be sailing on the Wednesday evening the 6th of July via the Portsmouth/Caen ferry returning the same route Monday 11th July, however other routes and campsites/B&Bs are readily available.

There was a large turnout for the AGM held at the Haynes Museum in Somerset. Mark Hall was elected the new Chairman and I would like to wish him well in his new post and say a big thank you to past chairman Dave Dixon for steering the club for the last three years. The club continues to gain new members on a healthy basis. At last year's AGM Central members Bill and John had raised issues over social media and the website. This is hopefully now being addressed by webmaster Mike Bennett who has lots of ideas on how to take this forward. I and other Central members very much look forward to improvements on this front. However, social media is all well and good but I've heard lots of people say you can't beat a good old chin wag over a pint of beer at the monthly meeting and a read of the excellent monthly Mascot.

Dave Warren

Central MASC, Email tccentral.masc@live.com

Tail End Caption Competition

Many thanks to all of you who took up the challenge of the October's "Tail End" caption competition. I'm pleased to say that once again we had a good response with some excellent replies. The winning caption was sent in by Janet Hunter with:



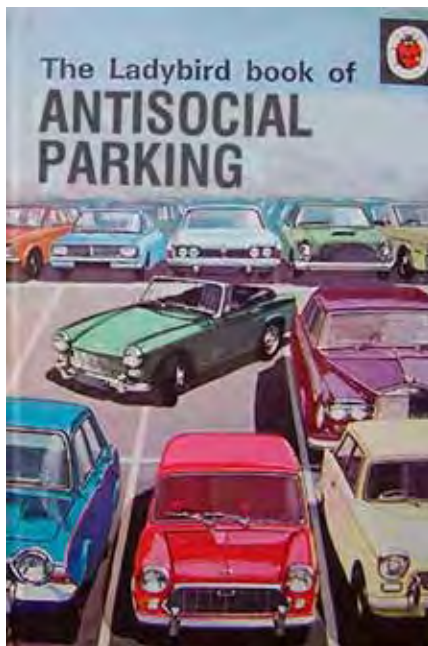
"If I eat my greens will I grow as big as you?"

Janet wins a Mascot Binder, to hold next year's Magazines.

Oh, I can hear her excitement from here!



Please get your brains working on this month's offering "The Ladybird Book of Antisocial Parking"



Remember to send your captions to editor@midgetandspriteclub.co.uk by the 15th of November.

Market Place

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

For Sale: One Austin Healey Sprite (seriesAN5) workshop manual (used condition the inner ring binder is slightly rusted). One Healey Sprite drivers handbook (July1958). One lubrication chart for the same car. And finally, an inner & outer speedo cable. £25 for the lot plus p&p unless you are in London. **Contact John on 07707 262384.**

For Sale: Marina 12v engine complete including water pump. No other ancillaries. Test bed run only. £650.00. **Call 0121 429 6734**

For Sale: Gunson Carbalancer. As new in box. Never used. £13.00 Call Paul 07958 518330

For Sale: Aley faired rollover bar for Mk IV Sprite/Mk 3 Midget. Comes with a modified tonneau cover. £50. **Tel. Alec on 07831 773715 South Bucks**

Wanted: looking for a pale blue or Old english white car with a 948 engine and generally not modified. I would go for Cherry red as my old car was that colour. I live in South London but am willing to travel to see the right car. **Contact David at stroudy@mac.com**

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