

June 2017

£2 No. 399

Mascot

The Magazine of the Midget & Sprite Club



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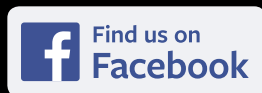
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Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



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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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June Editorial



Gapless with period stickers for Le Mans 2017

Many of you will have participated in “Drive it Day” held on Sunday April 23rd. Either as part of a MASC event, joining in with other clubs or simply getting your Spridget (or other classic) out on its own, just for the hell of it.

Whatever you did, you can be assured that you are part of a very large group of people whose hobby generates an amazing amount of business for the UK economy. The page opposite gives a few facts relating to classic car ownership and the associated revenue and costs generated.

What may be a just hobby to most of us, it's also massively important to many small businesses and industries around the UK. *Mascot* contains adverts from some of these companies. So while it's not a complete list of classic car service suppliers, it's useful when using their services, to mention that you saw their advert in the magazine. It helps them and it certainly helps the club. It's also important to let them know if you're dissatisfied with any of their products or services. So that they know when they've got things wrong. Having recently bought quite a few parts from various companies in preparation for my Frogeye's conversion from drum to disk brakes, it was quite surprising

and somewhat shocking to both myself and the team fitting them, to see just how bad (and even potentially dangerous) some of the parts were.

Many of you will be familiar with the scenario of the wrong or incomplete part arriving, or when the correct part does arrive, it's either faulty or of an inferior quality to the original part that it has been bought to replace. In these cases, it's essential to keep a note of what was wrong, so that when you speak to the company, you have a record of what was said, the date, time and very importantly the person you spoke to, as well as what they said that they would do to rectify the situation. This way, if you do have to take things further, you have all the facts to hand. I believe that only by doing this, can we increase the quality of the products and the services of the companies we give our money to.

Having said all that, there are loads of excellent products and services supplied by many really good companies, which enable us to indulge in our hobby and keep our classics on the road.

Have a great month

Gary and “Gapless”
(seen here in *Le Mans* fancy dress)

The deadline for articles and reports to be included in July's edition of *Mascot* is Tuesday 20th of June.

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: Dave and Donna Williams in “Madge” admiring the Wiltshire view”

8.2 MILLION PEOPLE

The number of people interested in historic vehicles in Britain



1,039,950

Registered
Historic
Vehicles

58%

Registered for
road use

34,900

The number of people
employed in the
historic vehicle
industry in Britain

1,124

MILES
PER
ANNUM

The average distance travelled by each historic vehicle in Britain



£5.5bn

Annual spending on historic vehicle related activity

c500K



owners of
historic vehicles
in Britain



23 MILLION PEOPLE

See historic vehicles as an
important part of Britain's heritage

£17.8bn

The estimated value of all
historic vehicles in Britain



54%

The proportion of employers that
expect their historic vehicle
business to grow in the future

£662M

Annual spend by international historic vehicle owners



Club Nights

- 1st 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/>
- 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: gknights@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** – all welcome at the **Green Dragon**, Sambourne, Redditch B96 6NU for 8.30 start. To check “what’s on” please email Steve Newton on newton-gemini@sky.com
- 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 **Wishing Well**, Wapley Road, Codrington, Bristol BS37 6RY. From 8.00pm – or earlier for a Curry enjoyed in peace! Contact Terry Horler 01454 881770 rebelwithasprite@hotmail.com
- 2nd Thursday **Notts/Derby border Area** at the **Sitwell Arms** at 30 Wood Lane, Horsley Woodhouse, Derby, DE7 6BN from 7.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilcooke@btinternet.com
- 2nd Thursday **East Anglian Area**. Previously the Cambridgeshire Area meet at **The Ferry Boat**, at Holywell, 8pm
- 2nd Sunday *New* **East Kent Group** – Meet at the **Crown Inn**, Sarre, CT7 0LF from 1230hrs Contact alan.anstead@btopenworld.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, gorman698@btinternet.com Tel: 01737 552256
- 3rd Sunday *New* **North Notts & South Yorks** group meeting is from 10am. **The Courtyard Tea Room**, Womersley, north of Doncaster DN6 9BH. Contact: John Austerfield austerfield.07@btinternet.com 07778 636070
- 4th Monday **Dorset** – **NEW VENUE The Worlds End**, Almer, Nr. Blandford, Dorset, DT11 9EW – 7:30. Contact John Gully. Tel: 07876 334 949 email: john.gully@btinternet.com
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00.
- 4th Thursday **Hampshire** – Meets at **The Golden Pot**, Old Odiham Road, Shalden, Alton, Hampshire, GU34 4DJ. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – Back at **The Angel**, Addington Green, Kent until further notice. Contact Alan Anstead enquiries@midgetandspriteclub.com
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or email andyspeedbox@gmail.com
- 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:

No longer applicable. Please see page 6 of last month's Mascot for new log-in information

Also follow the Midget and Sprite Club on



As of 1st June the facebook page has 779 members

Events details needed for 2017

Area reps please make Gary Lazarus aware of any events already in your diaries and any that are planned for 2017 so that they can be added to this 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

15th - 18th June **Treffen trip to Germany** (Now Fully Sold Out) Geoff Hunter
ogleman5@gmail.com

24th - 25th June **Correction - Flywheel event at Bicester heritage.**
It's now June 24/25th, not the 1/2nd July. Contact Somerset Area Rep for details



8th - 9th July **Chateau Impney Hillclimb.** Contact Keith Warner
07800 875835 or Mike Pope 07481 271471



22nd - 23rd July **Classic Nostalgia,** Shelsley Walsh.



28th - 30th July **Silverstone Classic** Join the MASC club stand.
See page 16 of this month's Mascot



19th-25th July **Historic GP Le Puy de Notre Dame** (allow 2 days either
side for a Tour). Contact Alan Anstead for details
enquiries@midgetandspriteclub.co.uk

GRAND PRIX RETRO
DU PUY-NOTRE-DAME



1st - 10th Sept **6th Miglia Tour.** Contact Alan Anstead for details
enquiries@midgetandspriteclub.co.uk



23rd - 24th Sept **Pistons and Props** Sywell

14th Oct **Hall's Garage Open day for for Midgets, Sprites and TIFOSIs.** At
Hall's Garage, Folkingham Road, Morton, Lincolnshire, PE10 ONS Tel:
01778 570286 between 11:00 and 17:00. Some interesting cars in the
workshop and customer built cars.

10th - 12th Nov **Classic Motor Show. NEC**

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

Area Reps, Please remember that you can now add your monthly events on the Club's website. Please contact Mike webmaster@midgetandspriteclub.co.uk

New Members

April 2017-May 2017

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

5438	Nick & Laura Rowlatt	Herefordshire	Sprite	Mk 1
5439	Stephen Holford	Gloucestershire	Midget	Mk 3 RWA
5441	Renton Owen	Northants	Sprite	Mk 1
5442	Will & Marion Edwards	Somerset	Sprite	
5444	Michael Bainbridge	East Yorkshire	Sprite	MI 1
5445	Graham Freer	London	Midget	Mk 3
5446	John Hamilton	Surrey	Midget	
5447	Robin Bendall	Somerset	Midget	Tifosi Rana
5448	Catherine Chater & Mike Roberts	Oxfordshire	Sprite	Mk 1



Gregg Kett's BRG 1974 RWA Midget "Abe", and "Buggerlugs III", his white 1971 Austin Sprite, inherited from his Dad & currently undergoing full restoration




Nick & Laura Rowlatt's Mk1 Sprite "Cherry Scoop" seen here on the London Bridges Run in 2007. The Sprite is currently undergoing restoration by Nick



John Hamilton's 1500 Midget, soon to have a much faster engine




Catherine Chater in her and Mike Roberts' Frogeye



For some it's the age...



For some it's the iconic status...



For others it's the marque...

Whatever your definition of classic we know you love it.

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- Breakdown Cover

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Low Emissions Zones

Very recently the Government issued a Consultation called 'Tackling nitrogen dioxide in our towns and cities'. It is the consequence of a ruling of the High Court that the Government must produce a plan on improving air quality. It is very general in nature but the Federation will be responding to relevant parts of the Consultation. We will update you in the next edition

The only other matter of note is that the Emissions Surcharge to the London Congestion Charge (or T Charge as it is known) will come into force on 23 October. It does of course include an exemption for historic class vehicles. To remind readers, that does not mean historic vehicles are exempted from the Congestion Charge itself.



Pre-1960 vehicles and the MoT

Some owners of pre-1960 vehicles, which are of course exempt for the need for an MoT, are still perplexed to receive V11 'Reminder to get vehicle tax' forms bearing the words 'this vehicle needs an appropriate

MoT test certificate'. We consider this to be misleading and have raised the matter with DVLA on a number of occasions but for some reason they seem very reluctant to modify the form. Our advice for some time has been to just ignore the statement about the MoT as the online system will licence the vehicle anyway with no problem. However recently a quirk in the system has come to light – if an MoT exempt vehicle does nevertheless have a voluntary MoT in place at the time the licence application is made the system will check that the MoT will be valid at the start date of the licence applied for; if it is not the application will be refused. Once the voluntary MoT has expired the vehicle can be licenced without an MoT with no problem.

Vehicle identity

As a starting point for this edition I am going to repeat myself! You may feel this is a distressingly common problem with the passing of the years but in this instance it is entirely intentional as recent correspondence has suggested there is still some confusion on this matter. The unique individual identity of a vehicle is defined by the serial number allocated to it in the manufacturing process and the registration is issued to that serial number. To be clear, by serial number I mean chassis number, or frame number for motorcycles, or 17 character VIN for vehicles towards the end of our period.

From this it follows that if the serial number is lost or changed for any reason during the life or restoration of the vehicle the original identity is also lost and thus the registration is no longer valid. Repairers and restorers should bear this in mind when doing their work as should prospective purchasers before parting with their money!

It is recognised that a small minority of vehicles, almost all from the very early times of motoring, did not have a serial number and each of these has to be treated on its merits.



Dating vehicles

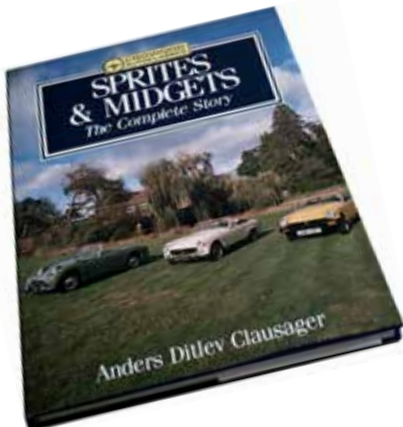
On a similar theme, there is another long-standing topic that is obviously still causing confusion in some quarters. When applying to DVLA for an age-related registration (first registration in DVLA terms) a simple statement of manufacture date, whether it is a Heritage Certificate or an extract from a manufacturers records or a copy from a Glass's Check Book, is not sufficient by itself.

This is an understandable requirement because the dating information merely states that a vehicle of a particular type with the quoted chassis number was manufactured on the stated date, it does not include any information about that vehicle today. DVLA expect the relevant club to take steps to ensure that the vehicle in question exists, is what it claims to be and, crucially, carries the correct chassis number. DVLA will accept photographs of the vehicle and rubbings or photographs of the chassis number marking to substantiate this but clubs would be wise to physically inspect the vehicle. We do know of one unfortunate instance where photographs of a different car were supplied to a club who accepted them in good faith. We understand that in some cases DVLA now use SGS to inspect the vehicle rather than relying on the club.

Competition to win a copy of "Sprite and Midgets" by Andres Ditley Clausager

Can you name the make and model of this motorbike/moped ?

E-mail answers to the Scottish Area Rep. smith.grahamf@yahoo.co.uk



First correct answer received will win

Fuel Gauges

I have read with interest the recent early fuel gauge/sender articles by Dr John E Davies, because I recently purchased a NOS Frogeye sender on eBay and compared it to a modern reproduction (AH Spares part XFUL120N) with a few different gauges. The results are below.



However before comparing the senders it may be useful to first study the history of the FG2530 gauges and FT5300/FT5301 senders. The sender works best in large vertical fuel tanks, which allow long length arms out to the float. So when the sender is fitted vertically with a long arm, as in an MGA for example, the float rises almost linearly and so the MGA fuel gauge (FG2530/05) face is very symmetrical, with the 1/2 full marking in the exact centre of the gauge.

When the sender is instead used horizontally in the top of a flat tank, as in a Spridget, the movement of the short float arm is far more of a pronounced arc, which gives a non-linear movement. The Smiths engineers simply compensated for this by drawing the '1/2 full' marking on the Frogeye FG2530/31 (and later) gauge face at an offset position.

So although large numbers of 60s cars used basically the same gauge and sender, each had a different gauge face marking and very different wire length/bends out to the sender's float. Hence each sender was car specific and had a unique part number. Due to the very short arm in the Spridget a 'float sized dent' was even added to the bottom of the fuel tank to allow the float to move down slightly more as the tank emptied (hence the reason it is important to always install the sender the correct way around!). All the following Spridget parts can be used in any combination, in both positive and negative

earth cars (these gauges actually move the needle by electromagnetic attraction, so the direction the current flows through the gauge doesn't matter).

Sprite 1	FG2530/31 (Smiths) FT5300/32 (80952)
Sprite 2	FG2530/64 (Smiths) FT5301/06
Midget 1	FG2530/63 (Jaeger) FT5301/06
Sprite 2.5, 3	FG2530/70 (Smiths) FT5301/06
Midget 1.5, 2	FG2530/70 (Smiths) FT5301/06



The photo shows the new old stock 80952 Frogeye part and reproduction sender side by side. There are a number of visible differences with the reproduction item:

Float is much smaller and plastic (and plastic floats have been known to split and flood). However an optional brass float may be purchased separately.

Float position is not the same, as the bend and length of the wire is different. The wire is also held on by an adjustment screw (you do have a fuel filter fitted?!) but that does mean a little adjustment is possible.

The 'short end' of the wire by the pivot is too short, so it does not correctly overlap the subtle 'step' in the body casting. This would be correct for cars that need a larger range of movement, but for a Spridget the wire hitting the step is intentional as it prevents the float ending up resting on the bottom of the tank.

Upon opening the unit I was pleasantly surprised, finding a well formed coil and

Part 3

'double' sliding plated contact as per the original. Even the heatshrunk connection shows a good attention to detail, not something often found these days in reproduction units. These reproduction units have got better over recent years.



When measured with a multimeter the total range of resistance change were similar (1-85 ohms). However a very scientific test (balancing the senders on piles of books to emulate different heights between float and sender!) gave quite different readings for each device, purely because of the shape of the wire and float. This means that each sender would cause the needle on the gauge to show a different position for the same amount of fuel in the tank.

So what does this mean when trying to fix a faulty sender?



The old sender

Option 1 - old seized fuel senders can normally be restored, and will generally be more accurate than buying a modern reproduction. The photo shows a Frogeye sender I recently repaired and is now in regular use. It had sat in stagnant fuel for 20 years and had a huge build-up of surface deposits and was completely seized. However it needed little more than an overnight soak in release oil and a good clean (I used an old electric toothbrush to remove the deposits from the casting). When the pivot has been freed move the wire back and forth and check for a resistance change of around 1-85 ohms (between the pivot and the tab) with a multimeter.

The details in last months 'part 2' explain how to work around the 'wobbly needle' bad earth syndrome, if required, on an old sender. This fix does work surprisingly well.



Option 2 - Another approach may be to purchase a NOS FT5300 or FT5301 sender for a different car and simply adjust the wire / float to that required by the Spridget. Sourcing the correct 'style' of sender is essential though, as some wires are fitted on the wrong side - the 'Big Healey' sender at the top of the photo is 180 degrees different to the lower Spridget item. Fortunately the Spridget is one of the shortest options so any device with a longer wire (e.g. Morris Minor sender) can normally be shortened quite easily, the angle / lengths for a Spridget are shown in the photo - but make sure the short pivot end overlaps the casting 'step' position (this step allows different ranges of movements on different cars).

Option 3 – If you need to purchase a reproduction sender it will probably work, but just don't expect the same level of needle accuracy on the gauge. For best results it is recommended that you swap in the brass float (which Moss stock, but don't list in their parts diagram, as part 360-646) and careful bend, test and calibrate the wire/float position in the tank before fitting back on the car.

Option 4 – The most reliable option of all is a long dowel rod kept in the boot!

When refitting the sender never use a paper gasket, use either a good quality cork gasket or the modern Viton alternate (Moss 293-401). If using a Viton gasket I also use a dab of Hylomar AF around the six bolts, as the bolt threads can weep fuel otherwise.

Finally, when connecting the tank back into the car make sure you always take a good earth wire directly from the sender bolts to a good clean earth on the boot floor. From the

factory the main earth route for the sender was actually via the fuel pipe itself, however many people now cut this pipe to insert an electric fuel pump and hence isolate this earth route via the lengths of rubber fuel hose to the electric pump.

In my experience 'in car' fuel gauge issues are more rare, it is normally the wiring or fuel sender that is at fault. However the fuel gauge is very simply to test in the car, simply reach under the dash and undo the retaining thumb screw. Pop out the gauge and remove the 'T' wire completely. When the ignition switch is on the needle should flick past full. Now wrap a 39 ohm resistor (9p from Maplins as part M39R) between the centre earth pin and the T connection. The gauge needle should move to the middle (by that I mean the middle of the gauge, not the offset 1/2 full marking). That's it – your gauge is tested!

With the T wire reconnected, if the fuel gauge always flicks straight across to full this indicates an open circuit from the sender. Therefore first check the bullet connector by the indicator relay (green with black wire) and at the far back of the boot, it is surprisingly common for these bullet connectors to be left undone! The other main reason for an 'open circuit' is a bad earth on the sender. This can sometimes be tested by connecting a wire between the copper fuel line where it enters the tank and the chassis. If this test lead starts things working you have a bad earthing of the fuel tank.

If the fuel gauge is faulty you can either have it repaired/exchanged or simply use any other FG2530 gauge with appropriate face markings. The only significant difference (apart from the cosmetic look of the gauge face) between the Frogeye /31 and the later MGA/Spridget /63 /64 /70 gauges is that the later devices used 'lucar' style push fit connectors. Testing has shown they can all be used interchangeably. However what you cannot do is use gauges or senders from the Sprite 4/Midget 3 cars, as these used a completely different 'bimetallic strip' type gauge.

Clive Seager (Member 5003)



Letters

If you would like to contact the editor or the magazine, please email Gary at editor@midgetandspriteclub.co.uk
Or write to Mascot Editor, 40B Hungerford Road, London. N7 9LP

Aluminium Gear Knob Insert



I've never been a fan of the 'sloppy' way the gear knob on Spridgets feel due to the flexible rubber insert. The knob just seems to wobble about in your hand. Therefore I decided to try out the aluminium insert now available from www.bugeyeguy.com. Fitting couldn't be easier - simply pull out the old rubber piece and screw in the aluminium insert instead, the locking nut (also supplied) allows you to correctly orientate the markings too. The feel of the gear knob is transformed instantly. **Clive Seager, member 5003**

MOT Failure

Dear Gary,

My Sprite recently failed the MOT test (it's OK, it's now passed). However, two of the

reasons listed for the failure were:
Headlamp not working on main beam
Nearside (1.7.5a) Headlamp not working on main beam
Offside (1.7.5a)

On questioning the technician, we discovered the failures were because he knew nothing about the floor-mounted headlamp dipswitch.

Words fail me! Best

Paul Kitson, Member: 4910

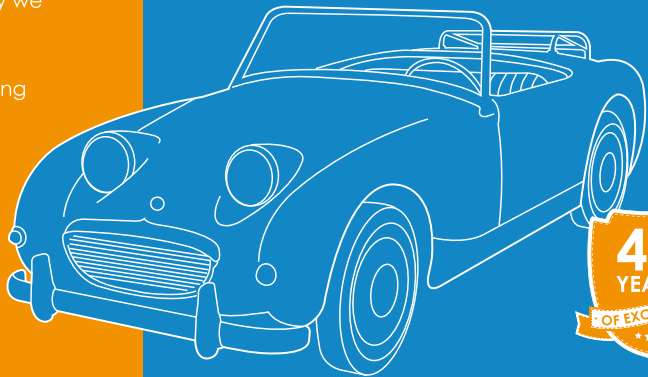
Open Day at Halls Garage

I work for TIFOSI from Hall's Garage. We are having a Open Day on the 14th October 2017. The Open Day will be for Midgets, sprites and TIFOSIs on the 14th October 2017 at Hall's Garage, Folklingham Road, Morton, Lincolnshire, PE10
ONS Tel: 01778 570286 between 11:00 and 17:00. There will be some interesting cars in the workshop and customer built cars.

Jason Elliott (membership number 5320).

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King Pin Needle

I have previously noted needle roller thrust bearings being offered for sale to upgrade various classic car suspensions including MGB and TR models but never anything for the our Spridgets where perhaps their low weight may not necessitate such modification. Notwithstanding, whilst my vehicle has been totally dismantled with all being parts cleaned back to their bare metal condition has given me the opportunity to consider each of the many original details for possible improvements to aid operation and reliability.



Standard king pin



Original top end

The standard set up for the front suspension uses, what is described in the original BMC workshop manual, as 'a phosphor-bronze Oilite thrust washer' and is lubricated with grease via a groove extending from the king pin upper bush. It is quite likely that only the lower surface actually receives any grease and hence rotates, which probably accounts for the corrosion that I found at the interface with the top suspension trunnion link on my vehicle where rotation seemed unlikely.



Original trunnion



Needle thrust bearing

The original thrust washer measures up at 16 x 30 x 3.8mm and which compares favourably with a standard needle roller thrust bearing which, complete with two mating bearing washers, is 17 x 30 x 4.0mm to provide a direct replacement.



Bearing trial fitted

To ensure this revised thrust bearing is provided with clean grease rather than being contaminated by any debris that may be displaced from the upper king pin bush, I elected to provide this via the top end on the king pin itself by drilling a 1/8" (3.2mm) feed hole and tapping the end 1/4" UNF to accept either straight or angled grease nipples as used elsewhere on the vehicle. A cross hole of 3/32" (2.0mm) was made, with its centre positioned 1/4" (6.4mm) below the trunnion location shoulder (photos 6 & 7). Whilst a smaller diameter longitudinal hole may be considered preferable by some, my trials have shown that anything less than 3.0mm is quite likely to result in drill breakage as has already occurred during some of my trials.



Modified top end with grease nipple and feed hole to bearing

A few options as to methodology were tried on a couple of scrap king pins with both being considered to be satisfactory; free hand using a rechargeable drill and hand tapping or careful working in the lathe by locating the tools at the headstock end and supporting the opposing end of the king pin

Roller Thrust Washer



Showing grease outlet hole below trunnion

using a tailstock centre for all operations. The maximum depth of hole required is 2" and which can be accomplished using a standard drill bit. The cross hole can be achieved by careful hand working but preferably requires an initial centre prick mark to locate the drill tip unless a more specific means of accurate drill location is available.

As the needle bearing is slightly oversize on its bore in comparison with the bronze thrust, there is sufficient gap for the grease to be fully dispersed. There is also a small clearance gap between the outside diameter of the thrust bearing within the trunnion which is best fitted with a narrow strip, circa 1/8" (3.2mm), of brass shim or aluminium material (sourced from a suitable scrap container) at around 0.010" (0.25mm) thickness to improve location of the bearing for concentricity but which should not project beyond the lip of the trunnion or prevent ready rotation. It was also found that a standard O ring seal could be readily fitted to the top of the stub axle to provide further protection against ingress of debris during service.



Full assembly



Close up of top end

The mating surfaces to the bearing should be checked for flatness during assembly and corrected if found to be necessary.

I have yet to install this arrangement or be able to carry out any testing however the static load capacity of the bearing is rated at around 4 tons which should provide a significant safety margin over a typical vehicle front corner weight (circa 5 cwt) subject to a 4g impact load (1 ton) as could be anticipated for a severe pot hole impact.

A selection of photographs of the components and revised arrangement are included together with confirmation for effectiveness of lubrication.



Trunnion removed after grease injection

Total costs for thrust bearings, grease nipples and O ring seals is less than £10.

Consideration of any possible reduction in strength of the king pin with the proposed modifications especially at the location of the transverse lubrication holes is not considered to be relevant. The reduction in tensile stress area due to the central hole is considered to have no significant effect on the tightening of the top nut. It is suggested that an O ring



Showing position of optional seal between king pin and upper bush



Showing brass shim strip and grease distribution to bearing

seal be fitted into the top end of the stub axle, although this may require the bush to be slightly repositioned during fitment to provide a suitable recess.

For information, the two O rings seals that I have used are R12 and R22 from the Aldi

selection box having inside diameters and section sizes of 16.0 / 2.65 and 30.0 / 3.55mm respectively. These are shown here.

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Frogeye Woes

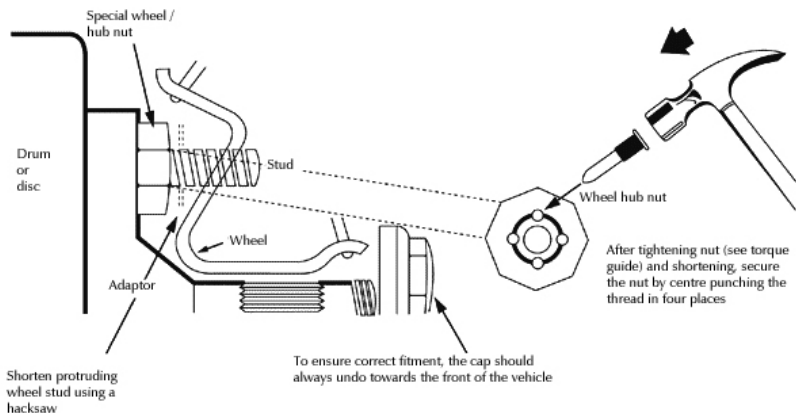


'The Doc' (registration 386 DOC)

Of the 3 Frogeyes in our family 'The Doc' is the only one I purchased already restored, having restored 'red Frog' myself 20 years ago and with 'green Frog' being my current project (this car will be for my son when completed). Whenever you buy any second hand car you are always at the mercy of the previous owner(s) and with The Doc it seems that I've had far more than my fair share of issues.

The Doc had been standing unused for a couple of years so upon arrival I took off the front wire wheel to carefully inspect the steering, brakes and suspension, which all

looked fine. However upon retightening the wheel I noticed it still had a very small wobble and first assumed a bearing may be at fault. However upon closer inspection it became clear that the wire wheel wasn't quite tightening correctly onto the spline, as the nuts/bolts holding the MWS bolt-on adapters were too long and hence lightly scoring the inside of the wheels. Upon reading the MWS installation instructions (which the previous owner obviously hadn't) it does clearly say 'shorten protruding wheel studs using a hacksaw'. A short session with the angle grinder on all 4 corners resolved that issue and the spinners then tightened the wheels firmly back into place.



A few days later I was revving the tuned 1275 engine after fitting a HIF44 conversion and suddenly there was an almighty loud knocking noise from the engine. Fearing the worst there was nothing for it but to pull out the whole engine and see what was wrong. As soon as the gearbox was off the reason became clear - with their locking tabs fitted, but not bent over, the flywheel bolts had worked loose and the flywheel had been rocking in position with only a couple of loose bolts still stopping it from escaping completely. The flywheel was now damaged so I decided to fit a lightened beauty sourced from Peter May instead. The machined flywheel really was a piece of art, such a shame to hide it away out of sight! Were the unfinished tabs just a 'cup of tea' loss of concentration moment from the previous owner? Who knows, but in retrospect I just think I was quite lucky it happened at home rather than out on the street. The rest of the engine was carefully checked, torqued and refitted.



Broken half shaft

The new flywheel (and its new larger clutch) worked a little too well, as proven a couple of weeks later when I managed to spin the rear wheel on a manhole cover and break the half shaft. I know I can't really blame that on the previous owner as it is a common problem, although personally I have always used the later hardened EN17 half shafts. By this point I was completely losing heart and so asked our local mini racer and mechanic, 'Ollie' Howell, to swap them out for me. Having dropped the Doc off at 9.30am I then got a text at 11am to say they were all done, I am sure I would have still been undoing the first hub nut at that point! By the time I arrived back at the garage he had also reset the tappets, because they 'didn't sound quite right! Ollie grew up next to the race track whilst his mum was racing minis and he really is the walking equivalent of the yellow Vizard

bible, building some of the best A series engines in the South West.

In the last run before winter the engine cut out after a rather too 'enthusiastic' slide around a roundabout and I just assumed the fuel was getting low, the gauge had always permanently showed full since the car had arrived, and dealing with the faulty sender was still on my list of jobs to attend to. The car made it home fine and I made a mental note to top it up with a couple of cans next time I used it. The following spring I remembered that it was low on fuel and therefore emptied 10 litres of fresh petrol into the fuel tank. As the MOT had expired I decided to do a full pre-MOT check and pulled off a rear wheel to squeeze under the car to check the rear suspension for any leaks.

Whilst lying on my back under the car I noticed that a 'reverse stain' had appeared beneath the fuel tank, where petrol had appeared to wash off the underseal. Intrigued, I grabbed the fuel pipe where the union screws into the tank insert and gave it a gentle rock. The whole cylindrical insert then came straight out in my hand!



It just came off in my hand!

So at this point I was now lying flat on my back under the car, with a torrent of petrol pouring onto my chin and t-shirt. Adrenaline is an amazing thing and within the next 10 seconds I had never moved so fast in my life - shoving the insert back into the hole, extracted myself from under the car, opened every door and window of the garage, tightened a plastic bag under the vented fuel cap, ripping off my petrol soaked clothing

and placed a tray to catch the fuel, which had now mercifully become much more of a dribble than the original torrent.

Having already had a face full of fuel I decided another mouthful wasn't really going to do any more harm, and so used a pipe to suck and then siphon back out the fuel that I had poured down the very same filler pipe less than 20 minutes earlier. Within another 30 mins I had removed all the fuel (far more than the 10 litres I had just put in) changed my shirt, rinsed out my mouth and, mercifully, not burst into flames (although my temper by that point was pretty near explosive).

I then removed the tank completely and the reason for the previous autumn's fuel starvation now became clear, the internal fuel pick up pipe was completely disconnected and simply lying in the bottom of the tank. So instead of running low on fuel the fuel level had simply got lower than the level of the fuel pipe itself. But why had the pickup broken off and the whole cylindrical plug that the union screws into come away from the fuel tank walls, it just didn't make any sense to me? As welding a fuel tank is not something any amateur should ever consider doing it was another trip off to Ollie who said it would be no problem, he had a friend who would simply flush it with inert exhaust fumes before welding it back together. Rather him than me, but to be fair it came back with a beautiful weld and I am sure that insert will now never come out again!



Repaired fuel tank

The old olive looked decidedly worse for wear and I decided to hunt around for the proper soldered nipple/union instead whilst waiting for a new fuel sender to arrive (yes, the sender fitted was a broken reproduction

as well). The usual Frogeye suppliers didn't seem to have the correct solder nipple, listing only generic olives instead. However a useful forum post eventually pointed me to the correct item at SC Parts, actually listed as for a mini, but I can confirm it is definitely the correct part (1/4" ID and 5/16" OD). The solder nipple is part 329141 and the male union is part 8739 (or also available pre-soldered onto a length of fuel pipe as part 311547).

*Solder nipple
(above) old olive
(below)*



When the union arrived and I compared it to the one taken out of the car it suddenly dawned on me what the whole cause of the problem had been. The screw thread on the union removed was too short, so the olive fitted could not ever have been fully compressed and hence would have dripped. The only way to then stop the petrol leak was to bottom out the screw thread against the insert and I can only assume that the previous owner had tightened it so hard to stop the drips that that the joint between the insert and fuel tank walls was partially fractured through the rotational force applied, and it then finally vibrated/broke to the point it was only actually held in place by the fuel pipe itself.

*Correct union
has much longer
thread than the
olive part*



So the main reason for this tale is to warn others about this potential situation – as the wrong 'short' fuel pipe union/olive is still being sold by many 'spridget' specialist suppliers today. After tightening up the union there should be plenty of screw thread still visible – do not use a short union and 'bottom out' the screw thread against the fuel tank walls. You have been warned of what may happen if you do!

Hopefully this year 'the Doc' will actually finally be seen out on the road!

Clive Seager, member 5003

Life on the Rolling



Andy Bird's Frogeye first on the Rollers at Aldon Automotive

Towards the end of 2015, although not a member I was kindly offered a spot with the MG Car clubs – Midget register at their annual rolling road say at Aldon Automotive in the West Midlands.

I jumped at the chance and a week later took my rare Black Tulip Midget with freshly run in engine for a tune up and session on the rollers – this was a really enjoyable day and afterwards speaking to other members of the Midget and Sprite Club I learned that this was something that hadn't been done through our club – at least not in recent years to our knowledge.

I promptly contacted Alan at Aldon Automotive and asked whether this day could be replicated for the Midget and Sprite club – speaking to him I learnt that other Midget focussed groups such as Midget register – K series club etc. already had annual days at the rolling road and Alan was more than happy to add the Midget and Sprite club to the diary. A day was booked – 15th October 2016 now we just needed cars to fill the allocated spots.

The day at Aldon Automotive consists of 10 cars with each car having a choice of 2 options – a power run plotting the current BHP and torque of your car or for a little bit more you get a 45(ish) minute slot which includes a few power runs if needed with a slight fettle to try and improve the performance of the cars. On the day

everyone opted for the 'fettle' and for £40 it's well worth it.

Having brought up the idea of the MASC attending the day, many spaces were quickly snapped up by Central section members – posts on social media and emails then followed and soon the 10 spots were filled – unfortunately a few last minute cancellations meant some phone calls to the 'back up' list and once again all 10 spots were taken – phew!!! Although not all were Midget and Sprites.

When the day arrived we all met early at 9am at Aldon Automotive – attending were;



Andy Bird in his white Frogeye



Dave Clarkson in his Green Frogeye



John Wragg and Jessie the dog in a rwa Midget

Road - Central Section



Stephen Roberts in his white Austin Sprite



Gary Hendon in his modified 1500 Midget



John Collins in his newly purchased rubber bumper MGB



Bernie weaver in his blue 73 Triumph tr6

First port of call was with Alan at Aldon were we paid for the slot and decided which option each of us were having – all 10 opted for the 'fettle' this was then followed by the more important decision of what we were



Phil Locke in his Austin A35 - RR.9

Keith belcher in his factory MGBGT



And myself in my 73 MGB roadster - RR.10

to have for lunch from the local mobile café – Sandwiches and full breakfasts ordered it was time for the first car to make its way to the rear of the building and onto the rollers –

John Wragg started the day off with his 1972 Midget and he was very happy with the result with only a slight drop in the BHP since the last session he has in 2013

Insert image RR.11

Stephen Roberts in his rare 1971 Austin Sprite mk4 had a big smile on his face after his expectations of 58 bhp based on a previous rolling road session was increased to 74.8BHP – most of this was down to replacement of twin carbs to a single HIF44 as well as other engine modifications such as big valve head – high comp pistons and fast road cam.



Andy Bird with his 59 Frogeye and modified engine hit 75.2 BHP – with this being his first run on the rolling road he was most pleased – Aldon gave a few suggestions to improve further in relation to the distributor.

Dave Clarkson and his 61 Frogeye and standard 948cc engine hit 33 bhp – again he was happy with the result and suggestions from Aldon regarding the fuelling being looked at would potentially make further improvements



As well as the enjoyment of seeing the cars been on the rollers and the anticipation of the results – there were some other entertainment with Gary Hendon's 'diesel' powered Midget - starting on the rollers all seemed to be going well until smoke bellowed from the sports exhaust with pops and bangs – pushing the Midget outside and inspecting the twin Weber carbs it was soon found that Gary's stop off at the local petrol station prior to getting to Aldon didn't quite go to well with him going into auto pilot and mistakenly filling up the Midget with diesel – doh!!!!

Syringing the diesel out of the carbs, draining the tank and filling with the correct unleaded and the Midget was ready again to go on the rollers – results were slightly down on previous rolling road runs however there had been some changes made since the last time.



Is that diesel I smell?

Then followed the non-Midget line up with TR6 performing well with only slight modifications to idle-

John Collins MGB which he had purchased 2 days earlier and only having driven 260 miles in the previous 11 years wasn't put onto maximum revs but none the less performed well

My 73 MGB with new engine that at that point hadn't been run in was just gently opened up and again didn't hit high revs – but was set up nicely prior to it getting completely run in.



At the end of the day feedback from all those who attended was good, and as such Alan at Aldon was more than happy to have MASC back the following year with hopefully another group of 10 enthusiasts from all of the MASC regions .

With 2017's day being booked in as 14TH October at Aldon Automotive in Brierley Hill, West Midlands, if anyone from the club would like to have a spot it's on a first come first served basis, with any past the 10 spaces on the back up list due to cancellations.

Please drop me an email on fsam1983@hotmail.com - a £20 deposit would be great!

Rich Weaver – Central Section

Steve Everitt Memorial Trophy

Memorial Trophy Race at Brands Hatch 30th April

by John Baggott accompanied by photos courtesy of Dennis Wharf.

Ed Reeve took the trophy for a second time"

As ever, a good number of Steve's friends, including his sister Ros and former



mechanic Dave Woodgate, assembled at Paddock Hill Bend to watch the 30th running of Steve's race. Also present were a number of former Midget racers who competed with Steve in the day. The battle for the trophy, which goes to the first Class A "Fully Modified" Sprite or Midget to cross the line, was initially a three horse race between pole sitter, Stephen Collier (46), Richard Wildman (99) driving David Weston's car and Edward Reeve (2) who has raced in the series since its inception.



Pole man Stephen Collier leads the pack

Collier and Wildman made good starts from the front row, but as Richard had rolled forward a couple of inches before the lights went out, he was adjudged to have made a false start and was given a 10 second penalty. This proved too much for him to surpass.

Stephen was going well but coasted to a halt shortly after the safety car period, leaving



Richard Wildman was penalised by a jumped start

Ted and Richard to fight it out, with Ted getting the verdict to put his name on the trophy for a second time. Paul Campfield (11) was second overall in his very rapid class E Frogeye.



Carl Chadwick (52) took class B spoils despite also collecting a 10 second false start penalty. Class D went the way of Nigel Lackford (3) with Kim Dear (49) winning Class C. A good race celebrating an exceptional driver - as Ros observed before presenting the trophy 'Was Steve's untimely death really 30 years ago?'



Carl Chadwick won Class B despite a 10 sec penalty



Class D went to Nigel Lackford



And Kim Dear won Class C



Drive - It Day 23rd April

Our run for Drive-It Day was arranged by Fraser who had found a marvellous route finder on the internet that he was keen to try out. The run started at the TruckStop services near M6 Jn 20 and was about 80 miles. The run took us along the A50 to Knutsford, then the A537 to Macclesfield. A few members managed to drive into the Sainsbury's car park at Macclesfield whilst following the route guide. The access roundabout seems to have been omitted from the route finder, and is so close to the next one on the guide, it is easy to turn in. Useful, of course if you want the toilet! Fraser had noted everywhere where a toilet was available, no doubt because he is now a Senior Citizen and needs these facilities more often than the younger members!

Keeping on the A537 at Macclesfield, we then attacked the very winding and steep road to the Cat & Fiddle Inn, a well-known local landmark. This road was once classed as the most dangerous road in Great Britain, but a 50 mph limit has now been imposed together with average speed cameras. However most of our cars would struggle to attain this average on this road so nobody got a speeding ticket. Sadly the Cat & Fiddle Inn has been closed for well over a year and it is doubtful it will ever re-open as whilst summer weekends bring good business, few

venture out here in winter and the colder months.



At the Cat & Fiddle we went 'off-piste' onto the delightful minor roads, (some very minor!) of the Derbyshire Peak District. A stop for coffee and a chat was made at Longnor then it was onwards to Hulme End (the old terminus of the narrow-gauge Leek & Manifold Railway), then Alstonfield, Parwich, Bradbourne, and Brassington, finally ending up at Middleton Top, where a viewing of the winding engine in the engine house had been arranged. A very knowledgeable chap explained the reason for the winding engine, this one being the last remaining of nine once used to pull wagons up the hilly sections on the Cromford and High Peak railway. Completed in 1831, during the reign of King William the 4th, this railway was one of the earliest to be built and relied on horses to pull the wagons on the flat sections. Part of the railway was still in operation until 1967 and is now converted to a cycle way.

Area Report



After the engine house visit we set off for our final destination and lunch stop at the Red Lion at Thornecliffe. This involved passing through Ashbourne, a delightful little town and worthy of a visit. Unfortunately one or two members were led astray by a wickedly placed sign directing motorists round the one-way system and marked "Town Centre". It must be a different town centre to Ashbourne as this route seems to take one via a 20 mile diversion round the outskirts of Ashbourne. Whatever, everybody made it to our lunch venue where an excellent and reasonably priced lunch was enjoyed by all.

Spring Bank Holiday

The Spring Bank Holiday weekend was busy for the members of the North West Area, with 5 members visiting Donington Historic Festival on Saturday and Sunday 29th and 30th April, it's always a very popular event but this year it was particularly cold there, but we Northerners "are a hardy bunch" and so we pressed on regardless!

Then on Monday 1st May 2017 we made our way to Gawsorth Hall classic car show. This is quite a splendid event with some amazing quality cars on show and one or two were up for sale! Although the weather was not

at its best first thing in the morning but little by little we saw patches of blue and by lunchtime our tables and chairs and picnic baskets appeared and we enjoyed a beautiful afternoon and evening with some of us catching a few of the sun's rays.

Your entrance ticket to the Classic Car Show also includes a tour of Gawsorth Hall itself and it is particularly lovely as the Richards family, who are the owners of the Hall itself, live and work there themselves the whole year through and the atmosphere reflects the care that is lavished on the Hall and gardens. There is also an outdoor Theatre, which has covered outside seating for the audience, and has planned some marvellous acts this year for you to enjoy. Neil and I went a year or two ago, having first taken a picnic tea with us to enjoy on the grass by the stream and afterwards we watched the act, a wonderful evening was enjoyed by all. We can only recommend Gawsorth Hall in Cheshire to you all, as a MUST Place to visit this year it certainly has become one of our member's favourite places to visit.

Fraser one of our club members volunteered to organise and write the report on what was a fantastic "Drive it Day". Many thanks for all your hard work in making our day so enjoyable.

And just to prove that it wasn't all lovely weather!

**Report by Shelley and Neil
North West Area Reps**



MASC Kent Area Report

Isle of Wight Tour May 2017



On the Ferry

John and Carole Clark had a swim round the Needles, Sandown Pier and a ride on the underground railway.

Jim and Mavis Sinfield enjoyed The Donkey Sanctuary, Chine night walk. Gas light cafe and cream teas.

Mark and Shaunna enjoyed ballon ride over needles and dancing at the live 60' club.

Mark and Anita Pearson visited Carrisbrook Castle, Go Karting and Visit to RNLI Inshore lifeboat centre.

Dave and Debbie had lots of walks had a Henna Tattoo and did a turn at the I.O.W Pop Festival.

Liz and Phil enjoyed the sunshine and scenery and seaside walks



Ian and Benadette Clifton crab fishing off Yarmouth Pier and driving topless on Military Road.

Brian and Sharron Williams visited Osbourne House and met Henry VIII and saw Queen Victoria

Vic Barker and Jean walked in the mist over Tենnerson Down and Dancing through the night.

Ron and Marilyn Edwards Ice hole fishing, Ice skating, Ice hockey and least of all ice-creams.

Jane and Paul boat trip around needles and chair ride, and visit Osbourne House.



Mel and Barb Collins spent most of the time trying to control out of control over 60's club and thoroughly enjoyed the two club visits to the R.N.L.I Lifeboat Centre at Cowes and Bus Museum at Ryde.

Our stay at the Brunswick Hotel Shanklin was most enjoyable the food and staff were brilliant.



Mel and Barbara Collins

Wiltshire Area Report



Dave and Donna Williams in Madge admire the Wiltshire view....

We have news this month that our lovely meeting venue, the Barge, by the Kennet and Avon canal at Seend, has a new landlord, Alex. Our helpful hosts for the last many years, Ash and Abby, have moved on to the Methuen Arms in Corsham, so we wish them all the very best and look forward to getting to know Alex at the Barge. Our next "last Monday" evening meet-ups are, of course on the 26th June, 31st July and 28th August. Get them in your diaries!

While you have your diaries to hand (or phones/i-pads/whatever), here are a few you might want to note:

- La Vie en Bleu, Prescott Hill Climb, (Gloucester), Saturday and Sunday 27th and 28th May
- Allington, Chippenham Vehicle and Farm Fun Day, Sunday 4th June
- Middlewick House, Corsham, Saturday and Sunday 10th and 11th June (see later!)
- Gurston Down Hill Climb, Broadchalke, Saturday and Sunday 17th and 18th June (and Le Mans that weekend, where some of us will be.....)
- Headington and Stockley Steam and Country Fair, nr Calne, Saturday and Sunday 1st and 2nd July
- Chateau Impney Hill Climb, (nr Droitwich, Worcs), Saturday and Sunday 8th and 9th July
- The Aquae Sulis Tour (through Dorset, Wiltshire and Somerset) (Bath Motor Club), Sunday 9th July

Our evenings at The Barge have been well attended and it's got to be sunny enough to sit outside from now on, surely?

At the weekend several MASC-ers joined the Mendip Meander, ably run by Bath Motor Club,

a leisurely tour of around 25 miles following simple map instructions and trying to collect 50 clues along the way. A sunny day, so roofs were down, and the beautiful route took in little-known local gems such as Iford Manor, Freshford, Limpley Stoke, Winsley, Monkton Farleigh (and better known, as it's a Downton and Harry Potter location) Lacock, before finishing at the Barge.

In May a number of MASC members were lucky to visit Nick Mason's "Ten Tenths" company in the depths of the Cotswolds, and given a rare tour of the Pink Floyd drummer's indulgence, his car collection. Our host Mike Hallowes was entertaining, patient and knowledgeable, and took us around the vehicle and engine workshops with some hilarious and some serious tales of the cars and races they have done. Included were two Bugatti Brescia Type 13s, a Type 59 Bugatti, a Maserati 250F and a 'Birdcage', his delicious Ferrari 250 GTO (the world's most valuable car, at well over £30M?), his Ferrari 512 Le Mans.....I can't list them all, but all were incredible cars, beautifully prepared and ready to race. But we also loved the three little Austin A35s (4 seat Spridgets!) prepared for the HRDC series and Goodwood, including Nick's daughter Holly Mason-Franchitti's pink one that I have raced against in my Morris Minor. A great day out. We're not really jealous. Not much....

There may be second chance to see some of these cars, as the Masons kindly open their gardens at Middlewick House near Corsham for charity occasionally, and in the past some of the car collection parked amongst the flower beds. This year it's 10th and 11th June. We will be there!

As to my work on "Mildred", my Mk2 Sprite, it IS progressing, honestly, I try to achieve something every day. The engine is in, and this week it has been the pedal box, brake pipes and electrics, so not long now. I'm hating being without her now that summer seems to have arrived in all its glory. Part of the delay is some unscheduled work on the race car, requiring a second engine rebuild in two races after the first one blew two core plugs out. We now have more power, with a super steel crankshaft and con rods in the little engine and it's running a treat.

Looking forward to meeting you all again at The Barge. Happy Spridgetting!

All the best, Andy, Box, Wiltshire



Notts + Derby members at the start

Notts and Derby MASC Drive It Day, 23rd April 2017

14 members and their cars and navigators assembled in the Morrisons car park, Gamston, south of Nottingham for their annual Drive It Day adventure. No matter how thorough the planning, nor who does it, something always pops up to ensure that the Drive It Day Tour is mildly adventurous. True of 23rd April but we also got fantastic weather as it was dry, clear and sunny.

Fuelled up and disclaimers safely signed, we set off. The party departed in two small groups with Ian and Jo Cooke bringing up the rear a few minutes later, after our first non-starter was left in the car park to diagnose lack of fuel issues. The first 20 minutes was straightforward, passing through the attractive scenery and quiet roads of Rushcliffe, and villages like Colston Bassett, famous for its production of Stilton and Shropshire Blue cheeses. Crossing the Nottinghamshire border into Leicestershire, the beacon of the Waltham transmitting station beckoned, high on the distant ridge. Ten miles further south at Waltham on the Wolds, there was some distraction over too many pubs which caused hesitation, but all confidently crossed the A607 to Stonesby with its picturesque limestone cottages. Five exquisite villages followed in quick succession, many with links to the Dukes of Rutland. Past the grandeur of Stapleford Park in Leicestershire along a lane with only passing places - not that anyone in a sports car could see any grandeur as there was an imposing stone wall around this country hotel and golf course.



Who goes where?

Soon the extreme rurality of the region became apparent. The club cars streamed along smoothly, too smoothly to notice the next turn on the route down Cuckoo Hill to Leesthorpe. There was a huge banner advertising a cycle race that afternoon which may have distracted them. At the rear we stopped, reversed, turned round, consulted the road atlas and realised that absolutely everyone had missed the turn. So we detoured too to work out where they had gone - Whissendine, apparently. Five miles later we rejoined the intended route and the rest of the rural drive to our destination. The driving conditions were superb. The roads were clear, dry and a decent width, with undulating countryside and avoiding urban areas. We made good speed despite overtaking several crews of cyclists who were also enjoying the fantastic conditions.

The general good mood prevailed and when all had safely arrived at the Saddington Museum agreed that sat navs worked well and wasn't it a great route!! We were last to arrive after our delays worrying about the rest being lost when they had sensibly employed technology and tossed their route sheets merrily into the footwell. Leicestershire countryside is well worth a tour when you have time.



Storyteller Tim

Area Report

The Cookes (no relation) private motor museum has a large field for parking where 37 cars combined on arrival, representing MASC groups from Notts + Derby, Central, Heart of the Midlands and even a contingent from Kent. Owners Tim and John Cooke welcomed us, explained their plan and split us into two groups.

The Cooke collection was fascinating and we learnt that it was started by John and Tim's late father who loved cars and managed to "invest" his business success into collecting them. In those days people sometimes gave him cars that had become old fashioned but he also bought them to add to the collection. More space was soon required so the farm, now the museum, was bought to accommodate the growing collection. There is a fully equipped workshop where car restoration and maintenance take place, both commissions and for museum vehicles. The core of the collection is the Bullnose and Flatnose Morris cars which were Mr Cooke's first love. There are quite a few Rolls Royce and Bentley cars on display including one used as King George V's Staff car in 1914 while visiting the troops on the Western Front. This was magnificent with pull down blinds at the windows for privacy and with the red RR symbol (wiki fact: Royce himself decided black was aesthetically more appropriate for the badge, as the red often clashed with the colour of the car). There were other Edwardian cars including a Sunbeam 4-seater and Delaunay Belleville.



King George V WW1 Staff Car

Upstairs the museum displayed some carefully chosen modern cars such as the Fiat 500 Abarth and an example of a new Mini. Of great interest to motorcyclists in our group was the collection of motorbikes and sidecars. Some of these were from the 1920's and included a Nottingham made Brough Superior. Around the museum were artefacts from the relevant decades such as tea sets and children's



Tim gives a history of the motorcycle collection

toys from the past. Posters advertising vehicles, parts and motoring events added to the professionalism of what is a private exhibition. Finally there were a few Supercars and Super bikes on display bringing the collection up to date. The Cookes continue to look for appropriate vehicles to add and Tim commented that he would like a perfect example of a Frogeye Sprite at the right price! (Although it has always been said that "Gaps" is the perfect museum piece!)



Tim brings us up to date

Our guides were extremely knowledgeable, friendly and answered all our questions in detail. We were very well looked after and given tea, coffee or squash with biscuits afterwards. There was time to wander at will after the tour and access all areas. The photographs show only a glimpse of what a fantastic place this was.

Lunchtime prompted people to move on and head to food bookings, picnics or home. The weather kept fine and encouraged us all to live like tourists for the day with a few of us exploring the busy Foxtan Locks on the Grand Union Canal in the sunshine.

Well done Ian Cooke for devising the route and planning the museum visit and many thanks to our enthusiastic membership for joining in this annual event. Who wants to organise it next year???

Jo Cooke (navigator/passenger)

Scotland Area Report



The lovely 'Millie'

Well, at long last I managed to see member Douglas Richardson and visit Castle Douglas to collect the Midget spares he has been keeping for me for well over a year, probably nearer two. It has been quite embarrassing the amount of time which has passed since he advised me of the parts he had available. I decided it would be a good idea if my wife and I combined a short holiday break with meeting Douglas and reviewing the spare parts.

The south west of Scotland is a forgotten area of the country, visitors tend to head for the Western Isles, or the Highlands, or enjoy the delights of Edinburgh and our other historic towns and cities. The south west corner is often bypassed by people travelling the M74 on their way north or south or people going to the port of Cairnryan on their way to Northern Ireland. It is a lovely area, which deserves more attention.

Douglas is a partner in a garage business. He picked me up at our hotel and took me to see the parts, stored at his garage. I selected a good number to assist with restoration of the Austin Sprite. These ranged from body panels to seats and carburettors to a range of useful bits and bobs. Douglas wanted no recompense for this, and to me this is what the club is all about, helping each other out.

Once finished with the parts side, Douglas took me a drive in Millie, his Midget and imagine my surprise when halfway through he pulled over and said, right it's your turn to have a

go. It was a pleasure to drive, with the Sierra T9 gearbox allowing for good performance, and no crunching of gears by me, much to the delight of Allison. Douglas's wife, Allison, is the real owner and driver of Millie. On the drive Douglas regaled me with stories of cars past and present which have passed through his hands, some successfully, some not.

Back at the garage, Douglas showed me round some of his other cars, a real barn find Riley, although very solid, was cosmetically a bit tired and Douglas reckoned it would cost more than the value of the car to restore. Maybe one for a Riley enthusiast?

Next night we invited Douglas and Allison back to the hotel, where we had a lovely meal, (Castle Douglas is Scotland's food town), prior to that we went to their house where in pride of place in the hall is a small motorbike or moped, but more of that at some point in the future as it may end up being a wee quiz question.

On leaving on the Friday we meandered up the Clyde coast and home to Glasgow and the next week I hired a van to go back down to collect the substantial number of parts.

A few weeks later saw me going to the other side of the country to get some measurements from Peter's Frogeye shell, and to have a good look at his freshly restored Frog as reported in last month's *Mascot*. It looks better in the flesh, so to speak. Peter has fitted a 1275 engine coupled to a T9 box with disc brakes to stop it.

Mm... this T9 gearbox is giving me some food for thought.

Graham

Heart of England Stuff

The H of E meet up in May was a very lively affair! The Green Dragon car park was overflowing with topless Spridgets and pretty much every seat in our dedicated meet up room was occupied.

It was great to see John and Ann Platt at the monthly meet for the first time in a while; John is and has been for a long time, a great asset to the Club and he was soon pitching in with some ideas and indeed suggested the Shackerstone Family Festival near Nuneaton as an event that we should attend in September. I haven't been to this event before but it does look a hoot with entertainment from Jousting to Axe racing and of course a massive Classic Car meet up. The event that took my fancy though was the Lawn Mower Racing and Grand Prix – I reckon that if I got some practice in beforehand I could be a cut above the rest!

May also saw the first session of our new Club Meeting item - Techno corner. The younger readers of this publication might think that we dimmed the lights, turned on the lasers and the Strobes and Raved the night away! No! Each week we are reserving a spot towards the end of the evening to discuss technical issues, discoveries and problems. Taking centre stage to conduct the first discussion was Malc Le Chevalier. He has fitted a Lambda Wideband Sensor into the exhaust manifold of his 1500 Midget and rigged up an LED display on the dash which tells him the oxygen to fuel mix at various revs. Impressive! The barracking was mostly mild and good natured and Malc forged ahead and certainly told me some things that I didn't know before!



Track prepared Midget with reduced grill opening

The ladies certainly enjoyed techno corner as they took the opportunity to repair to the bar and leave us to ramble on.

Patent Table
Protector
Drag
Reducer



Talking of things technical, I noticed a thread on the BBS Forum recently a week or so ago that concerned reducing the size of the Spridget Grill aperture in order to reduce drag and improve top end speed, all without adversely affecting cooling. The idea was originally in a Daniel Stapleton book and he did hire time in a wind tunnel and run tests. I was intrigued and curious and indeed my Mk 2 Midge runs cool so I set about experimenting! Being a furniture guy by trade, I started with a roll of dining table heat protector, a Stanley knife and some cable ties. Imagine my amazement when armed with the above, I actually got excellent results! So here's my perfect combo to find a couple of horses and get your temperature exactly where you want it.

My Engine is 1330 stage 2, thermostat removed and blanking plate fitted, plus bypass hose blocked off. Thirteen row oil cooler fitted below rad. Rad is standard vertical and coolant is "For Life." The fan is electric and all of the above means a coolant temp of a chilly 160 – 170 deg Farenheit.

Then blank off 21cm from each end of the grill with your chosen trial and error material, until optimum temperature is reached, in my case a steady 180 – 185 deg on a warm sunny day.

Your temperature is where you want it and then you realise that the car is sliding along a bit more eagerly and feels a more stable at the same time. Now I've got the combo right I'll replace table protector with metal blanking plates no doubt! I'm even considering a sliding section to move over and increase the blanked off area for Winter running! Nice one Daniel!

By the way Shelsley Walsh Classic Nostalgia tickets are selling fast so don't forget to book up.

MASC Club Discount Code

The Midland Automobile Club are now offering an exclusive club discount of 20% off the advanced Car Club ticket price to attend Classic Nostalgia on the 22nd and 23rd July at the Shelsley Walsh Hill Climb when you enter the Code: MSC17.

Steve Newton

Essex Area Report



David & Ann Leonard, with Helen Mutton, and their Midget with Francis busy fixing his rally plaque in the background

The run season started on National Drive It Day when 8 members [plus a relative in his Spitfire] joined the Gunpowder plot Rally organised by the Charity Classic Vehicles Club. Nearly 300 cars of all shapes and sizes assembled at Hyde Hall gardens where BBC Essex was covering the start.

With rally plates fitted, cars were flagged away in small groups to follow the tulip style 60 mile route which passed through Bicknacre, Danbury to Boreham. After crossing the A12, we continued to pass the disused Ford Performance Ground where the all conquering works rally cars were developed and built until the late 90's.

Soon we were back on minor roads heading though Pleshey, High Easter to Leaden Roding. The following B road section passed under the M11 to cross into Hertfordshire which was a first on an Essex group run. A high level section between Sawbridgeworth and Much Hadham afforded excellent views over the undulating countryside. Apart from the parked cars in the road, the later village contains some fine buildings and has changed little over the centuries.

The road between Widford and Ware ran above the wooded River Ash valley. A section along the Lea valley led to the railway crossing at Roydon where we returned to Essex. At Broadley Common, yours truly led our group astray by missing the right turning to Nazeing. We all managed to complete a u turn but the group became split due to other traffic. After returning to Hertfordshire,

Owen led us slightly off route to a welcome riverside coffee and bacon roll stop at Broxbourne. On leaving the car park, Owen hit his recently replaced exhaust on his Sprite on a speed hump which then rattled on the bodywork so more garage time is due.

The final 6 urban miles led us back over the River Lea into Essex to the finish at the Gunpowder Mills at Waltham Abbey where we were parked up. Amongst the cars was a Morris Minor convertible with an interesting registration number. Some crews had period dressed including Bill Cullen who had a beautiful early Midget [1934 MG PA] which was just a ladder chassis and a collection of boxes of rusty bits when I helped him collect it 3 years ago. He was presented with an award for all his hard work.



Bill Cullen with his 1934 square rigger Midget PA

Some members took the tractor and trailer ride around the 170 acre site which included some of the restricted access areas, and learnt some interesting facts about the 300 years of gunpowder production. The spacious site has allowed nature to return including a herd of 40 or so deer a couple of which were seen sheltering in the semi derelict buildings.

An excellent day out which was supporting two local charities - Little Havens Hospice and CHAPS men's health charity. The latter is particularly close to one of our members after having cancer identified at one of their sessions 2 1/2 years ago.

The weather started cool and dry but turned sunny and warm so was let's hope it continues for our next run on 21st May.

Dave M had been busy beforehand replacing the bearings and seals in the rear axle of his 1500 only to discover the brake adjuster was stripped. Luckily, Francis came to the rescue by offering him a lift on the day. On the previous day, Francis had helped his relative resolve a fuel problem with his Spitfire which had been unused for nearly a year. Finding several hoses perished and either leaking fuel or sucking in air, he replaced them and all was fine for the rally which was the longest the car had been used for many a year.

As mentioned last month, Paul has been trying to identify the colour of his Midget and after a visit a body shop, he concluded his car was Snowberry White [code WT4]. He also learnt what they thought of 'invisible



Nice registration plate, even my age is correct!

repairs' undertaken by mobile repairers as they have had to rework some recently, and it wasn't very positive!

Doug Plumb



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East Anglian MASC Report



A nice selection at 2017's Yesteryear Road Run

June already! And at last I have some local events to report on, although sadly I missed both (personally) and even failed to make it to the last two FBI nights (I will make it this month) through Sprite-ing in France and a sudden need to visit Cornwall. I have been wanting to attend the Cottenham run for several years now but something always seems to get in the way, however Graham has provided an excellent report of the event below.

Cottenham Yesteryear Road Run 2017

A fine but rather cool start greeted the 300 or so motorcycles, cars and agricultural vehicles in the annual fund raising run around north Cambridgeshire villages in aid of the Arthur Rank Hospice.

Midget and Sprite club members Chris/Mary Flinders in their 1969 Midget and Graham/Maggie Kirkup in their 1959 Frogeye Sprite were in the company of six other Spridgets.



Maggie in the Frogeye

As always a vast range of vehicles turned out for the charity run, from a 102 year old model T Ford to a rather noisy 2017 Morgan

three wheeler, with a very rare 1929 Jowett long two, that had it's rebuilt engine replaced by the owner only hours before, so that all the family could enjoy the event using the 'dickey' seat.

A superbly turned out 1961 Nash Metropolitan yellow over white convertible, won car of the show, with a 1947 AJS gaining best bike, and a 1972 Massey Ferguson 135 best tractor.

The format for the run through the villages was changed to free up local traffic, by having four separate groups of vehicles, also enabling less stop start motoring which many of our cars struggle with.

With all the current world issues it was rather refreshing to come across a rather parochial sign reading 'rumble bump meeting tonight' erected by the very villagers these most aggressive new type bumps are supposed to protect.

Upon return to Cottenham village green a roast hog and locally brewed beer (Fellows) were most welcoming.

The organisers are anticipating being able to support the charity by an amount in the region of £10K, we wish them well.

Graham Kirkup

I am not sure what a 'rumble bump meeting' might be, but it definitely sounds like the sort of thing Graham would attend! Regarding the 1972 Massey Ferguson 135 tractor, it probably had a Perkins 3 cylinder engine in it, which was not only manufactured in East Anglia but would have included parts manufactured by W.L. Dixon & co!

The other event that East Anglian MASC attended this month was Earsham Hall Rally, this is a brilliant little classic car event in a nice setting on the Norfolk Suffolk border (near Bungay) and so a very pleasant run on a nice sunny day. The show itself attracts a good range of interesting vehicles (including ours, which always generate interest).

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

Dave Dixon (AKA Red and sometimes blue Leader) e-dave@hotmail.co.uk

Central Area Report



Michael Heath, left, showing Gary Hendon his Frogeye

New Members

Whenever a friendly e-mail from Stuart Watson pops up in the Central inbox it usually means that we have a new area member as membership secretary Stuart does a great job of keeping tabs on members new and old in MASC. This also means it gives me the chance to send out an invite to welcome new friends to our meetings and events. Two recently joined members took up my offer and joined us for Drive it Day last month. When I arrived at our meeting place new member Mike Barker had arrived early and was sat in his car. I pulled up alongside and he called over to ask "where is everyone?" Before I had chance to reply we were surrounded by half a dozen Central members smiling and giving the thumbs up to Mike joining us for the day. Once we had arrived at our destination another Central member I had not met before, Michael Heath, had decided to join us. I noticed that it was not long before other Central members were finding out about the hard work that Michael had undertaken bringing his Frogeye Sprite back to life. We look forward to seeing them both at future events and outings.

All these memories were brought back to life at our monthly meeting as Justin had a USB stick of lots of great pictures taken on Drive it Day. Whilst looking back on events is great, planning new ones makes for some friendly banter on who should put up their hand and agree to take on the task. Bill Mohan had been thinking of organizing a "Brum Tunnels Run" an event that is becoming part of the Central calendar. However timings have not been kind. Half marathons and road closures have led to it being postponed from its usual Spring slot, but, fear not, Bill has



From left, Steve Roberts, Justin Bates, Mike Parker take advice on the route organized by Elaine and Martin Parkes.

plans for the event taking place later in the year around Autumn time. Watch this space as they say or rather the events listing. Last year we, or should I say Steve Roberts, organized a long weekend away in Wales. Who will sort something this year I thought. The jury is still out on this one. If you are a Central member and have some ideas please let me know.



Some of the great British cars on display at Middleton Hall

Another event members have taken a liking to, the Middleton Motors Monthly meeting, is always one generally well attended by Central members. Started by John Collins a few years ago, the event has grown in huge popularity and regularly sees between 150 -200 cars arriving for a day out at this recently restored historic hall. For the May event members from the Notts/Derby area decided to drive across and add to the amount of Midgets and Sprites on display. With the sun shining members had soon pulled out their folding chairs and the kettles were on the boil. Here's hoping to more sunny days in the near future as we all aim to get out and about with our tops down.

Dave Warren, Central MASC

Email to central.masc@live.com

Somerset Happenings



Masc and friends at Bicton

With the classic season now in full swing the big event in April was Drive it Day. We mustered a group, plus a few friends, for a run to Bicton Gardens in S.Devon meeting up with friends from the Devon Area. Our run started from a coffee house in Seaton and followed a coastal route passing through Beer & Sidmouth to Otterton. Bicton boasts magnificent grade 1 listed gardens set in the picturesque Otter Valley. This superbly landscaped park combines 18th century tranquillity with modern amenities including historic glasshouses, a countryside museum, the Bicton Woodland Railway, nature trail, restaurant and shop. Valerie had previously visited Bicton and arranged a reserved area for parking where we could have a group picnic, after which we all took advantage of a ride on the narrow gauge railway. Whilst the men spent time in the Museum the 'girls' meandered around the gardens, before meeting up for afternoon tea & cakes. A few potted plants were bought before departing our separate ways, hopefully to meet up with the Devon members again next month.

I have been busy marshalling at the Wiscombe Park Hillclimbs and classic trials recently and a few members attended the Steam Festival in Yeovil. This is a 4 day event held over the early Spring Bank Holiday weekend and features a huge static display of most forms of transport including HGVs and small commercials, bikes, emergency and military vehicles, cars and of course steam powered vehicles from cars and trucks to the wonderful showman's engines. This is a firm favourite in the calendar despite the weather usually being on the cool side.

Whereas we all know that regular inspection and maintenance of our cars is essential to reduce the risk of failure and improve reliability. Greasing of steering and propshaft



Not a Spridget diff but still something to look out for

joints, wheel bearings etc. all reduce wear and tear, so increasing life of these components. Then there are the oil leaks to contend with, mainly from the engine & transmission. Where does this oil end up? On the garage floor and often all over the underneath of the car and rear axle. No bad thing you may think as this will stop (further) rust in these areas; so we just replace the oil as needed. However this is not always true as I recently found out when checking the oil in the axle of my MGB. To my surprise I realised the loss of oil was due to a corroded back plate (not present on Spridget axles) which was peppered with pin prick holes some 2mm across. The axle oil was being forced out and would have no doubt led to severe damage to the diff. had I not replaced the cover and topped up the oil; also a chance to fully inspect the diff. which thankfully appeared in tip-top condition. So the next time you see that oil leak make sure you know where it's coming from, it might be worse than you think.

Peter Young

Sunday 9th April 2017 dawned bright and sunny as expected for the monthly meet at Sarre. It hasn't rained in East Kent for ages. So confident was I that not only was the Frogs hood still stowed as it has been for all of this year, the side screens were now packed away as well. Was there any reason for Carole to wear a hat? No, so Alan A absent on this occasion missed nothing. The Crown Inn car park was filling as we arrived and a neat line of 7 colourful Spridgets took up their rightful places. Sixteen members in all with Mick Martin travelling some 77 miles from Essex to be with us. Only Mark M was in his tin-top but this was hiding away and forgiven, given that his Midget is without engine but is almost back on the road. This meet followed on from the previous weekends NEC show where some members had travelled, so some talk of that but the main topic was the Tour to the Isle of Wight now not many weeks away. I was at last in possession of our latest Rally plaques, not cheap these days, and keen to sell them on. Very attractive, even if I say so myself. Nearly all gone now indeed have I enough? Apparently the Ladies present were trying to work out how to Tour with no cars visible in photographs or from hotel windows. A period of retraining is necessary I feel.

After a pleasant lunch once again the meeting adjourned to the car park where the alignment of clutch plates and fitment of the AA roller clutch release bearing was discussed but without the benefit of a beer mat to scribble on, further study will be necessary. Having just fitted a complete brake system at the Show, could we possibly fit an engine in a pub car park. Watch this space.

John Clark

Thursday 20th April 2017 April Old Boys Run

Back in early Feb I "volunteered" to arrange an old boys run to Dungeness power station. After making due enquiries with the visitors centre I sent out an email seeking interest and requesting those who wanted to come to reply giving, full name, date of birth, address, and nationality. I got back emails "thanks Mike count me in" eventually after getting all the details and filling in three separate forms,



Kent Masc Old Boys go nuclear!

we got the all clear from the power station security.

We met at the A20 road café near Lenham which has a long history of motor sport, being a convenient stopping place on the way to Dover for rally drivers in the days before the M20, to which pictures on walls attest. 15 of us in 10 Spridgets left at 10.45 we made our way to the Britannia pub at Dungeness where we were made very welcome. Having phoned the order through before leaving Lenham, our lunch was served after a very short wait. If fish and chips are your thing make for the Britannia.

We got to the power station at about 1.20 to be greeted by one of the guides who wanted to look at our cars rather than show us round. After a look round the visitor centre we were given a health and safety briefing. We then had to show photo ID and were issued with PPE, Hi-viz, goggles, hard hat with ear defenders and gloves, and ensure our pockets were empty, putting everything into lockers.

Dungeness B was started 1965 and expected to be on stream by 1970 due to it being the first large advanced gas-cooled reactor there were all sorts of design and build problems consequently it did not come on stream until 1983. At one stage there was the threat of cancelling the project due to rapidly increasing costs. It was due to close in 2018 but has now been given an extra 10 years of life to 2028. Nuclear power provides about 20% of our power. Dungeness A opened in 1965 and closed in 2006

The tour was very interesting, the guides knowledgeable, and answered any questions of which there were hundreds. The turbine hall in particular was interesting I have never

Report

before seen so many pipes running in all directions in one place, no doubt someone knows what they carry and where they go.

The 11/2 to 2 hour tour stretched out to 3. They told us we were a change from the more usual parties of school children or young students that they tend to host. Before leaving we were asked to park in front of the visitors centre so photos could be taken for their staff magazine and of course for *Mascot*.

Mike Pearson

Sunday 23rd April 2017. 'Drive It Day' encourages the FBHVC's 520-plus club members and their supporters plus other historic vehicle enthusiasts to use two, three, four or more wheeled vehicles for a day to celebrate the UK's transport heritage at its finest, by demonstrating both the wealth of fascinating machines of all types and ages that are kept in this country and highlighting the large numbers of people engaged in this interest. For 'Drive-it-Day' 2017 Ian Cooke arranged for Heart of England, Central, plus Notts & Derby Area to have runs converging on a private motor workshop and museum. Keith Jewkes organised the Heart of England run starting from Stratford-upon-Avon with refreshment at Pat & Caroline Watson's house.

I sent out details to Kent Area but only John Clark & Carole, and I, were for the challenge of joining the H-of-E run in our respective Frogeyed Sprites.

On Saturday 22nd we met at our regular 'launchpad' the Grasshopper at Westerham for a 210 mile, motorway excluded, drive to Stratford. John & Carole started from Herne Bay with rainfall but by the time that they met me, the weather had improved and improved yet again once we set off providing us with clear blue sky. We stopped for 'sarnies' at the Hogs Back cafe lay-by where John Gibbons passed us in his Frogeye but failed to see us.

Sunday saw us enjoying new roads with many old friends and acquaintances. At the destination Museum, a little gem found by Ian, we assembled 36 Spridgets. Our visit over we followed Keith to Foxton Lock for lunch. As the day passed we saw many Classic Cars being driven. Our Kent group overnighted at Corby before travelling home



Three go to Foxton Lock

on Monday. For me a round trip of 422 miles but for John & Carole Clark about 40 miles more.



Sunday 23rd April 2017 was also the Kent Area monthly meeting.

Quite a poor turnout. The new chap didn't arrive and Ian's Bernadette didn't make it (he claims in his defence he never actually committed she would be along too). Despite the low numbers it was a good meeting as 6 people can all join in one conversation which makes for good chat. Some banter at my expense about camshafts and gaskets and Ian wanted to know why he had a different cam spec to everyone else. Some chat in the carpark after and it seems Steve took a picture for Facebook although I wouldn't have bothered because it makes it look as though hardly anyone turn up (3 cars!).

Graeme

Other News

A lot of activity in various garages around Kent this month. A couple of pictures, (above) assisting Ron Edwards refit his Alexander Engineering 948cc engine having had the crankshaft reground and a reconditioned



Ron Edwards at work

rocker assembly fitted whilst (below) I assist Graeme Williams fit an A.C.Dodd camshaft (one of several A.C.Dodd camshafts being fitted to Kent MASC cars), a reconditioned rocker shaft, and a Comet head gasket and, of course one of my 1275 Clutch roller release bearings. Elsewhere John Clark is assisting Mark Mathews with fitting a reconditioned engine with an SW5 camshaft

and yet another of my roller release bearings which are proving quite popular. Meanwhile Gary Puxty continues to rebuild an engine for Dave Chalk: a build I believe Dave will write about in a future edition of *Mascot*. I understand there may be a queue forming for our resident engine builder's (Gary Puxty's) talents.

Alan.



Timing in Graeme Williams camshaft

Market Place

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

For sale: 1 Original Lucas Voltage Control Box 30A (Lucar type) £15.00. 1 Org Lucas C40 Dynamo with fan, new brushes fitted, some wear on front bearing, £25.00, or £35.00 for both. **For details email lesjeans@hotmail.com (West Midlands).**

For sale: Genuine Lockheed brake servo, model no. LE72696 newly fitted with complete overhaul service kit. This is not a spurious Chinese copy, they do not work, but the genuine article and suitable for all Spridgets, and similarly powered cars. £90 plus postage.

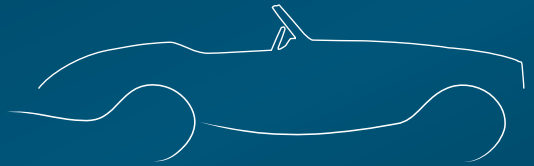
Call Geoff, 01562 851544 or Ogleman5@gmail.com

Wanted: Sidesreen seals/rubbers for left hand and right hand side screens. Do you have a spare set laying around unused?

Please contact Gary Lazarus editor@amiidgetandspriteclub.co.uk or 020 7485 7485.

For sale: Floors, sills and various repair panels for 1965 Midget (see attached photo) £350 ono. **Contact Graham, 07713249726 or 01455 289383.**





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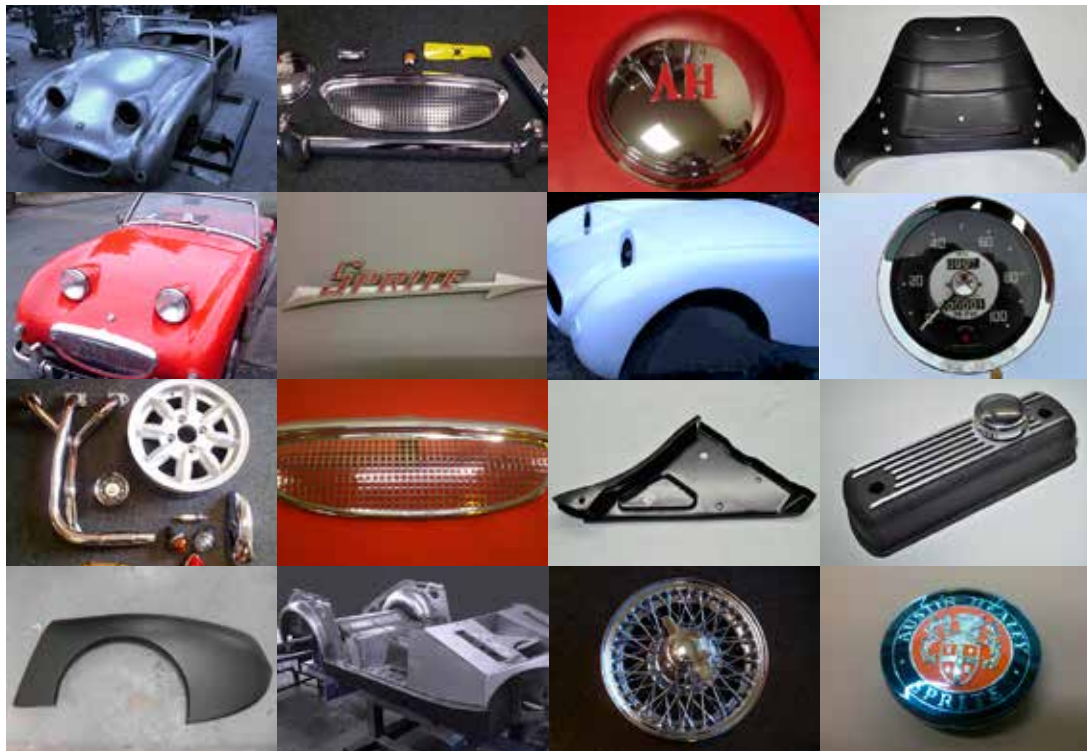
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