

MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 409 APRIL 2018

£3

Peter Beardmore doing it sideways



CALLING YOUNG MEMBERS
TALK TO LIAM

UPDATE ON NEW MOT RULES
BY TERRY HORLER

ALSO IN THIS ISSUE: **DAMPER KITS AND FUEL GAUGES • BLOODHOUND PROJECT • A CLASSIC JOURNEY**

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WELCOME

**TO THE APRIL
EDITION OF
MASCOT**

**NEIL
THOMAS**

editor@midgetandspriteclub.co.uk



In February, MASC were notified that it had been shortlisted for two prestigious national awards. The National Car Club Awards are held in association with Tourism Ireland, supported by Classic Car Weekly and endorsed by the Federation of British Historic Vehicle Clubs. The two categories it was shortlisted for were:



**Outstanding Car Club Event (Run, rally or tour)
SHORTLIST**

- Bright Yellow Car Group – for Bright Yellow Car Convoy to Bilbury
- Club Triumph – for 10CR (Ten Countries Run)
- Jensen Owners Club – for Saxony Tour
- Marcos Owners Club - for British Classic Welcome
- Le Mans France
- Midget & Sprite Club UK & Spridget Club
- Switzerland – for Alpine Miglia Tour

**Outstanding Club Magazine of the Year (printed)
SHORTLIST**

- BMW Car Club GB – for Straight Six
- Gay Classic Car Club – for Big End
- Jaguar Enthusiasts' Club – for Jaguar Enthusiast
- Jensen Owners' Club – for Jensen

- MG Car Club – for SafetyFast!
- Midget and Sprite Club – for MASCOT
- Mini Cooper Register – for CooperWorld
- National Street Rod Association – for Street Gasser
- The Porsche 924 Owners Club – for TwoFour
- The Series 2 Club – for Built 2 Last
- Triumph 2000 2500 2.5 Register – for SIXAppeal
- Volvo Owners Club – for Volvo Driver

It was an honour to be shortlisted in both categories in the first place and even better when at the Awards ceremony on Saturday 24th March, at the



Practical Classics Classic Car & Restoration Show in the NEC, MASCOT was highly commended for its magazine. The worthy winner was the Triumph 2000, 2500, 2.5 Register with SIXAppeal, but runner up for MASCOT was a worthy achievement. The photograph shows Gary Lazarus, Alan Anstead, Oliver Wilkinson, his wife Sybil and myself at the ceremony.

The club is delighted to include a small introduction this month from Liam Murphy who has put himself forward as a contact for young members. In the future, Liam will have a monthly slot in MASCOT to keep us up to speed.

I must apologise for last month's faux pas on the front cover of March's MASCOT. The incorrectly placed punctuation mark in 'Days' caused a plethora of emails and messages from the Apostrophe Police.



Thank you, all noted and I will endeavour to be sharper eyed next time.

Data Protection also features this month. There is an introductory note about it within, but please be assured that MASC are taking this matter seriously as we must soon comply by law with the legislation.

Well that's all from me this month folks. Keep in touch and continue sending me your articles. I love reading and sharing them. Neil



**COVER
IMAGE: PETER
BEARDMORE
AT SPAMOUNT
NEAR OMAGH,
NORTHERN
IRELAND. PHOTO
TAKEN BY ALAN
HARVEY**

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THE DEADLINE FOR ARTICLES AND REPORTS TO BE INCLUDED IN **MAY'S** EDITION OF MASCOT IS...

**MONDAY 9TH
OF APRIL**

EVENTS CALENDAR 2018

- 22nd April Drive it Day to Blethley Park
(contact Richard Bowles at: richjbowles@gmail.com)
- 4th-6th May Donington Historic Festival (see website for details)
- 20th May Austin Healey Club 60th anniversary meeting at Shelsley Walsh.
- 20th May Dorset 60th Celebration 20th May
(contact Ian Beaver at : ian.beaver@btinternet.com)
- 3rd June Autokarna, Wollaton Park, Nottingham
- 23-24th June Flywheel, Bicester Heritage - see page 4
- 20th-22nd July Silverstone Classic – early bird discount ends 31st March
- 24-26th August Spridget 60th, Wroxall Abbey Hotel, Warwick



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



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The Original !

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Email = mg.dolomites@gmail.com
mobile = +39 338 314 67 79

20.02.2018

Dear MG – Driver,

I am very happy to realize, that people like the MG Events in the September / October period very much and that they enjoy to drive their wonderful MG cars over the high mountain roads and passes of the Dolomites.

This year event will be divided again in two parts:

The first part will be held from 16th to 19th September 2018 in Sottoguda (BL) (on the south part of the Fedaia pass) and we will drive over the southern Dolomites passes on the Italian side. The second part will be located in Sillian / Eastern Tyrol – Austria and will be held from 19th to 23rd September 2018.

Once more I was lucky enough to have found two very nice hotels for our stay during the event and I am sure to have planed and prepared a very nice program for the whole event. Like in the past, this is an international invitation for all MG drivers.

Please, find in the regulation/rule and registration sheets all information's that you will need for booking and stay. If you have any question, please feel free to ask me.

It would be very nice to welcome you on the event.

Best MGreetings from the Dolomites

Christian Bianco with Team

Informal contact in the UK

Gary McCarroll
mobile = +44 7710 223 227
Email = g.mccarroll@btinternet.com



Unter den "Dolomites" an Bord Ihres MG
Tra le "Dolomiti" a bordo della tua MG
Among the "Dolomiti" aboard your MG

Ein Event des "Classic Team 850 Spider h-c-team & MG"

YOUNG MEMBERS

WE WANT YOU



Calling all young members of the Midget and Sprite Club! Are you currently restoring a Spridget? Have you inherited one, or just a stellar choice of first car? Perhaps you're involved with motorsport and have a race-tuned Midget? Maybe you're looking forward to the day you're old enough to pass your test and revive your Dad's old Sprite that's been languishing in the garage for years?

We'd love to hear your tales! MASCOT editor Neil Thomas has kindly reserved some space in the magazine each month to share the stories of the next generation of Midget and Sprite owners. So if you're looking forward to a summer of classic cruising, close to finishing your restoration, or competing in another season of racing let us know!

Email your stories to Liam Murphy at biddysingh@gmail.com with a selection of photographs, and your story could be in the next magazine! Stories should

be between 350-400 words and photographs should be high-quality originals.

Don't forget to join the Facebook group and say hello, and follow the club's new Instagram account @midgetandspriteclub



Editor's note: *On behalf of the Midget and Sprite Club committee, we are really keen to encourage young members' involvement in the club. Young members are those under 30 years of age. So if you are under 30, drop Liam a line and introduce yourself. I would really like to develop this page and thereby support the younger members of MASC. Hopefully I'll be able to fill next month's page with material.*

BY GLYN POLLY

THE LAW IS CHANGING



From 25 May this year the General Data Protection Regulation (GDPR) comes into force. The GDPR is the biggest change to UK data privacy law in 20 years and affects all member states of the EU, importantly it will give you control over your personal data, whether it is something as simple

as your name or something as sensitive as medical data. You can choose who contacts you and how, you probably already have had organisations contacting you and asking for your consent so that they can inform you about offers, products or services. Now you will be able to change your mind at any time and it will be easier to update your preferences. The Midget and Sprite Club also have to comply to this regulation and over the coming months we will be informing you of any changes we have to implement. You may rest assured that the club has always taken your privacy seriously and as such any changes necessary should be straightforward.





FEBRUARY > MARCH 2018

NEW MEMBERS

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

5604	Andrew Rushton & Nicole Tudor-Williams	Dorset	Sprite	Mk 1
5605	Alan Hill	Lancs	Sprite	Mk 4
5606	Ray & Jean Jones	Glos	Sprite	Mk 3
5607	Barry Bizewski	West Sussex	Sprite	Mk 1
5608	Nigel Ricketts	Berkshire	Midget	Mk 2
5609	Chris Hollweg	West Sussex	Sprite	Mk 3
5610	Michael Irwin	Northumberland	Midget	1500
5611	Geoff Starbuck	Notts		
5612	Olaf Rabbachin	Germany		
5613	Bob Robins	England	Midget	Mk 3
5614	Dougal Cawley	South Yorkshire		
5615	Jonathon Heap	Warwickshire		
5616	Sean Anderson & Janet Raymond	Berkshire	Sprite	Mk 1
5617	Vincent Gillin	Northamptonshire	Sprite	Mk 3
5618	Robert Lewis	Glamorgan	Midget	Mk 3
5619	Roy Morton	Hants	Sprite	Mk 3
5620	James Bilsland	Kent	Midget	Mk 2
5621	Angus Redman	Somerset	Sprite	Mk 4

Roger Payn having just collected his newly acquired midget.

Roger Payn, membership no. 5603



Rob Lewis from South Wales is seen here with Suzanne in his well developed and self converted Zetec powered Midget.



Nigel Ricketts next to his 1965 Mk2 Midget, currently under restoration. Nigel has owned his car for over 40 years. Note: no inner or outer sills on the visible side of the car and the prop from the floor joist above holding the shell in alignment to sort the door gap. The engine minus head is under the bench. **Regards Nigel Ricketts**



Here's new member, **James Bilsland's** very quick Midget. Keep an eye out for James and support him when you see him racing.



SNAP! OF THE MONTH



To submit your photo by email to editor@midgetandspriteclub.co.uk (jpeg, max file size 5MB)



Geoff Hill at Harewood



Ron Corry's snowy 1959 Sprite



MASC member Colin Gale at Silverstone



Neil's way to fill the diff




Midget Ferarri anyone?



9 stud screen


SNAP!



For some it's the age...



For some it's the iconic status...



For others it's the marque...

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ENGLISH ROOKIE GOES HILLCLIMBING



I have owned my 1969 Sprite MK IV since 1988 when I was 19. It is my 3rd Spridget, and was rebuilt in 1998 into a new Heritage. I had no thoughts of motorsport at the time, but wanted a car which could keep up with modern traffic, handle well and have a few creature comforts, whilst to the untrained eye, still looking like a classic car. Thus the car was rebuilt as a fast road car which was going to be driven hard, and was upgraded all round.

In 2005, out of nothing more than curiosity, I ventured down with my car to an open day at Curborough sprint track in Staffordshire. I was a

kind of taster day where a club member sits in with you and tells you all about sprinting etc. I had an immensely enjoyable afternoon hanging the tail out on the hairpin. *“Not good for the times, but good for the crowds, was the observation from my tutor!”* Following this initial session, I had thought of following it through and joining the club, but alas the imminent arrival of twin girls and lack of support on the home front put paid to it.

I had no further thoughts about motorsport, until 10 years later when I was living in Northern Ireland, and had a chance conversation with a business associate. He mentioned that he hillclimbed a Mini Cooper, and spoke of blasting up hills on closed roads near to Belfast. I was hooked on the idea. After one motorsport false start, I decided it was now or never. A 20 minute business meeting turned into an hour and a half petrol head chat, where he explained that it was all fairly straightforward but there were a few things that I would need to sort out first. He explained that the first hillclimb of the season was in 7 weeks (Croft) but there was no reason why I couldn't be there and ran through what I needed to do. *“See you on the start line”* he said as we left the Belfast coffee shop.

1998- THE REBUILD PHOTOS



I was buzzing as I walked I back to the office, and back at my desk I frantically tried to remember all the things that he saidjoin a club, get a Competition Licence, race suit gloves and helmet do some safety tweaks to the car.....After putting the date of the event in my diary, I e-mailed him asking for clarification on the points he mentioned. I was not in contact with anyone else who competed, and it seemed a daunting task to get everything I needed. However, he quickly responded with more information and by the end of the week, I was a member of the Thoroughbred & Sport Car Club (of Northern Ireland) and had submitted my application to the MSA for a competition licence. So far so good.





A week or so later my licence arrived, together with the infamous MSA Blue Book and with 5 weeks until the big day, the pressure was on. I thought all I needed to do was flick through the Blue Book and see what I needed to do to my car – SIMPLES.

But no, it was far from simple.

Those already competing will know that this is far from straightforward and after a week trying to fathom all the classes and regulations, I gave up. Four weeks and counting, and all I had was a licence; time to revert back to my new-best-friend. *"Have you got your application in Paul ? "* he queried. *"Yes, I have a Licence"* I responded. *"No, I mean for the event – have you filled in the entry form and sent the fee in ??"* Of course I had not - I started to panic. *"You will need to be quick as it will fill up fast"*. My panic doubled, but no, I WILL BE ON THE START LINE.

A friendly chat with the club competition secretary eased my nerves and put my mind at rest - an application form arrived via e-mail that night. All back on track, but wait, what's this - I have to insert my "usual competition number". But I don't have a number, does this come from the MSA, do I have to apply for it, my new-best-friend never mentioned this. It was Sunday night and I need to get this application in ASAP – tonight !! Help - what do I do. Ok, calm down, *I'll just have to wing it I thought, and find a number that no-one else was using.* So I set to on the internet, with a paper and pencil and googled every picture of Northern Ireland hillclimbs that I could find. On the paper I wrote down the numbers 1 to 100, and when I saw a number on a Northern Ireland hillclimb car, I struck a line through it. After two hours of Hillclimb Bingo, I was left with around seven numbers. I quickly settled on 46 as this was my age at the time. Bosch - 46 on the form, cheque written, stamp on the envelope and my application was in. Phew, panic over.

But, with only three weeks to go, I still had not got any of the safety gear and had done nothing to the car. I really needed to talk to someone who had a similar car to mine.....wait, I came across a classified ad from a chap in the club who had a

hillclimb Midget. Could this be my next new-best-friend ? I explained the latest news to my good lady, who by this time was already tiring of it all. *"You can't just ring up some random bloke"* *"Yes I can, watch me – "Hi you don't know me, but I have a car like yours and have an entry in for Croft – can I come and see your car"* *"Sure no problem"*, he said as I smiled at my good lady *"Well? "*, she asked *"Going to see him on Wednesday lunchtime"* I replied.

2 weeks to go and I'm standing in "a random bloke's" living room trying on his race suit and helmet so as to gauge the sizes. We also spent time in his garage looking at his car and running through what I needed to do. Seemed all fairly straightforward.

So, suit, gloves and helmet duly ordered off 'tinterweb and a couple of nights tinkering and I was ready. 10 days and counting..... But I was still a bit nervous, what if I arrive at the start line and there's something that I've missed, and I can't compete?

As luck would have it, there was a social car meet in the Sunday prior to the event and I thought I'd go with my car to find some more new friends. As double luck would have it I met my next new best friend who had turned up with his newly acquired Sebring Replica. After a quick chat, he looked round and pointed out another chap – *"See that fella there, go and have a chat with him, he's a hillclimb scrutineer"* Bingo ! This is going very well indeed. After a quick poke around my car, he gave it the "You'll be grand" seal of approval that I was hoping for. All was looking good and I could now focus on the start line.

Next month, see how Paul got on.....



REFURBISHING YOUR LEVER ARM DAMPERS

The below is a belated response to Alan Anstead's article on dampers in January's edition of MASCOT.

As Alan said, the standard of reconditioned parts is at times pretty bad. Before I knew better I swapped all four of my shocks for reconditioned ones. Once fitted the ride and handling was terrible. Upon investigation the four shocks all had different valving in them - resulting in different damping on each corner. One of the rear dampers must have been off a truck or something as it had rock solid damping rates!

As too long had passed to take things up with the supplier, I ended up finding another set of used dampers to refurbish and have had great results doing so. Based on this experience, I would always recommend people refurbish their own (if you can't afford or don't want to convert to other options) - it's really easy and at least you know where you stand with your own parts. Quite often, assuming they are not badly leaking, dampers can be revived by thoroughly flushing them out and refreshing the oil. Just like engine oil, the damper oil loses effectiveness over time.

The only real stumbling block I found was that the cover gaskets are N/A from the big suppliers. You can seal them up with gasket gunge, but it's a bit of a bodge. So, whilst refurbishing mine, I created the drawings and developed the ability to CNC cut the cover gaskets from 1mm cork gasket material.

From this I created kits that contained the gasket, O-rings, stainless screws, washers and oil required to refurbish both the front and rear Armstrong dampers found on Spridgets and MGBs, allowing others to do the same and saving a bit of money over the cost of reconditioned units too. They were for sale through eBay for a while, until life (as it does sometimes!) got in the way. They sold at £10 each (i.e. per damper) plus £4 postage.

If sufficient MASC members are interested, I could dust off the equipment and do another batch of kits. Although it may be a few weeks before I can "ramp up" production again. Those interested would be best off emailing me at chevalierclassics@gmail.com. If there are a lot of responses I might even be able to drive the price down a little due to economies of scale.

Regards,
Malcolm Chevalier - Memb 5389



New versus old oil comparison



Rear damper kit



Front damper kit



New rear damper gaskets

MORE ON EARLY FUEL GAUGES



Last year esteemed member John Davies produced two articles (1 & 2 below) outlining the lack of information regarding our fuel sender units and how they work. In John's characteristically efficient way, he described how this electrical component functions and, in the second article, how to overcome a reoccurring problem in what he described as an Achilles heel of the original design namely, poor earthing, specifically of the float shaft.

This problem typically manifests itself with erratic readings on the fuel gauge due to the breakdown of a hidden internal earth wire deep within the sender unit; John's solution is to introduce an external earthing wire from the rotating float arm itself to the body of the sender unit, this elegant solution resolves the problem.

In the autumn last year when idling at traffic lights in my Midget MKII, I noticed a tinkling sound coming from somewhere within the cockpit, this was loud enough to hear with the roof down and surrounding traffic noise. I was drawn to the hyperactive antics of the fuel gauge needle which was beating itself up against the "Full" reading end stop repeatedly, though somewhat erratically, flicking itself hard to the right. As I continued with my drive it seemed to settle down and behave itself. However, these symptoms returned on later drives necessitating an investigation in to exactly what was happening. Perhaps inevitably, I ended up re-reading John's articles and I concluded my sender had developed

the same symptoms as John had described in his articles. I tested the resistance and it showed a wide variation. I dutifully followed John's recommendations and fitted a dedicated earth lead to the rotating shaft, but this didn't have the desired effect of returning a consistent reading to the fuel gauge, or the electrical resistance.

Following further discussions with John, and examination of the internal windings of the sender unit, the problem was revealed. The first image (see pic left) illustrates how the windings had become loose with large gaps appearing between the windings resulting in an erratic reading at the fuel gauge. This is a reproduction sender unit I fitted some years ago as a replacement for my original unit which literally crumbled away in my hands. As you can see, there's no chance that placement of an additional earthing lead by itself will resolve this problem, the only solution is to replace the sender with a better-quality unit, but where do I get that from then?

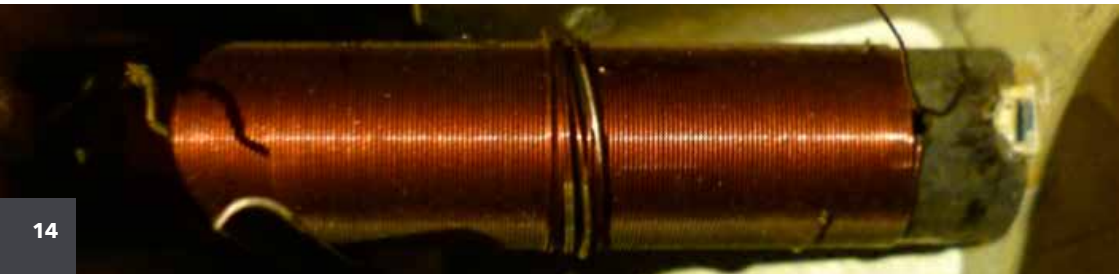
John reliably came to the rescue, he identified a good condition old stock, original unit for sale and pointed me in its direction. I secured the purchase and now have trouble free fuel gauge readings. As you can see in the second image (see pic below) the windings within the original unit are of a much higher quality, are closely wound together and this unit should last for a considerably longer period than current reproduction units.

So please be aware that reproduction units may fail in a number of ways, some of which can be resolved and others that may require purchase of a new unit.

References:

1. Early Fuel Gauges; p 8 & 9; Mascot No 397 April 2017
2. Case Study – Early Fuel gauges; p 12 & 13; Mascot No 398 May 2017

Phillip Sellen - Memb 1153



MOT EXEMPTION



Driver & Vehicle Licensing Agency

The new regulations covering vehicles that may be exempt from the MOT test come into effect on the 20th of May 2018, now there is a landmark date for us in more ways than one! Now, qualifying cars that were manufactured or first registered more than 40 years ago may escape the annual safety inspection. By qualifying, the vehicle must:

- Be of a type no longer in production
- Has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.
- However, if a substantial change has been made and is proven to have been made more than 30 years ago, the vehicle may still qualify.
- A change of engine may not be regarded as substantial if the replacement engine was available to that model at the time. Also, the replacement by an engine of the same basic type as the original does appear to be acceptable. Much to the relief of the Frogeye owners with 1098cc or 1275cc engines under the bonnet.

- Owners who have rebuilt their cars with a Heritage body unit should also have nothing to fear, unlike I.O.W. Frogeyes which will not qualify for VHI unless there is sufficient evidence to prove that this was done over 30 years ago.
- A change of transmission however, is not a qualifying component. This being regarded as an improvement to efficiency, safety or environmental performance.

Can we assume this logic may apply to the braking system as well?

To qualify a vehicle as MOT exempt, the keeper must apply to have their car recognised as a "Vehicle of Historical Interest" or VHI. This also applies to those vehicles already exempt from the MOT, you must apply for VHI status otherwise the MOT will be required once again.

To apply for VHI and MOT exemption, the keeper will be asked the question on the VED renewal form, even though you may not be paying for VED. You will be asked the status of the vehicle and if you wish to apply for VHI. Hence, the new regulations are optional and open to self assessment of your vehicle's technical specification and any changes which could be described as substantial.



Obviously, to make a false claim would be illegal, if any doubt, ask for expert advice or simply remain within the current taxation class.

This change does not affect the current VED exemption or "Historic Vehicle" taxation classification. Not applying for VHI will not mean you will have to now pay the VED. Remember, by applying for VHI, this does not remove your legal obligation to keep your vehicle in a safe and roadworthy condition.

Should an owner apply for VHI in ignorance that their vehicle should not qualify, they could be in serious trouble. Trying to determine every potentially qualifying vehicle on an individual basis would be a mammoth task and open to risk. The regulators are relying upon the knowledge and honesty of owners to apply for VHI. Even expert opinion may not hold up in court should an 'event' take place and the regulators decide that the vehicle

should have a current MOT by virtue of any changes to technical specification. This would also impact the view of your insurers if a claim is made.

Somehow, I don't think that VHI and MOT exemption is quite the done deal in respect of historic vehicle owners who do have modified cars, which is many of us!

Personally, I would advise proceeding with caution if your Spridley thing is other than Factory specification.

The FBHVC also report that the DVLA receive around 80,000 items per day, 15,000 to 20,000 of which are Royal Mail Special Delivery. All mail is X rayed before being directed to the relevant department. That thought should make us a little more understanding!

Terry Horler



MY CLASSIC JOURNEY

Part 1: The search and purchase

I've always had a fondness for the cars of my youth, the 1970's, but had never owned a classic car from this period. This all changed following an in depth discussion with my neighbour, mate and self confessed BMC fanatic Nick Hunter, who offered his help in looking for something to scratch my classic car itch.

After some thought I dismissed the idea of revisiting the mk1 Escorts of my early motoring years and decided that the car for me would be an early 1970's MG Midget, a round wheel arch model in my preferred colour choice of teal blue. So began a 6 month trawl of the well known classic car websites and of course everyone's favourite auction site.

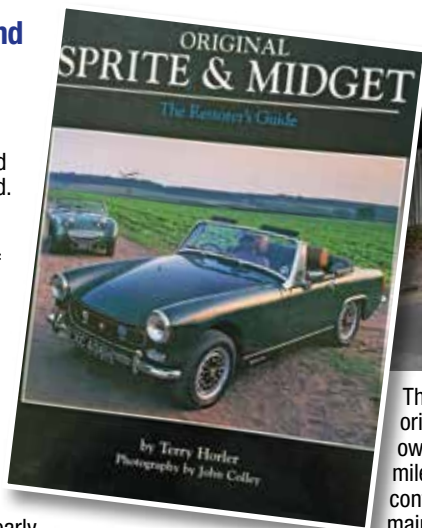
My initial enthusiasm was dented a little by viewing cars which promised the earth but on viewing were far removed from their description.

It's at this point Nick stepped in with the loan of the 'Original Sprite and Midget' book, encouraged me to join this club (membership number 5530) and also suggested that I contact a local Classic Car specialist Darren Gilling, owner of Lemon Road Classics. Darren is a car bodywork specialist and classic car dealer who also provides an appraisal service for any potential classic car purchase. For an agreed fee he travels to view and inspect the car and then gives a written report of his findings. As a novice to the scene this was ideal for me and I set about the task with renewed enthusiasm.

After fully digesting the contents of the excellent 'Original Midget and Sprite' book, potential cars were easily eliminated from an originality and specification point of view, and eventually the candidates were whittled down to just one car.

The car in question was a 1972 MG Midget, not in Teal blue, but in that very rare shade of blue known as Aqua. I immediately fell in love with the turquoise hue, as did my partner Monika, who assured me it was the right car as she had a number of scarves

she could wear which would match!



The car itself was extremely original having had 5 previous owners and covering just 37,000 miles from new. The good news continued, the car had been well maintained by an engineer from P&A Wood, the Rolls Royce and

Bentley specialist in London. The interior was in good shape as well with all original trim even down to the original, if a little faded, carpets.



Whilst the bodywork was very straight with all original panels and very little previous welding, the paintwork was showing its age. Nick was keen to point out that the originality and low mileage of the car more than outweighed the poor paintwork, so the next step of the plan was to engage Darren's services for an appraisal.



The car was located in Hertfordshire so a long trip for Darren but within a couple of days I had sight of his report and it was good news. The car was deemed a good buy at the asking price with recommendations as to work required, which really boiled down to the car needing a simple mechanical recommission but as suspected a full bare metal respray. After some chin scratching, I decided to take the plunge and a provisional offer made to the seller.

On September 18th I set off for Bishops Stortford with Nick with me as the voice of reason to keep my feet on the ground. It was agreed that he would have another look around the car as a 'second set' of eyes and if all was well the car would be bought. It was a nervous journey down on a sunny autumnal morning, but after a thorough checkover the deal was done and NML 512L was mine.

There was now just the small issue of driving the 200 miles home in a car which had done very few miles in the last few years. After a quick spanner check which revealed no unpleasant surprises, we set off back up North, me in the Midget and Nick following in the 'modern'. To say I was happy is an understatement, with the sun shining and after a few miles acclimatisation to the quirks of 1970's motoring I was in my element- I had my first classic car. I think you may see a cloud coming on the horizon, and you're right !

As I headed further North on M1 the skies darkened to be followed by a storm of biblical proportions. If it wasn't scary enough in the dry amongst the 40 ton juggernauts, add in a wall of spray and the MG's

'adequate' wipers and headlights and the journey was, shall we say, interesting. However a couple of pitstops for fuel and refreshments, the plucky Midget made it home with not so much as a misfire.

On my return, it seemed like most the neighbours in our street were keen to get a look at the new arrival, and I basked in the approving nods and comments NML was getting. As I shut the garage door on my new purchase I couldn't help feeling this was the start of a great adventure.....



That's all for now but look out for part two in a future issue when I take you through the trials and tribulations of the recommission and repaint of NML.



VINYL WRAPPING

Last year I was invited to take my Frogeye to a car show to raise funds for a local church. There were only a small number of cars there, but one that particularly caught my eye was a pink Maserati. The owner, Lisa Marie Brown, ran a company called Pinkspiration (www.pinkspiration.co.uk) which provides opportunities for young people to gain skills based training. As we chatted I learned that in fact the Maserati was originally blue, but to promote her business, she has all her vehicles vinyl wrapped and the Maser was no exception. This set me thinking and I did some research.

Vinyl wrapping is a way of protecting or changing your car paintwork by sticking a layer of plastic vinyl coating over the top of your car's paintwork. The vinyl can be clear to protect the paintwork, or you can choose from a huge range of colours and effects to transform your car's appearance and make it look unique.

Vinyl wrapping is not the same as car paint protection treatments, which are a chemical topcoat that is applied over the paint.

Car wrapping is a complicated process that needs a trained technician, who will (or should) properly prepare the surface of your car, and then apply the plastic layer to all panels, cutting it to fit and blend in seamlessly by hand. Amusingly, vinyl wrapping is sometimes called a 'car bra' when just applied to the front of the vehicle.

I learned that there are three main types of car wrapping. Clear vinyl wrapping is the most common

kind of paint protection film. The purpose of this is to preserve the look of your original paintwork by preventing minor scratches and stone chips from reaching the paint, whilst still keeping the original colour and finish in all its glory. Then there are advertising wraps used for business to show your logo and contact details whenever you drive around. Lastly and most importantly to me is coloured vinyl wrapping. This is opaque vinyl film most commonly used to revitalise older cars or personalise brand new models (like Lisa's). It can change the car's colour or finish for considerably less than the cost of a paint respray. I found a company that supplied stencil cut-outs, which can be used to add patterns and designs to your cars. I couldn't resist this and having saved a few pounds, over the winter, I handed my Frogeye over to them to apply a zebra stencil. I am delighted with the result. I can honestly say now that my Frogeye is unique. I hope you agree that it is different. If anyone wants details of the company I used, drop me an email to: editor@midgetandspriteclub.co.uk.

Neil



THE BLOODHOUND PROJECT



A few weeks ago, I was lucky enough to be invited by the local branch of the Royal Institute of Naval Architects (I'm a member) to visit the Bloodhound Project at their Technical Centre in Avonmouth. This turned out to be just a few minutes' drive off the M5 and despite the start time being close to rush hour, the traffic surprisingly did not pose too much of a problem.

On arrival at their facility, we were instantly shown into their large workshop and allowed to look-around freely while we waited for the introductory talk to start. I was immediately impressed that a highly competitive activity at the cutting edge of technology was so open and accessible to enthusiasts and general visitors.

At 18:00 we were ushered into the lecture theatre where the Engineering Manager informed us that the objectives of the project were; not only to break the 1,000 mph barrier on land, but also to enthuse as many people as possible (especially youngsters and women) in science, technology, engineering and mathematics (STEM) hence their very open attitude to information. I was surprised to learn that they frequently talk to their competitors and that there are at least five other serious land speed record cars being built. In the USA we have: "The North American Eagle" and "Sonic Wind" while in Australia: "Aussie Invader 5R" and "The Bullet Project" and in New Zealand there is: "Jetblack". Being an ex-MOD person, all this openness was all very alien to me!

One of the first questions asked was, 'what's the difference between a very fast car and a low flying aeroplane?' The simple answer was it must have 4 wheels and all direction control must be through the wheels and not through driver movable aerodynamic control surfaces. So even though Bloodhound has a

large tailfin and horizontal control surfaces, these are all set up by the mechanics before any runs. Interestingly the very first land speed record holder (39.24 mph) was an electric car built in 1898! Strange to think we are heading full circle with modern electric cars. Another aside was that Thrust SSC, the current record holder at 760.343 mph, needed full lock from about 500 mph up to keep the car straight. This was due to the close together but staggered rear wheels acting like an unintended offset rudder! They had to be staggered as the car body was too narrow to get the wheels in side by side and the rules state it must have 4 wheels.





Bloodhound weighs in at 7.5 tonnes and to get this up to 1,000 mph in the desired length of track demands the equivalent of about 135,000 BHP. To achieve this, they have 3 engines: a EuroJet EJ200 jet (the same as the ones used in EuroFighter Typhoon plane) that provides enough power to get them about supersonic. Once up to this speed the second engine, a hybrid rocket motor kicks in which then accelerates the car to over 1,000 mph. A hybrid rocket is one that used solid fuel, in this case it's formed like a thick rubber lining inside the motor tube, which is burnt with liquid HTP (High Test Peroxide) pumped down the core and ignited. The advantage of the oxidiser being pumped into the rocket, rather than being already mixed with the fuel, is that you can throttle the power generated by varying the amount of oxidant introduced into the rocket pipe. This contrasts with the 'light blue touch-paper and retire' approach of a typical solid propellant rocket as used on the Space Shuttle Boosters for example. And the third engine? Well

that's a 550 BHP Supercharged Jaguar V8 used to drive the 'fuel pump' (actually the HTP pump) of the rocket!

So having (hopefully) got the record, how do you stop 7.5 tonnes of Bloodhound doing 1,000 mph? Well there are 3 braking systems; the car has disc brakes front and back you'll be glad to hear, except that they are only useful for controlling the car below 300 mph. They are there to help stop the car in precisely the right place after the first timed run so that it can be refuelled and checked over prior to the return run which must be completed within an hour of the start of the first. However, the rotors have to withstand rotational speeds of over 10,000 rpm without bursting which ruled out composite rotors, so they have reverted to steel. The main braking is achieved using air brakes which can pull up to 3G. The 3rd braking system is done by drogues and is really only used for emergency braking: they take too long to repack and are not controllable enough for regular use.

The wheels are again very different to those fitted to normal cars. We have seen the problem with the brake discs above, and the problem is even greater for the larger diameter wheels. At a speed of 1,000 mph the wheels rotating at 10,000 rpm and are pulling 50,000G, at the rim - more than enough to cause rubber tyres to disintegrate. So the wheels and tyres are solid aluminium. As these would not grip on a hard surface like tarmac, for Bloodhound's high speed runs it is intended to run the car on the dry mud of a lake bed which is just soft enough to provide grip on the aluminium wheels. A lake bed large enough (20 km by 1 km is required) for the



record runs has now been identified at Hakskeen Pan, South Africa. For the car's "slow speed" runs (ie below about 300 mph) rubber tyres will be used on a normal tarmac track such as the runs we've recently seen at Newquay airport.

Designing the car has of course been a real challenge: how do you go into the unknown where no one has been before? Well there are planes of course that go much quicker than 1,000 mph, but they do not do it within 100 mm of solid ground! The trickiest bit of the aerodynamics is controlling what happens to the air under the car, here just above the ground air is stationary but going 1,000 mph on the underside of the car only 100 mm away. There are no wind tunnels anywhere that can model this scenario, so faith has to be placed on theoretical calculations, albeit very sophisticated CFD (Computational Fluid Dynamics) calculations. How do they know the theory will be right? Well the short answer is they don't and there can be surprises (see the comment about the staggered wheels above) so they will painstakingly increase the car speed incrementally and using the hundreds of sensors all over the car, measure the loads at all the strategic places and compare these with the CFD predictions for that speed. If the measured results follow the theory closely enough, they go to the next speed increment. If not, they modify the theory (and the

design if necessary) until they get it right. Because of this it will take at least 2 years before they reach their ten-ton-up goal.

It was an absolutely fascinating visit and I would thoroughly recommend the club arrange a visit to Bloodhound at some time in the near future, or if you have the time and travel budget, go see them running in South Africa! For more information on the car or intended program visit their website at: <http://www.bloodhoundssc.com/>

Gerri Swann-Price
Memb No. 1547
Slightly slower Mk 4 Sprite



DEVON AREA REPORT

On February 14th, eight of us had an enjoyable Valentines meal with our wives & husbands before we held our usual monthly meeting at Court Farm Inn at Abbotskerswell.

In addition, final arrangements were made for our Jersey foray on 21st April for 4 days. We are only going to be a small contingent as unfortunately a lot of our members are otherwise committed, never mind there is always the next time !

One of our favourite destinations, Slapton Sands on the A379, has suffered damage to the road with it having been washed away as a result of storm Emma.



converged in Lyme Bay, off the coast of Devon, making their way towards Slapton Sands for a secret D Day landing rehearsal.

So vital was the exercise that the commanders ordered the use of live naval and artillery ammunition to make the exercise as real as possible, to accustom the soldiers to what they were soon going to experience.

But a group of German E-Boats, alerted by heavy radio traffic in Lyme Bay, intercepted the three-mile long convoy of vessels.



The heavily-laden, slow-moving tank landing ships were easy targets for the torpedo boats which first attacked the unprotected rear of the convoy.

A series of tragic decisions, including the absence of a British Navy destroyer which was supposed to be escorting them but had been ordered into Plymouth for repairs and an error in radio frequencies, led to three of the tanks being hit by German torpedoes.

More loss of life was caused by lifejackets worn incorrectly by soldiers and the extreme cold of the sea which resulted in hypothermia.

The exercise that killed nearly 1,000 American servicemen was considered by US top brass to be such a disaster that they ordered a complete information blackout.

Any survivor who revealed the truth about what happened would be threatened with a court-martial.

The Allied commanders were concerned officers who went missing during the attack could have ended up in German hands, where they might reveal the Allied intentions for the D-Day landings.

The commanders even considered changing details of the operation.



Whilst this is bad enough, the history of this beautiful area puts things in perspective.

Early on 28th April 1944, eight tank landing ships, full of US servicemen and military equipment,



However, the bodies of every one of those officers with "BIGOT" level clearance, a codename for a security level beyond Top Secret, were found and the tactics of D-Day were deemed to be secure.

An article in the US Stars and Stripes magazine following World War Two said family members of the dead were given no information other than what was in the original message about the death.

The family of Gunner's Mate 3rd Class Thanuel Shappard only knew he had died on 28 April 1944.

In the late 1980s, while watching a documentary about Exercise Tiger, his mother noticed the date was the same as her son's death.

It was only after researching the exercise it was confirmed Mr Shappard had been aboard Landing Ship, Tank (LST) 531, which was torpedoed and sunk by the German E-boats.

Even before the military exercise, villages surrounding Slapton Sands had been evacuated, involving the clearance of 30,000 acres and 3,000 men, women and children by the end of 1943.

As local resident Ken Small pounded the beach along Slapton Sands in Devon 40 years later, little did he know that the discovery of shrapnel, military buttons, bullets and pieces of military vehicles would lead to an all-consuming mission to tell the world the story that had so long been forgotten.

It was only after a local fisherman told Mr Small of an "object" some three-quarters of a mile out to sea that Mr Small's desire to find out the truth was awoken.

The former hotelier ventured out to sea in his boat with his friend and a few divers, and embedded in 60ft (18m) of water they found an American Sherman tank intact on the seabed - and that tank unravelled the story.

After negotiations over several years, Mr Small bought the vehicle from the US government for \$50, finally recovering it from the sea in May 1984.

Now, 70 years on from its sinking, the tank has not only become a war memorial, but also the place to remember Mr Small.

Thanks to his efforts, the Sherman Tank Memorial Site was officially recognized by the US Congress and acknowledged by the addition of a bronze plaque.

Mr Small's efforts to establish a memorial received letters of gratitude and appreciation not only from relatives and families of the dead American servicemen, but also a letter from then US president Ronald Reagan thanking him for his efforts.



In 2014, on the 10th anniversary of his death, Mr Small was recognised with a plaque on the tank he discovered.

Mr Small told the story of Exercise Tiger and his discoveries in a book called *The Forgotten Dead*.



In it he said: "*Over the last 17 years it has been my crusade to ensure a proper memorial for the men who lost their lives that night.*"

"I felt proud during the service of commemoration, and I still feel proud now, that at long last these men have a just memorial for their sacrifice."

"I have always considered it was a wrong which should be put right and I have always worked to that end."

"My father campaigned tirelessly for a memorial to ensure that the sacrifices made by these young men were recognised," Mr Small's son Dean said.

"Also, for those who lost a loved one, there is now a place to visit and remember them."

Chris Wood 5130



EAST ANGLIAN AREA REPORT

Firstly, I'm sorry about my poor weather forecasting last month, who would have

expected the

coldest weather of the winter to hit us in the last week of February and the first few days of March.

The beast from the east (I always thought that was Graham) brought the worst February Snow for decades to East Anglia, even as I write this it is still quite cold and the blue Sprite is proving difficult to start having not been used for quite a while. However Sprite night at the FBI, although cold and dark (hence no Sprites or Midgets in attendance) was at least snow free and really not too bad travelling weather. I have to admit the weather has taken its toll on the FBI car park with potholes that look more like sinkholes, despite the landlords sterling efforts, fortunately it is a very large car park so dodgy areas can easily be avoided (unless you are Gordon and turn up in a nifty little 4 by 4).

The main business of the evening was pork pie and medical issues related, but also covered Bletchley park, a brilliant article in Practical Classics featuring Stuart's Frogeye, the specification of our new club gazebo (a big thank you is due to the committee for supporting the areas in this way), old petrol, genealogy, future club events and maintaining a scarab.

Despite the weather and other commitments we had a reasonable turn out at the FBI and as more of us arrived we had to relocate from the bar to the function room to accommodate everyone. We soon agreed that we would want the fully enclosed gazebo option so we were covered for all the possible vagaries of the English weather. The pork pie link is a bit tenuous but comes from the same nostalgic appreciation of technology and processes from another era as our love for old cars. In the days when Spridgets were current you could buy a decent pork pie anywhere (a handy picnic item on a topless trip) however these days the quality seems to have been sacrificed to mass production and cost, lowering our expectations. I have found an old-fashioned pork butcher, driven from the high street by costs and lower quality competition, has started up on a small scale producing self-assembly pork pie kits to be cooked at home by the discerning. It turns out that from our meeting that Gordon also makes his own pork pies.



Regarding the drive it day trip to Bletchley park we plan to leave from Wyboston McDonalds car park by 0830 (sorry it's a bit early but we need to be at Bletchley before 0930), and then drive it along the A421 past Cardington and on to our venue. After the event the plan is to return via the Swan inn (an inn with Sprite connections) for a bite to eat before heading for home.

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





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HEART OF ENGLAND STUFF

AREA REPORT



Photo: Classics and Sports Car

Spridget 60

I was working in Spain for a week at the end of February (good time to go) and while I was away, uber organiser Stuart Watson aided and abetted by Geoff Hunter, has sorted a destination for a run / outing during Spridget 60 on Saturday 25th August. The original plan was to wander through the Cotswolds and have lunch at the Classic Motor Hub at Bibury as they have some fantastic cars in their hangers to drool over and they were going to ship in some local caterers for us. As with most of the best laid plans, this went awry when the Classic Hub staff called and apologised profusely because their venue would be closed over August bank Holiday as they were all going to the Pebble Beach Auction in the States! A tough job but someone has to do it! That gave us the problem of most venues not surprisingly, already having some sort of booking over the Bank Holiday. We tried the likes of Prescott Hill climb who it seemed had a national Hot Rod meeting and many others, but Geoff had the idea of the Crown at Crucis Hotel, at Ampney Crucis GL7 5RS where a few of us stayed when we went to the Classic Drive in Movie. They are a friendly bunch there, and were hosting a Harley Davidson owners wedding on the night that we were there; I doubted that they would have sufficient parking space but stalwart researcher Stuart went to visit them and ascertained that they didn't have a wedding over the Bank Holiday and they also have the use of a Cricket Field which about 80 Spridgets could park on. They even offered to feed us all a ploughmans' lunch as required as well. Sorted!

Attractions on the journey to or from Ampney Crucis are Broadway Tower, Sudeley Castle and Adam Henson's (Countryfile) Cotswold Farm Park at

Guiting Power. Also just stone's throw from Ampney Crucis is Bibury where picturesque cottages in Arlington Row can be found which I think were used for filming scenes featured in Downton Abbey.



Events

Heart of England will supporting all of our usual events such as Shelsley Walsh Classic Nostalgia etc this year but also worthy of note are the Motor Show at Ragley Hall, Warks and also The Cotswold Airport Revival Festival.

We attended the Ragley event last year and found it to be pretty good. The House and Grounds are magnificent and are there to be explored plus there is live music on both Sunday and Monday 27th and 28th May. I've asked for the Midget and Sprite Club to be added to the drop down list of clubs so that members can book directly – I suspect that we'll be there in force on the Monday.

The Cotswold Airport Revival Festival had a trial run last year and attracted 10,000 visitors so will be bigger and better in 2018. It's located at Kemble in the Cotswolds, former home of the Red Arrows and takes place 29th and 30th Sept. 2018 marks 100 years since the end of the Great War, so the event will have wartime theme. Featured will be Vintage and Classic Cars plus Vintage Aircraft flypasts plus opportunities to fly in Aircraft of various types.

It's maybe similar to Pistons and Props earlier in the same month but perhaps is in a location which is easier to get to? One to watch I think.

Steve





“Difficult roads often lead to beautiful destinations.” Chinese Proverb.

Following the serialised report of Ian Cooke on the Alpine Miglia 2017, in the January & February editions of Mascot, plans are now afoot for a 2nd Alpine Miglia Tour in 2019 (7th in the Miglia Tour Series of tours for Sprites, Midgets, and derivatives only).

Provisional dates are 28/08/2019 - 09/09/2019.

St Goueno Hillclimb & Pegasus Bridge Tour. France. 30/05/2018 - 05/06/2018.

Old Boys outing Monday 5th February



Sebring Rep racer Trevor Mcilroy comments on our impending June 2018 Tour, organised by Ron Edwards, to St Goueno 2018 hillclimb in Brittany. We hope to combine the event with a visit to Pegasus Bridge and other historic sites.

“Its a very friendly event, with lots of different cars to see.

From the paddock you can walk down to the hairpin bend which is in the middle of the hill, this area always attracts a large amount of people.

The hill is 3.2 kilometre's long. There is a dummy grid as you turn out of the paddock, the race cars are then taken in convoy down to the start line via winding country roads, about 30 cars at a time. This is about 3 k long, we use it to warm the car & tyres before the start line.

At the finish there's another 3 k via more winding country roads to get back to the paddock, all in 9 k round trip per run. Great entertainment in the village in the evenings”.

Although the cars were to be left at home, for the first 'Old Boys' event of this year, which was not too upsetting as snowfall was causing chaos on Kent's motorways, and passage was by way of Railway and Bus, it was surprising that more were not enthusiastic in joining us for a visit to London's Design Museum for an exhibition of Ferrari: perhaps this world's most iconic motor car.

In an Italy ravaged by the Second World War, Enzo Ferrari and a small team decided to create the perfect racing machine. The exhibition explores Enzo Ferrari's powerful personality, the design and manufacturing process, the famous clientele and the future of the luxury car brand.

From the very first Ferrari to Michael Schumacher's winning Formula One car and the newest hybrid model, the exhibition features rare cars, such as double world champion Alberto Ascari's 1950's

Grand Prix contender and the famous Rob Walker Racing 250SWB, and memorabilia displayed in public for the first time. We were able to view original hand-drawn sketches, sculpture-like models and engines, alongside films and interviews telling one of the great design stories of all time.

'Race cars are neither beautiful nor ugly. They become beautiful when they win.' Enzo Ferrari

The Design Museum until 15th April 2018.

East Kent Meeting 11th February 2018

Weather in East Kent has been a little off recently and horizontal rain and sleet on Saturday night did not bode well for Sunday. Horizontal precipitation does not fall directly into topless Spridgets but doesn't do much for facial complexion. Once again though the gods were smiling on E.K. MASC members with the sun streaming in and temperatures up to 4 degrees above freezing. So the Frog ventured out from its hiding place and after a quick wash down and test drive and we were ready. My car had until this morning been receiving attention for a terrible oil leak at the back end of the sump of the newly built engine, you know the sort. With the engine out the obvious cause was detected by Consultant Alan Anstead and after a bit of prettifying up the engine was replaced by the embarrassed owner. I will own up to the fault but only on contributions to the Frog Benevolent Fund. Attendance at the meeting was good with numbers up to 16 with 4 Spridgets. John Gibbons had once

again joined us making the 180 mile round trip from home. We also greeted the Morgan of Rylan Williams our Webmaster where the only possible derivative features of his car being headlamp trims and Wethershead like side screens. We are booked in for a Morgan factory visit on our Spring Tour so decisions will be made then.

Lunch was again up to our high standards and it was especially notable with Daphne Jenness taking on a substantial Knickerbocker Glory and winning. Strangely more time was spent in the pub than the car park although a study and test of Mike Pearson's newly fitted inset fog lamps met approval. Are we working towards night rallying in East Kent as extra lighting is becoming popular?

A good meeting again which suddenly ended in my case with snow falling into the topless Frog and a rapid return home. Bring on March.

John Clark
East Kent Co-ordinator

2018 Year of Engineering (Supporter).

New Kent Member Brian Scott: One of my objectives in starting my Midget / Sprite Spares business is to get young people involved in learning how to fix simple things on their cars . I've just invited local parents to respond if they feel their youngsters would enjoy such a morning , changing wheels , spark plugs etc overwhelming response ! So if any Kent Members feel they could lend a hand one Saturday morning do get in touch . I have a couple of old Midgets they can practice on.

This is part of a year-long campaign to tackle the engineering skills gap and widen the pool of young people who join the profession.

The government announced that 2018 will be the Year of Engineering, a national campaign to increase awareness and understanding of what engineers do among young people aged 7-16, their parents and their teachers.

Let us hope red tape does not stop Brian bringing his objective to fruition. Perhaps some Kent members would like to offer assistance and share their, collective, wide skills base.

For more info see www.dft.gov.uk/year-of-engineering-2018

Old Boys mid week run to Classic Cars of Kent (even though they are now located in Sussex) was cancelled due to the ever-changing weather and trying to predict when and if the local Councils were to pepper the roads with salt. We shall try again next month.



Other news from around the County

Much work going on in and around the area. I helped out by shortening a prop-shaft as our Past Editor's Frogeye "Gaps", now in the hands of Jago, receives a Ford Sierra T9 gearbox conversion.

Then assisted John Clark to pull his Frogeye's engine to stop an oil leak. Whilst we were 'at it' a new clutch plate went on.

Richard Beer's Frogeye restoration, having slowed over the cold winter months, and I having done much assembly with John Clark I was now unavailable to assist, the car has now gone to Kent Website sponsor's, Fisher Services, at Bell Green (Sydenham), where Mark Wansunt and his crew will bring the project to its end and then hopefully we will see the car at Wroxall Abbey in August. Also assisting were auto-electrician Steve Smith, who wired the car, and Mike Pearson who designed and fitted the custom bonnet locking system for the front opening steel bonnet.

Paul Wood, another engaged in a Frogeye restoration, has received the body back from the paint-shop in what looks, from pictures, to be Iris Blue.

Steve & Kim Smith's Rubber Bumper Midget has had a respray in Vermilion.

No news on Geoff Allgood's ongoing Frogeye restoration.

Crispin Whiting's 10W Frogeye should, by now, be with Kent engine builder Bill Richard's Racing having an engine upgrade and one of my clutch release bearings fitted.

Mark Sherwood's, Frogeye, engine is with Gary Puxty for a rebuild and upgrade.

So much work going on, in the Kent Masc Area, and I am sure that I have only touched 'the tip of the iceberg' but hope that once many of the above are completed we might hear the whole story with articles in Mascot.

Whilst mentioning all this activity we have a Kent member, Phil Manship, seeking the casing of a 1275 rib-cased gearbox for its bell-housing only: which will have to be cut off. This is for a T9 conversion making his own bell-housing as I described in an earlier edition of Mascot magazine. Does any member have a scrap casing (with or without gears)?

I am aware of a couple of Kent members struggling with Professional Garages, presumably not specialists, who seemingly lack the knowledge and where with all to fix 'our' type of car. May I suggest that a more active involvement with the area group might bring the probability of useful advice and if not a recommendation as to where to get work done professionally perhaps even a volunteer member to perform a fix.



Kent Meeting at the Angel Addington Green on Sunday 25th February 2018.

Twenty three souls is not a bad number for a meeting at this very cold time of the year. Four Spridgets appeared on a sunny cold day their owners not afraid of the heavily salted roads that are apparent in some parts of the county. Two Spridgets actually arrived with tops down. John Gibbons visited from Sussex his round trip measuring well over one hundred miles but Steve and Kathryn Everest might not have been far behind in the mileage stakes with their trip from Brighton. Both trips were in Spridgets. Tim, Tom, & Sarah brought two cars (ancient & modern) as Tom and son Tim filled the Sprite whilst Richard & Janet were also in a Spridget, top down but heater on. The only other convertible was Rylan in his Morgan whilst the rest of us brought modern tin tops although Steve Smith queries my use of 'modern' in respect of my 1990 Escort XR3i. Auto-electrician Steve kindly showed me a modification on the car as I could not get my head around its 'modern' wiring to fix an infrequent fault with the dim / dip component of the lighting system.

Graeme Williams & Richard Beer brought parts for me to fix in lieu of bringing cars.

Richard Carolin is considering a T9 gearbox conversion. Perhaps he and Phil Manship could pool their needs and do two cars one after the other with mutual assistance? Perhaps also take advantage of the recent discount offer made by David Manners Group by purchasing the necessary parts from Morris Minor Centre Birmingham from where I have, in the past, obtained parts for the many conversions that I have performed.

Richard Beer was seeking a recommendation for an upholsterer and Dave Chalk was quick to mention Mel & Barb' Collin's son who has just ventured into the business and recently made and fitted covers to Dave's IOW seats and is currently working on seats for some of Dave's biker friends.

Our latest member Andy Liew offered hope that he will bring a Spridget to a meet soon.

What lies beneath.

Dover Port. For many of us the 'Gateway to the East'. Perhaps the gateway to France, Belgium, or more widely Europe. How many of us have passed through the Eastern Dock before boarding a Ferry - our cars standing waiting on the extensive hardstanding that makes a port.

But what lies beneath?



1918, exactly one hundred years past, H.M.S. Glatton was en route to Dover to take part in a forthcoming offensive. Upon this sailing a malfunction within the ammunition stores saw an explosion — igniting the highly-flammable cordite. Flames engulfed the Glatton and attempts to flood the relevant compartments were apparently thwarted by obstructions of access to emergency counter measures.

Alarming a munitions ship, the Gransha, was but mere yards away!

What if the Glatton should explode? Would it / could it trigger a chain reaction?

The combined ammunition payload of the two ships created a serious threat to the town of Dover itself. H.M.S Glatton became a proverbial time bomb, which compelled the decision to sink it. H.M.S Cossack fired two torpedoes neither of which were successful in sinking the Glatton. Then H.M.S Myngs had a go with more success but upon the Glatton some sixty crew men were killed: now to lie interred at Gillingham.

The sunken wreck remained in Dover Harbour for a number of years salvage repeatedly delayed by expense. In 1926, it was moved to its current position, away from the congestion of sea traffic.

The ship now remains buried under the car ferry terminal: a ship sacrificed to save the Town.

Alan Anstead

Kent Rep

Reps Rep to National Committee.

enquiries@midgetandspriteclub.co.uk

01322-384050 (answer-phone).



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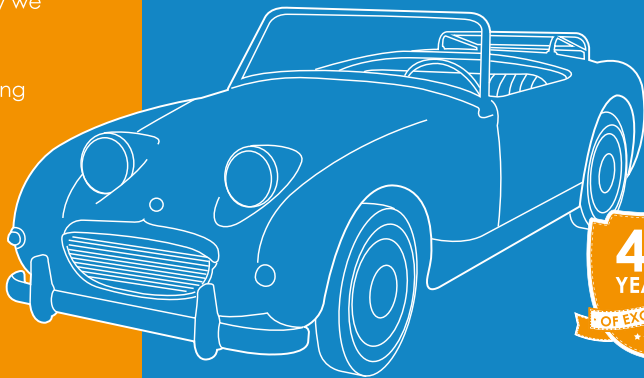
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NOTTS/DERBY BORDER

AREA REPORT



Participants at The Hunters Arms monthly meet have remained steady over this winter despite not seeing many Spridgets in the car park. It has provided ample opportunity to compare ailments of both cars and drivers!

Anthony is raring to go after completing the rebuild of his 1500 midget. Tim has had his froggy dipped and primed and now ready for paint. Nigel gets confused over paint tin labels.... Is "Irish Blue" really a colour?

Some members made the trip to the Stoneleigh MG + Triumph Day in February where they were welcomed to the MASC stand with the opportunity to catch up with goings-on from other areas, the stand proving a busy hub throughout the day it seemed.

Drive it Day will see around a dozen cars from the Notts and Derby area travel south to Bletchley while those preferring a shorter run will be gathering at Calke Abbey in Derbyshire.

We are planning to follow last years monthly meetings with similar runs out into the local Derbyshire hills and dales once the nights are lighter. These may be at short notice depending upon weather conditions on the day so keep up to date with your emails and Facebook notifications.

We welcome members from other areas to join us at the annual Autokarna at Wollaton on May 3rd where we would like to have the largest paddock area there. Please contact me...

Ian Cooke - Notts + Derby Area rep.
ilcooke@btinternet.com





SCOTLAND

AREA REPORT

Well, so much for my hope that the worst of the winter was out the way! Then the “beast from the east” arrived, the local or colloquial name given to the storm originating from Siberia that whipped across the central belt of Scotland. Buses and trains were off and the advice from the Scottish Government was not to travel. The only travelling I did was from the house to the garage, where, as my plans were totally cancelled, I had two blissful days catching up on things I had been meaning to do for a while.

First on the agenda was to strip down a front shock absorber. I found one that had no resistance (it may just need refilling with oil) but I am not sure whether to use hydraulic oil or S.A.E. 20 motorcycle fork oil. However, I am continuing to strip it further if I can.

The second project has been in my mind for a while. David and Peter both have restored Frogeyes that were imported from America and of course were left hand drive. Consequentially, the dashes were the wrong way round. Peter took one from his spare sprite but David was not so fortunate. I offered my spare one but it was full of holes where additional instruments and switches had been fitted, so it required a lot of work and he decided not to bother. But it got me thinking, could I fabricate a right hand dashboard? So I am now in the process of trying - more next month!



At last month's beer and blether, we had a couple of new members come along. David and Colin Curle. David is now retired but owned an auto accessory business and motor factors and very kindly distributed some surplus car care books to the members present. He is having his Frogeye shell and body repaired and then starting his rebuild.

Dennis has made good progress with organizing a club stand at the Bo'ness Hillclimb Revival. The primary aim of the Bo'ness Revival is to preserve the heritage of Scotland's first purpose built



Motor Sport venue with Bo'ness holding a major, if unsung, role of Scotland's and the UK's Motor Sport history. Most of the great names in Motor Sport have competed at Bo'ness, Jim Clark, Jackie Stewart, Stirling Moss to name but a few. As the cost of staging the Bo'ness Revival Hillclimb increases year on year the organising team are continually seeking ways to keep the Revival alive and viable. It looks like the Midget and Sprite Club will be replacing the Austin Healey club this year at this event

Graham.



Pic courtesy of Jim Moir 2017

SOMERSET HAPPENINGS

AREA REPORT

Now that spring is finally here the cold winter weather is just a memory. A brief encounter with the snow and ice at the end of February here in south Somerset, to some of us, was merely an irritation lasting only three days whilst much of the country was experiencing severe hardship. Our cars were safely tucked out of harm's way in garages, barns or under cover waiting for the opportunity to once again burst into life. I am sure that many owners will have taken the opportunity to do that little repair job or as is the case with some, continue with a complete restoration. My MG has had a persistent fuel leak even though all fuel lines (using SAEJ30R9 hose), pipes and even a new tank and pump have been fitted. So a rebuild of the SUs is hopefully the only job left as the latest leak is from the carbs themselves!

A few of us braved the cold to wander around the FJ Autojumble & Classic Show at Shepton Mallet in February where some were fortunate to have a chat with the well-known 'car dealer' Boycie (actor John Challis) from the TV comedy Only Fools & Horses, who was the guest of honour. With many car clubs exhibiting, traders offering their goods (mostly new for restoration work), tools and the car auction there was enough to keep the enthusiast interested. It was also a chance to meet up with friends & acquaintances not seen for a while for some tyre kicking whilst enjoying a pasty and hot coffee.

The monthly meet/eats at the Stonemasons, Ilminster continue to be fairly well supported despite the dark evenings with 16 turning out for the February meet, even though a few were confined indoors with illness. The monthly run only attracted 5 cars with 3 regulars pulling out, again due to illness. Those that did manage to venture out enjoyed a run through Mid-South Somerset from Chard to Taunton via small villages and hamlets including Hinton St. George, Montacute, Somerton, Ashcott and Burrow Mump at Burrowbridge. A final stop for some food and drink at Monkton Elm Garden Centre rounded off a very pleasant day.

Below we see member Ed Leaker's Frogeye undergoing restoration and the reinstallation of its engine.



DEAR MASCOT...

HELLO NEIL,

Three photos taken at Bremen Show earlier this month on the German Spridget Register Stand which may fill a corner in Mascot if they are of interest.

I think several of their members are hoping to attend Wroxhall.



Regards,

STUART ADMANS

DEAR NEIL,

In my Reps Rep piece that I sent to you, I mentioned the Sprite 60 years badge that was available from our Spridget friends in Australia.



I sent for one and here is the picture. I am rather pleased.

ALAN

HI NEIL,

Just a reminder, can you mention that on the 20th May 2018, the Austin Healey Club event at Shelsley Walsh in Worcetsreshire, is open to all Sprite and Midget car clubs.

More information is available at www.sprite60.org

REGARDS, COLIN GALE

Update re last month's mystery Frogeye at Funchal airport.

HI NEIL,

I just received my March Mascot, having returned a week ago from Madeira.

The red Frogeye belongs to my very good friend Aires Andrade, he's standing proudly next to it. I'm the one in shorts.



The car is all original, restored by Aires some years ago. They have a big classic car club on Madeira, with lots of events, parades in various festivals, rallies and time trials.

There will be a big parade of cars in May as part of the Flower Festival, and a Classic Revival on the 26th and 27th of May. Aires enters nearly everything with the Frogeye and has cabinets full of trophies.

The Madeira Tourist Board has asked the club if they can put various classic cars at the Airport, presumably to spark interest in the various events.

I would be grateful if a copy of the magazine could be sent to Aires. (from Editor – this has been done Tim)

By the way, I have owned my own Frogeye, 21 WNO, since 1969 and rebuilt it in 2005.

**KIND REGARDS,
TIM HOPPER,
MEMBERSHIP 3011**



DEAR NEIL,

This is HPC 726C, first purchased by me in 1967. It was outside the church when we married. Restored several years ago it is pictured here in Devon during the return to our honeymoon county, Cornwall.

ROGER AND SUE GRAY



DEAR NEIL,

There is a big classic car fair in Stuttgart, Germany from 22- 25 March 2018. We join the 'the English Corner' from the Spridget Register with three Frogs and two Sprites and Midgets. One of the Sprites is mine.

Thought it would be a good idea to make a little advertising for the 60th anniversary at Wroxall Abbey on our club booth. For this I would like to ask for a printable flyer size A5 or A4 in good quality. Hope you are the right contact for this question. (Editors note – sent Peter)

Pls find attached a pic of me and my car during the Alpine Migla Tour 2017 which I attended some days.



**BEST REGARDS
PETER OHORN
#5556**

PS: HOPE TO
SEE YOU ALL AT
WROXALL ABBEY



DEAR NEIL,

“Proposed New Club Regalia”

At a recent Sunday lunch meeting in East Kent the talk was all about top down Spridgetting the whole year around. With that in mind, collaboration with the British Winter Olympic designers has resulted in a go faster streamlined all weather suit in Club colours guaranteed to keep out all that the heavens throw at us and create a lasting impression wherever we go. No need to shave heads and legs for extra speed neither will the ladies need head scarves to keep their fair locks under control. Fine details in design have still to be ironed out eg use

in emergencies at motorway services and the fact that one size fits all did not quite work out amongst our number. A modelling session at the pub rendered customers speechless indeed they were so spectacular that the landlord threw us out.

Suits can be ordered in a colour of your choice via e mail to John Clark in East Kent”

Artist impression by Dave Chalk

And last but not least, here's a copy of an email I received from one of our members ('s). I am publishing it with their permission but will withhold the members name or is it member's It goes like this:

HI NEIL,

Tks again for another superb edition of Mascot which rattled through my letterbox as I was laying up for lunch and has been devoured with much pleasure during extended post-prandials. However, I have to have one moan.

Please don't take it the wrong way. There's no apostrophe in “Track Days” as in the headline on the front cover!

At the risk of telling granny how to suck eggs, the apostrophe in English indicates one or more missing letters. However, the plural of day is days, not day's. The genitive (possessive) case was historically spelled dayes with the e giving the word a second syllable. Through colloquial use we have lost the second syllable and the spelling has become day's, as in yesterday's bright sunshine. Similarly, day's can mean day is as in “as happy as the day's long”. Similar usage can be found in don't (do not), can't (cannot or can not), isn't (is not), etc. But let us not forget who's (meaning who is) rather than whose, and it's (meaning it is) rather than its. Good isn't it? English is like that. My greengrocer amuses me immensely with his signs offering potatoe's while sticking to tomato's, both of which are incorrect but one might just stretch a point with his tomato's because the bit of card on which it is written, is not big enough for him to include the e in tomatoes!

Please don't get me on to the intransitive use of transitive verbs!

ENJOY! WHAT? HAPPY DAYS (OR IS IT DAY'S?)



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

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YORKSHIRE Rob Armstrong, T: 07889 090411 E: mascyorkshire@gmail.com



ALSO SEE THE CLUB NIGHTS SECTION FOR NEW AREAS AND CONTACTS

Compiled by Neil Thomas. Please advise me of any changes, errors etc.

MEMBERSHIP RENOVATION:

If you experience 'MASCOT' problems upon renewal, please contact the membership secretary or the treasurer straight away.

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://yorkshiremasc.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 each month 8.30pm onwards at the Tame Otter, Lichfield Road, Hopwas, Tamworth, B78 3AF, 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 466648 Mobile 07921 089680
- 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.** The Hunters Arms at Kilburn, DE56 0LU (just off the A38) from 7.30. Venues may change through the summer months for country runs. 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** **EAST KENT GROUP.** Meet at the Crown Inn, Sarre, CT7 0LF from 12.30hrs Contact Area Rep alan.instead@btopenworld.com or John Clark group co-ordinator jrclark@sky.com
- 3rd Tuesday** **SCOTLAND.** Meet at Houstoun House Hotel, Broxburn, EH52 6JS. Meetings start at 7.30pm. Graham Smith 0141 954 8276 email: smith.grahamf@yahoo.com
- 3rd Tuesday** **SURREY.** Meet at The Blue Ball, Deans Lane, Walton-on-the-Hill, Tadworth Surrey KT20 7UE. 7.30pm onwards. Contact Mike Gorman, gorman698@btinternet.com Tel: 01737 552256
- 3rd Sunday** **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: Holme Bush Inn, Old Wareham Road, Wimborne, BH21 3RZ, 01202 659420 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 Stonemasons Pub & Restaurant, Ilminster TA19 9DJ. 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

MARKET PLACE

FOR SALE - 1979 1500cc MG Midget. Recently fully restored with new tyres, new hood, hood cover and numerous electrical and brake items plus professional respray. Engine overhauled with new main and big end bearings fitted. Mileage unknown but it was off the road in dry storage from 1994 to 2015 and since then it has only done a few hundred miles. Recent MOT. £3800 Tel 01438 361400 Stevenage Herts.



WANTED - a back-copy of Mascot No.376 July 2015. I need a copy to include with my Sprite records. I have downloaded a copy from the members website but really need an original copy. Contact Ian Phillipps, on 07539563241 or email phllpps@aol.com.

PAST ISSUES OF MASCOT - Editors note - I have received this email and thought it might be of interest to someone:

“Having just removed some rather old boxes from my loft, I now have some back issues of MASCOT to dispose of. The issues I have are from December 1987 to December 1999 inclusive, but missing Sept 92, June 93 and Jan 97. These date from the days when MASCOT was an A5 monochrome publication, so they don't take up much space (currently in a box that originally held six bottle of wine!). I would appreciate the postage being paid.”

If interested email: editor@midgetandspriteclub.co.uk and I'll pass the information on.

FOR SALE - The prices are on the pics. Contact: Ring/email if interested or require further info; john@jmhutton.co.uk 07900 480 452.





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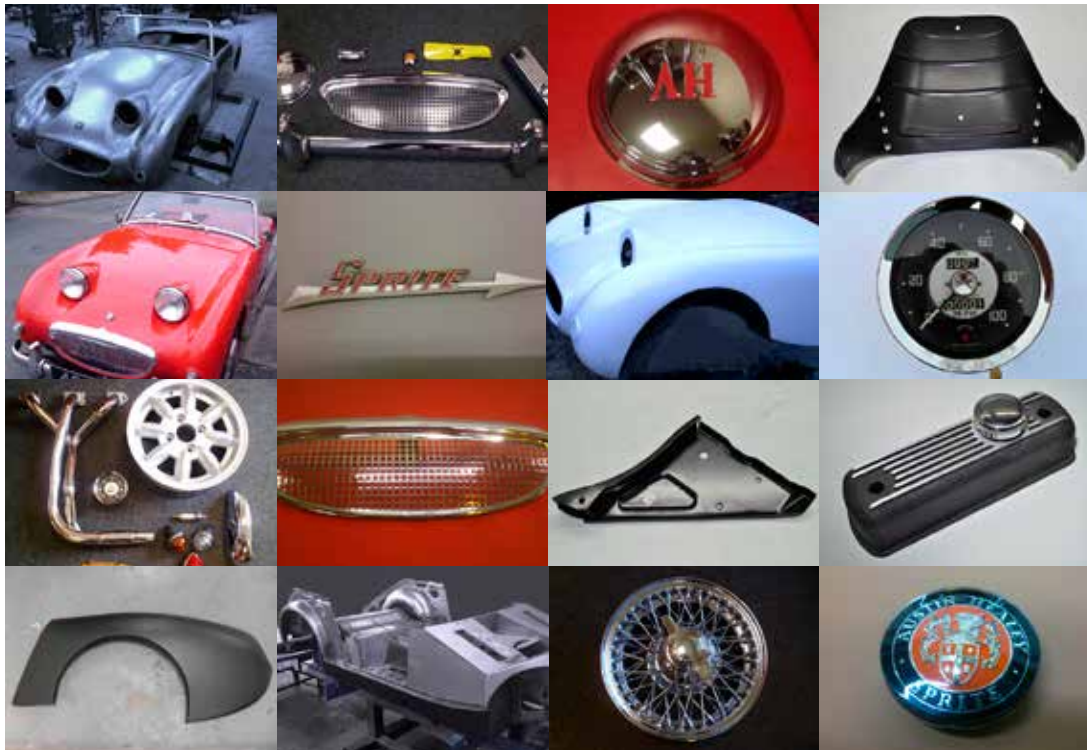
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