

# MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 418 AUGUST 2018

£3

## SPRIDGET

# 60<sup>TH</sup>

# BIRTHDAY

AT WROXALL ABBEY



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MAGAZINE OF  
THE YEAR 2018  
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# WELCOME TO THE AUGUST EDITION OF MASCOT

**NEIL THOMAS**

editor@midgetandspriteclub.co.uk



Hello everyone, I've just got back from a rather special Silverstone Classic. It was fantastic. I'm still on a high from experiencing a great weekend there and thoroughly enjoyed meeting all the members attending. It was a pleasure talking to you all and thank you very much for the positive comments about MASCOT. They mean a lot. I've penned a quick article on Silverstone for this edition and got it squeezed in but would welcome your perspective on the event. We had a great range of cars there too, ranging from Mk1 Sprites to the latest Midget models, Tifosi and Isle of Wight Frogs and all others in between. A great display and beautifully turned out.

We also had a number of young members there too including Ben and his dad Andy, who are keen to find out about competitive insurance prices for youngsters. Write to me about your experiences as Ben would like to insure his Midget but premiums are so high for him.

Wroxall is soon approaching. We have a fantastic weekend lined up for you. We are already expecting 300 Spridgets to attend. We will have a Pride of Ownership competition taking place with two classes (Mk1 Sprites and then all other models)



*Paws for Thought*

with a first and second in each class. Mike Authurs will be judging and donating the cups, so lets have a strong entry. There will be trade stands and we have Paws for Thought rescue dog display team. They are fantastic having appeared at Crufts and a host of other notable shows. We have the Vintage Vixens performing on stage. These are a female trio, singing our favourite 40's, 50's, 60's songs. We have a PA system with a well know Spridget enthusiast moving amongst you with a roving mic and MASC will offer a prize to the best dressed occupants that matches the age of their car. Now that will be fun. We have food and drink outlets for those without a picnic. It is going to be an epic party so please book now if you haven't already done so and support your MASC.

Finally, don't forget to book Donington Track Day on the 1st October. We have 20 Midgets and Sprites booked in so far which is superb, so you will have plenty of Spridget company around you.

Until the next MASCOT, have a great month and see you at Wroxall.



*Vintage Vixens*



**SPRIDGET  
60TH BIRTHDAY  
AT WROXALL ABBEY**

**26TH AUG 2018**

**£10 PER CAR**

This is a ticket only event, available from [www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)

**COVER IMAGE:**  
Spridget 60th  
Birthday event at  
Wroxall Abbey.

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

**THURSDAY 12TH  
OF AUGUST**

# YOUR COMMITTEE NEEDS YOU



This is the time of year when nominations for your club's committee are requested. We hold three to four meetings a year and you will be joining a group of like minded members whose aim is to make the club as good as it can be.

The existing committee members are just like you, male and female Midget and Sprite owners who thoroughly enjoy their cars and who want to make sure other club members get the most out of their membership. This is your opportunity to help shape the club, get involved in the introduction of club initiatives and be instrumental in delivering value for money service to our membership. If you have an interest in the way the club is run and even if you think that you have nothing to offer, please consider applying as you'd be surprised at the many ways that you can help. This year we are keen to fill a new position of Young Members Representative in our bid to ensure we retain our young members and attract new ones to the club. You will need to be under 30 to fill this role.

Candidates will not have to stand for a particular committee position; just register a particular area of interest. If we have two candidates for a particular role then both can be elected and the committee and candidates will decide on who does which

role. In this way we hope not to lose valuable experience from the committee whilst ensuring we cover all the major roles. It also gives us the opportunity to job share.

If you wish to stand for election to the committee (or even if you don't, but feel that you should) for the following year, then please complete this form. Enter your name, sign and add your membership number against your area of interest. There are up to eleven committee positions in total. All nominees, proposers and seconds must be fully paid up members; joint members are also eligible to stand.

Completed nomination forms must reach the company secretary, Glyn Polly, by 21st August 2016. Some designated committee roles will also carry the extra responsibility of Directors. There are no limits to the number of directors so if you wish to volunteer as a director then please indicate on the nomination form by adding a D next to the post. Committee roles with a D attached are the designated Directorships for the coming year.

## Completed forms should be sent to:

Glyn Polly, 7 Long Close, Bradley Stoke, Bristol, BS32 8BG Or by email to: [glyn.polly@ymail.com](mailto:glyn.polly@ymail.com)

Area of Interest	Name	Signature	Membership No	Date
Chairperson				
Administration				
Company Secretary (D)				
Finance (D)				
Membership Secretary				
Editorial (D)				
Area Rep Contact				
Young Members Rep				
General Member				
Social Media Rep				
Marketing/PR				
	Proposer	Signature	Membership No	Date

# EVENTS CALENDAR 2018

24-26th August

**Spridget 60th, Wroxall Abbey Hotel, Warwick**



13 October

MASC Open Day at Tifosi, Halls Garage, Bourne, Lincs

03 June 2019

Daks over Europe. A tour at home and in France to celebrate the 75th Anniversary of WW2 D-Day landings with a massed parachute drop from an assembly of forty Dakota aircraft. A tour for Sprites, Midgets, & Derivatives Only.  
Contact: alan.anstead@btopenworld.com



28 Aug - 09 Sept 2019

A tour through Belgium, France & Germany, visiting places of interest on the way, to the Swiss Alps: there to experience Swiss Alpine Passes.. Return via France. A tour for Sprites, Midgets, & Derivatives Only.  
Contact: alan.anstead@btopenworld.com



Send your events details to [editor@midgetandspriteclub.co.uk](mailto: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](mailto:webmaster@midgetandspriteclub.co.uk)

## RAIN FREE SPRIDGET 60TH

It is a well-known fact that to make sure it does not rain, the best thing to do is take along a brolly. You can now take along a brolly and show your support for the club.

Golf umbrellas (120mm diameter) in blue, red, green, white, navy, black, grey blue/black or orange/black with the club logo on either 2 or 4 panels can be ordered through the club website. The umbrellas will span the cockpit of your Sprite or Sprite derivative (OK Midget if you prefer).


If by some quirk of fate, the combined mass of club brollies doesn't keep the rain clouds away, you can always shelter under them.



### EVENTS DETAILS NEEDED FOR 2018

Area reps please make Neil Thomas aware of any events already in your diaries and any that are planned for 2018 so that they can be added to this section of the magazine and the website.


For the magazine Neil can be contacted at [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)  
For the website Mike Bennett can be contacted at [webmaster@midgetandspriteclub.co.uk](mailto:webmaster@midgetandspriteclub.co.uk)



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For some it's the iconic status...



For others it's the marque...

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# REPRESENTING THE REPRESENTATIVES



I woke up one morning and looked in the mirror to see that handsome prince for the umpteenth time.

Shave, shower, dressed and off to see the Osteopath. "Not bad for someone in the corridor of death" says she. Shocked I scan the room for the Grim Reaper till she adds "at least you are not in God's waiting room". Relieved, I wiped the bead of sweat from my brow and my pulse rate settled.

The next morning I woke up but remembered to put my spectacles on. The mirror was not so kind. Like a vast number of MASC members I am not in the first flush of youth. I run on a few fuel tank additives but haven't yet required an update to electronic ignition, nor electronic pump, nor the replacement of various ball joints. Why did our makers not fit grease nipples to the moving parts for longevity instead of the sealed for life variety.

I have been the Rep for Kent since starting the area group in 2006. I think it is thriving. Two well attended monthly meetings, mid week runs, tours at home and abroad and miscellaneous events, but it all takes time to manage. Queries, Mascot write-ups, articles, Health & Safety and latterly GDPR eat away at the hours. I have lost count of the hours

spent fixing members cars or promoting the club at major NEC shows.

I am lucky in that I have the time and get quite a bit of support. Indeed this year we have had a tour at home and a tour abroad and I haven't had to lift a finger. At other times I may have to bully a little but the Press Gang has yet to be employed.

Usually the request is for members to support and assist their representative. Our friendly club has but few rules and regulations and to the best of my knowledge, none for election or de-selection of an Area Rep. For my own part I canvassed my group at the beginning of the year and no one wants me to stand down so I will continue for twelve months and ask again.

Might I suggest that other Area Reps speak to their members and ask if perhaps a change of management is needed to revitalise an area group. It may be that no changes are required, maybe some tasks need to be devolved, or perhaps after possibly many years of service a rep may need to step down and allow someone else or maybe younger blood to take the helm.

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

# NEW MEMBERS

5695	Edward Yeatts	Essex	Midget	1500
5696	Phil & Julie Brook	Dorset	Midget	1500
5697	Mark & Patricia Paul	Kent	Midget	1500
5698	Duncan Wood	Hertfordshire	Midget	Mk 3
5699	Richard Yeardeley	Lincolnshire	Midget	Mk 3
5700	Ian Barber	Kent	Midget	Mk 3
5701	Rob De La Porte	Rutland	Midget	1500
5702	James & Jim Tester	Nirthamptonshire	none	None
5703	Sam Rogan	Hampshire	Midget	Mk 3
5704	David Hamilton	Northern Ireland	Midget	Mk 2
5705	Alan Robinson	Kent	Sprite	Mk 3
5706	Neil Harvey	Cheshire	Sprite	Mk 4
5707	Lindsey Wright	Norfolk	Sprite	Mk 3
5710	Robert Price	Wirral Merseyside	Midget	Mk 3
5711	Chris Wood	Dorset	Midget	Mk 1

Hi,

I recently joined the club.

I have an Austin Healey Frogeye sprite,

Manufactured June 9th 1959 and shipped a few days later.

The lovely thing about this car is that the original owner kept a journal documenting everything from purchase to capturing every journey however small and the mileage attached to them, it also logs all the petrol purchased and the cost, reading through I have noticed a few road trips in the 1960's and the journal captures the hotels and cost of staying, it also logs every mechanical spend.

Pete Webb

I have continued the process. **Editor's NB. Hope to feature this in MASCOT soon.**

Having recently joined the club please find attached a photo of my 1977 MG Midget



registration 461 HFJ. I've owned the car for a few months now and certainly making the most of the recent British weather. I'm also trying to find anyone who knew anything about this car, prior to 2011.

Mark Paul



Andy Baker's Sprite.

David Hamilton's Midget from Northern Ireland.



Bob Price.



# SNAP! OF THE MONTH

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



Mark and Ian at The Carpenters Arms.

# SNAP!



Andrew McCheyne



First to arrive.



Where to put the flag on Paul's car.

# NOW & THEN



# SOLO TO LE MANS (2018)



“Mon Francais est mauvais”; neither my Frogeye nor I are in the first flush of youth (we celebrate our golden anniversary in 2019) but having travelled far, and wide, on many tours throughout Europe I am not averse to travelling solo abroad.

For this year's Le Mans Classic I chose to 'go it alone'. Frogeyes are great cars for touring abroad as often if a break down should occur then unlike a modern it is often possible to effect a repair providing suitable tools and spares are carried.

Before departing on my trip I treated the car to fluid changes; greased her at all points, replaced a couple of fuel hoses and a front wheel bearing and generally checked her over.

I also checked that I had appropriate spares and tooling. Hotels booked; route planned and I was 'off'.

My plan was to take two days to reach my Hotel for my five day stop near the Loire but within easy driving distance of Le Mans motor racing circuit. I would spend the first night at Evreux reaching the town by white and yellow roads on the map. A gentle drive with time to spare to take in



the landscape after crossing the English Channel to Dieppe. My second day was along similar roads so often devoid of all traffic bar the occasional tractor. Through many pretty villages we travelled.

On my third day John & Jayne Le Mar joined me, in their Frogeye, to drive across the Loire by way of Bailey Bridge in search of a river cruise. Delaying perhaps too long over lunch in the cool cavern, that is a Troglodyte Cafe, we seemingly missed the boat. However an excellent guided tour of the Manoir de Launay proved an excellent substitute. Going our separate ways from the Manoir I returned to experience the gastronomic delights of my Hotel.



Friday and Saturday I spent with friends and acquaintances at the Circuit. With so many Masc members there - there surely will be a write up on the event. I returned to my Hotel late to experience driving in darkness in the cool night air taking in the smell of the fields alive with the sound of a multitude of crickets. This drive led to the only maintenance that I had to perform - that of clearing the windscreen of dead bugs.

Sunday again found me touring alone visiting a bustling street market; dining in a cool cavern; riding on a narrow gauge railway around a cool lake before an encounter with a bohemian couple who were kind enough to slate my thirst with a cool drink.



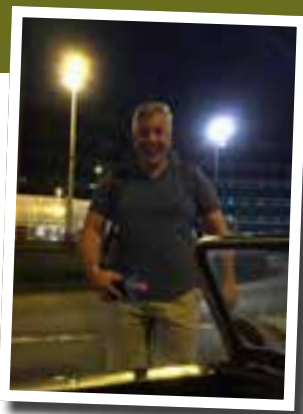
Monday came too soon as I set out for my overnight halt at Lisieux. The last day took me across the magnificent Pont de Bretonne with its views of the Seine. I arrived home around midnight having completed just short of 1000 miles.



# ANOTHER CLASSIC LE MANS... JUST

It's Thursday and we are all packing to leave in the early hours of Friday to get to the Poole ferry at 07.30. I have organised the ferry tickets, Derek has organised the accommodation, and Gilles has sorted the tickets. I get a call from Gilles sounding completely gutted, "my passport is out of date ! Do you know anyone who can jump in? "There must be a way I say, and after much searching of flights and trains, Gilles has an appointment at 08.30 in Newport to get a new passport, but no guarantee of getting the passport that day! I feel a Top Gear style challenge coming on!! I get in the Frogeye at 04.30 and head down to meet the Alfa Montreal we are going with, and we head to the ferry. We get to the ferry as Gilles arrives in Newport hoping for a new passport. We head out to sea from Poole and await news, as we arrive in Cherbourg and depart for Le Mans we get news that Gilles has a new passport and has a flight from Cardiff to Paris ! After many hours in the sun driving we arrive at a very busy Le Mans and are surrounded with lots of great classic cars and always looking for sprites ! Gilles has arrived in Paris and is en route to Gare de Nord to catch a train to Le Mans, it's looking good. We get settled in at our accommodation and went for a bite to eat in Arnage, a fabulous event in itself, as you sit and eat and drink, rare and beautiful classic cars drive by, what an atmosphere. The others go back to our accommodation and I head to Le Mans to meet Gilles, he has made it!!!! 11pm and he has caught up with us, shattered but relieved we head into Arnage for a beer to celebrate. The next few days are filled with great racing, and we get to Mulsanne corner, Arnage corner and the main stand. We had been hoping to meet Greg and

Richard but timings never quite worked out, you forget how big a circuit this is! We did meet some other MASC members in Arnage on Saturday night, and saw several frogs and sprites around the circuit and on the way back to the ferry. Another fabulous weekend of classic racing and classic cars, roll on 2 years and hopefully meeting up with more MASC members at this famous event.



# DORSET AREA CELEBRATES SPRITE'S 60TH BIRTHDAY



Planning for our 60th Birthday party to celebrate the launch of the Sprite on 20 May 1958 had included everything apart from the weather. But Dorset members awoke on the day, 60 years to the day 20 May, to brilliant sunshine and blue skies—something unusual for us given recent year's floods, cancellations, etc.!

With some 80 cars pre-registered to attend, the good weather brought with it more late arrivals and we ended up with approaching 100 cars on the field by lunchtime. Of those approximately 60 were Sprite or Midget variants with 30+ Frogeyes including two early '9-stud' windscreen cars.

We were delighted to welcome cars from a number of MASC Areas including Devon, Somerset, Bristol, Wiltshire and Hampshire – thanks guys for all your support which made the event something special for us and added to the feedback we had that "everyone was so friendly".

With our special line-up of examples of Sprites and Midgets of all variants produced over the years, we nearly had a full house, just missing two models which are scarce models. With the event also aiming to raise funds for our charity this year, the Dorset Cancer Care Foundation, we were pleased to see visitors trying their luck at our fund raising stalls throughout the day.

The result was that on the day we raised over £800 for the charity so a big thank you to everyone who supported our event. I'd also apologise to those of you who were looking for the BBQ and live music – they did appear just as people started leaving! – Unfortunately outside our direct control.

A bottle of plonk was awarded to Frogeye owner Ken Kelso who travelled down from Cambridge, 169 miles each way – now that's something to

think about for those of us who only potter around the local area. The event publicity original artwork by Dorset Area member Dave Hindson was initially won by the wife of the artist, but Sharon kindly returned the water colour and the winner was Dave Clarkson from Devon MASC.



Everyone from Dorset Area worked so hard on the day but with so many members, supporters and their partners involved, it would fill the page to name them. But a sincere THANK YOU to all who helped make it such a successful day.

From feedback received after the event it seems that everyone enjoyed themselves. In the words of the famous (or infamous) Terry Horler who neatly summed up the day with the observation, **"A great turnout of cars, great weather and a really good atmosphere. You did the club and our cars proud – well done to all involved"**.

**And now a plug** - Visitors to the event will have received a free specially produced coaster as part of your welcome pack. We have a limited number of these left for sale and you can buy a set at 4 for £5. Produced from recycled plastic and with a non-slip backing these mats are perfect for use outdoors or in and once they are gone – they are gone! All proceeds will go to our charity fund. Contact John Gully at: [john.gully@btinternet.com](mailto:john.gully@btinternet.com)

**John Gully**  
Dorset Area Representative

# MY K SERIES MIDGET - PART 2



## Painting the shell

As my budget was small for this car I decided to do the painting at home, I did many hours of research into how I could best achieve this. I looked into spraying the car but found that this was going to be a bit messy and I'd have to do the whole car in one go. With the wonders of YouTube I found out about the idea of coach painting, this sounded just what I needed to do as I could do a panel at a time and also achieve the sort of finish that I was after. I used hammerite smooth paint mixed with white spirit and applied it with a foam brush, after about 10 to 15 coats and some rubbing down to achieve a smooth finish I applied a few coats of matt clearcoat. This sort of paint job isn't for everyone but if your car isn't going to be a show car I'd encourage you to have a go. This method also allowed me to achieve my "worn through because of over polishing and weathering" look I wanted to have on the car. Again this won't be to every ones taste but as I was doing a budget build it was the best solution to getting the car on the road quickly.



## Final Build Up

It was now August 2017 I'd been on the project for approx. 15 months. As I'd been going through I had been working on the smaller parts and assemblies as I wanted to build up the car in one effort rather than starting and stopping waiting for parts. I now had everything in place to start the rebuild.

As with building up any Spridget there are a few places to start but I choose to start with the rear suspension and axle. This was all built up off the car and then the car was lowered onto the axle as it stood on axle stands, I still needed my neighbour to help sit in the boot to get the springs bolted in.

I then rebuilt the front suspension, as for the rear I fitted 1" lowered springs which would give better handling. This all went very well as I was putting the suspension together I fitted poly bushes rather than rubber bushes, this would give a better handling car. I was going to fit a bigger brake kit on the front but I had to save up for a bit longer and ended up completing this work in early March.

Now that the car was back on the wheels I noticed that the steering rack was leaking, I couldn't get it to stop dripping so in the end I exchanged it and fitted a refurbished unit. As the car was a rolling chassis I then went onto preparing to install the dashboard and wiring. Everything that was behind the dashboard was fitted, wiper motor and demisters being the main items.

Wiring the loom took approximately 40 hours, I made some minor mods like adding hazard warning lights and converting to 2 speed windscreen wiper. I was also very pleased that I got the immobiliser to flash the indicator lights when it's disarmed, (simple things please simple minds). I also made a loom for the one piece bonnet with plug couplers to make it quick to remove the bonnet.

Once the wiring was complete I plumbed in the brake pipes and fitted braided flexible hoses, I kept the standard drum brakes on the rear but fitted larger 240mm (9.5 inch) vented front discs and 4 pot alloy callipers, a new original spec master cylinder was used.

As I needed to set the spacer height to get the correct operation the clutch, I built the engine and gearbox up and everything was tested out of the car, this was a very useful exercise as I was able to work out that I needed to shorten the master



cylinder push rod to avoid the clutch over throwing. I made an adjustable push rod and was then able to accurately set the clutch operation without overthrow. A standard master cylinder and copper pipe was used to connect to the braided hose, I also fitted a longer hose to allow the clutch to be bled from above the car.

I was now happy that the engine bay was ready for the final installation of the engine. I prepared the gearbox, clutch, flywheel, starter motor and engine and then got them all together, (this all went together surprisingly easily). As I had put the engine in and out sixteen times it only takes me about 10 minutes to lower the engine and box into position. All the mounts were done up and ready for the final stage of the install.

## Finishing Off

There was then the pleasurable process of finishing off the build I was relieved and happy that my careful planning meant that the alternator and adjustable link rod worked perfectly, the exhaust manifold, the coolant rail and hoses, the radiator and expansion tank were installed as per the plans and then fresh oil coolant added to the cooling system, the remote oil filter was plumbed in and the engine given a fresh fill of oil.

The exhaust system was then completed by fitting the tail pipe, I had to convert back brakes to the early type of handbrake to avoid the axle bracket for the 1500 version, not difficult just a bit annoying.

Finally it was time, everything was given the once over again and as all was ok the engine was then cranked over for the first time. To my amazement the starter span the engine round this was great news as I'd been worried that I'd made some sort of error in the wiring but I'd got the immobiliser working correctly. The next step was to insert the fuel pump relay and go for a full start. Nothing, fuel wasn't getting through to the engine, I'd already primed the pumps but the low pressure wasn't pushing fuel, this was soon sorted by sucking some through and so with the next turn of the key the engine fired up. Wow I was so pleased it was working! To be honest I was dreading something electrical not working but all that time designing, installing and testing the wiring had proved a worthwhile investment.

There were a few snags to sort out though! The coolant was leaking in 3 places, I'd put a gasket on upside down, the plastic inlet manifold was damaged and one of the hose clips wasn't quite tight enough. (later on the pressure was too much for the 1275 rad so I bought an ally version which worked a treat).

I decided the best thing to do would be to book an MOT then I'd have a target to go for.

This was a great motivator and made me determined to get the car finished, the clutch and brakes were bled, I got the rest of the electrical parts working, lights, horn, reverse lights, brake lights (including a high level LED Type) windscreen





wiper and the heater fan. The interior was finished off including letting my sons “sticker bomb” the lightweight wooden door panels. Wheels and tyres were purchased and fitted to the car. Seats and seatbelts were fitted. Rollbar fitted. Boot lid, doors and bonnet fitted. And that was it finished!

Everything was tested and then I drove down to the MOT station (they had a place a week earlier than I'd booked) and I am proud to say that the car flew through with flying colours!

Since then I've put nearly 1000 miles on the car without any major problems, I'm so proud of the car in many ways and so glad I had the opportunity to build it.

Whilst working on the project I was struck by the differences in information and parts available to

me since the last time I had built a car. When I did my car in the 90s I had 4 books and 2 friends to help me, a good supply of NOS parts which went on easily and no internet to give me at least 2 “correct” answers to a problem. Now in the “teens” I had the same 4 books, a poor supply of NOS parts, a supply of poor quality new parts, an internet to give me at least 2 “correct” answers to a problem and great confidence & encouragement from people all over the UK and the world. Which one was better? Neither really they are just different eras with similar problems that can all be overcome.

I'd like to take this opportunity to say a MASSIVE THANK YOU to everyone one who has helped me with this particularly the K Series Facebook Group and the old BBS that provided a great deal of information and advice.



# MY CLASSIC JOURNEY

## PART 2: THE RE-COMMISSIONING

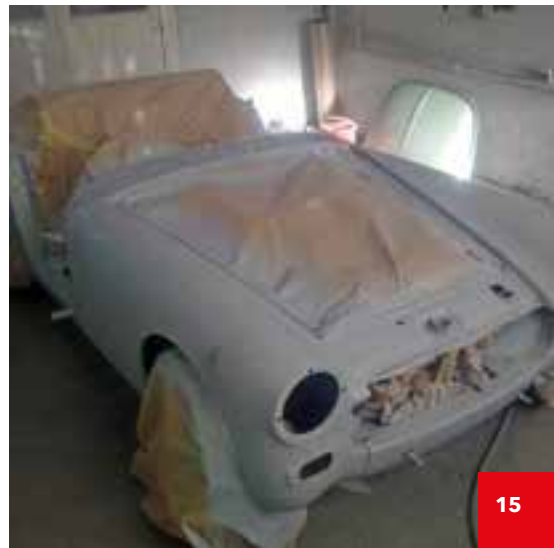
I concluded last time with NML 512L just purchased and residing in its newly carpeted (yes really!) garage.

With the excitement of the search and chase behind me, it was time for a reality check and full assessment of my new toy. My local garage is 'Classic friendly' so they agreed to have a good look at the mechanical side of things. Up on the lift I was relieved that all was well with the bodyshell, and quite amazingly had never been welded underneath. The car had had a recent exhaust, but this was out of alignment and blowing on the manifold, the battery also needed replacing but that was it. Following an oil and filter change, points, timing and tappets check and suspension grease NML was given a clean bill of health and good to go.

Next the paintwork, you may remember this was the one area that let NML down. From 3 paces the car looked good but closer inspection revealed quite severe micro blistering under the paint, add to this some minor parking dents and scrapes acquired over 45 years and it was clear that some work was definitely needed. I tried a bit of elbow grease and T Cut and this did improve things but the micro blistering was still there. The blistering is apparently caused by moisture under the paint and can only be cured by stripping to bare metal and starting from scratch, gulp; the reality of classic car ownership was starting to dawn on me!

I decided to enjoy the car through late autumn whilst wrestling with the dilemma of what to do with the paintwork. One school of thought was to leave it as it is and run it as a nice old car with paint issues. This didn't feel right though given the cars excellent structural condition and I decided it deserved more. With help again from Nick (remember him?) I started to get quotes from various bodyshops, an interesting process with wildly varying amounts suggested. As a Quantity Surveyor, I'm used to dealing with detailed costed schedules of work so I wasn't quite prepared for the sucking of teeth and very approximate figures banded about. In the end I went back to Darren at Lemon Road Classics, we were on the same wave length and in return for a schedule of work he gave me a fixed quote which we agreed on.

The plan was to disassemble as required and then strip the car to bare metal, attend to any necessary body repairs then repaint in original Aqua blue. The boot and under bonnet areas would also be repainted but leaving the engine in place which would be carefully masked up. All engine ancillaries would also be repainted together with the air filter box and rocker cover. Given the interior's good condition and originality it was agreed to carefully mask up and leave as is. Finally the Ro-style wheels would be refinished. The car was delivered to Lemon Road Classics in early December with a completion date in February. Darren was keen for





me to be involved in the process and encouraged me to drop in at major mile stone points; he also e-mailed regular photo updates.

Whilst Darren was busy getting on with the job I set about searching out replacement bits and bobs to make sure the rest of the car would live up to the new paint. Nick was keen to point out it would be much better to recondition original or buy new old stock parts than go down the reproduction route. With this in mind we found a good rechromer in Aaron Walkinshaw, which caused disbelief in some quarters due to my choice of transporting the original bumpers by train to his workshop in Bedworth, I did however collect the finished chrome

work by more conventional transport means you will be relieved to hear! Aaron refinished the bumpers together with a set of original 'brass rivet' headlamp rims to an excellent standard, on time and budget. A correct Midget steering wheel was sourced to replace the wood rim Moto-lita fitted and it was particularly satisfying to revive the leather and alloy on this. One area where reproduction parts were necessary was the various rubber and plastic seals. All new boot and door seals were bought together with windscreen to scuttle and door glass seals plus various other small parts as requested by Darren, these were supplied by the very helpful David Manners Group. The regular updates from Darren were looked forward to with equal excitement and



trepidation, particularly as the various panels were stripped to bare metal. Again my luck was in, the doors bonnet and bootlid were all rust free, as were the known rust points on the front and rear wings, the car had clearly been garaged and looked after all its life.

By the end of January the car was in primer and by mid February the first colour coats were being added to the doors, boot and bonnet which were sprayed off the car. By mid February the car was painted and chrome parts collected, the 'fitting up' could now start. This was a particularly enjoyable part of the process as each update from Darren saw NML look more and more like a Midget again. The finishing touch was the repaint of the wheels and with some final fettling NML was ready for collection at the end of February.

If you cast your minds back to the end of February you may remember the 'The Beast from the East' weather system, well this blast of arctic weather coincided with the collection date for NML. Boosted by the confidence gained when I first bought the car and drove back in a monsoon, I was sure the plucky little Midget would have no problem dealing with icy conditions. On February 27th I arrived at Lemon Road Classics to be greeted by a smiling Darren and a beautiful Aqua blue MG Midget. I was over the

moon, the car looked every bit as good as I'd hoped it would, I was a happy man. Driving back on those icy and salty roads was nerve wracking and the first job on return was to wash the salt off and leather it down before installing NML back in its carpeted home.

This brings us up to date; I'm looking forward to the warmer weather and some great adventures in my first classic car. Thanks to everyone who has been involved in my classic car journey, particularly Darren at Lemon Road, rechromer Aaron Walkinshaw, Paul Depper MG spares, David Manners Group, Welsh MG Centre, SMOC, Nick for his invaluable help and advice and last but not least my partner Monika for being so patient and indulging me in my new hobby.

As a final twist, I lent a copy of MASCOT magazine to Nick who then bought Alan Lo's mk1 Escort GT from the classified section. We were amazed to find out this car was owned from new by Terry Horler, the author of 'Original Midget and Sprite', which has the picture of a red MG Midget on the rear of the dust cover ( along with page 75 ) outside 'Aston Garage' in my home town of Stone, Staffordshire where NML and the Escort live, what are the chances !



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# SILVERSTONE CLASSIC 2018



Over 1000 cars raced at this year's Silverstone Classic and over 100,000 people attended to take part in the weekend. Whilst Silverstone was celebrating its 70 years as a Grand Prix circuit, the Midget and Sprite Club were celebrating 60 years of the club and 35 years since the formation of the club. It was a truly fantastic weekend with so much to do and see besides the racing.

This year MASC's stand was in a great location, slightly elevated and with good views and access to the circuit. Friday started well, but a very heavy downpour in the evening, almost tropical in its nature, failed to dampen the spirits despite me getting soaked to the skin on the camping field. But Spridgeteers are made of sterner stuff. Indeed those members still supported the Soul to Soul band playing on the main stage that evening in a somewhat damp environment.

Saturday morning dawned dry, the hot air balloons forming a great display for those up early enough to see them and the day soon hit the late 20's. The Spridgets came rolling in, formed up on the stand and were welcomed by Gary, Mark and others present. Some people got caught out by

forgetting their sunscreen, but most remembered their hats and sunglasses. It was fantastic to see a steady flow of visitors to the stand, admiring the cars, joining the club as new members and regaling us of their memories and exploits of when they owned such little gems.



The action went on into the evening with the race cars driving with lights full on and UB40 blasting out all their well known hits to a packed audience.

On Sunday morning, the weather was perfect again. People had a chance to see the early morning balloons going up again and the stand began to fill from 9am. Thirty cars were expected this day and 30 is what we had. It was a great sight and a pleasure also to see new young members attending and enjoying the experience.

At 10.30am, everyone taking part in the track parade, assembled at their cars, ensuring their forms were completed and wrists bands put on. The parade laps are a useful way for the organisers both to fill time between race slots and to give the spectators to the event a fantastic display of classic, interesting and iconic cars out on the track. Whilst we were waiting for our turn to go on track, from our strategic high point, we could see lots of other car makes were also taking





the opportunity to display their pride and joy's on track and to celebrate some of their milestone years. Clearly, 60 and 70 years was a significant time period in British motoring history. It was a spectacle to behold.



The Spridgets were soon called down on to the track to await their turn, providing a great photo opportunity to capture our cars in a great setting. We also learned that our chairman, Mark Hall, is adept at loud whistles as he drew everyone's attention to grab an all important photo.



I jumped in as a passenger with Ian and this also enabled me to take some photos on the way round. You will see them soon hopefully.

It was a pleasure seeing everyone's face as they drove around the circuit. Everyone was smiling, laughing and cherishing every moment of it. It was a great experience. Back off the circuit, members took the opportunity to go and look around the event and to top up their tan, as it became very hot in the afternoon.

Some of the stand out moments on the stand for me was hearing about the gentleman who had arrived at the event, saw a Frogeye for sale amongst the trade stands, bought it right there despite admitting knowing nothing about Sprites

and then walking over to the MASC stand and joining. Brilliant. I look forward to meeting up with him soon and perhaps even receiving an article from him.

Meeting Rose and her partner from Bristol in their metallic blue Frogeye, which she admits she could write a whole chapter on the Trials and Tribulations of. I will hold her to that.



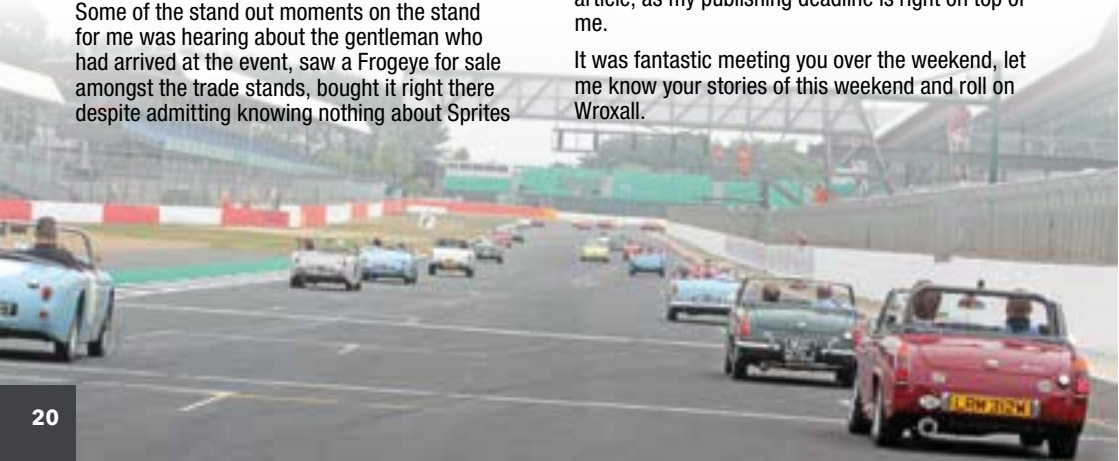
She's met Terry too (poor girl) as she has attended the Bowels of Bristol and met other young member there, Alex Gleed.

Then there was the gentleman who wanted to know if the Frogeye he had owned many years previously was still about. Gary is helping him with that one.

And never being one to miss an opportunity to spread the word about Wroxall, I along with others handed out flyers to unsuspecting Spridgeteers at the event. I had a very warm welcome from some Austin Healey Club members who are planning to attend, which is great news as Wroxall is all about the cars and not the clubs. I also enjoyed meeting the couple from Cambridge, who I found out, had very strong links to Pembrokeshire, my home county.

There is so much more I could say about this event but I am literally holding the front page for this article, as my publishing deadline is right on top of me.

It was fantastic meeting you over the weekend, let me know your stories of this weekend and roll on Wroxall.



# OIL TEMPERATURE SENSOR INSTALLATION

The fitting of an oil temperature gauge can provide useful information not only in motorsport applications but also for general driving especially where climates are much hotter than the UK or when the engine is required to work much harder e.g. long runs or continuous/severe gradients.

The most relevant temperature is that of the bulk oil contained in the sump and is best measured directly, not via the use of extensive adaptors fitted into the sump drain plug or oil pressure connections that are likely to provide effective cooling of the oil being measured by virtue of the passing airstream.

An online search would reveal the vast majority of electric type oil temperature sensors to have a male 1/8" NPT thread with the signal being transmitted by wire to the display gauge.

Optimum location for the sensor is adjacent to the drain plug at an offset of about 1" in both height and lateral position. Whilst it is feasible to weld a boss directly to the sump pan, the material thickness requires great care and where my preference is to braze (circa 900oC) or silver solder (circa 675/775oC subject to specific grade) with the latter process being preferable due to only requiring a propane gas torch. In both cases the specific flux used becomes clear and free flowing and can be observed to clean the material to a bright metal condition just prior to melting of the joint filler metal.

The sump fitting for a 1/8" NPT sensor was machined from a 7/8" (22mm) steel bar with a spigot diameter of 5/8" (16mm) giving a 1/8" (3mm) contact flange width sufficient to ensure prevention of leakage together with a high capacity against torque loading. Material grade can be ordinary mild steel (EN3 or current equivalent) or free machining type steel (EN1 or current equivalent) for silver soldering but which is not suitable for welding due to its lead content. I machined a suitable bush having an overall length of 3/8" (10mm) with a spigot depth of 1/8" (3mm). The opening in the sump was initially marked and a small hole drilled by hand to receive the centre from a 16mm Rotabroach cutter (Photograph 1) that is a precision version of a hole saw but if using the latter, it would be preferable to drill the hole first and after deburring to make the bush to ensure a close fit.



For those unable to source a suitable bush I would be able to supply on request, however the installer will need to take care to ensure a reasonable fit which can be readily achieved if a slightly smaller hole is initially provided and then carefully filed out to suit.

Using a 5/8" (M16) bolt, nuts and washers, the local area around the hole can be flattened (Photograph 2) to ensure the bush seats against the sump as a close fit is required for the silver solder to provide an effective connection. Thoroughly prepare the contact surfaces to ensure removal of all traces of paint, rust and oil before applying the correct flux mixed with a little water to make a thick paste. Ensure excess is wiped clear before gently heating to evaporate water before





bringing up to temperature where the silver solder can be introduced to the flame and brought into contact with the heated joint. Once the soldering temperature is reached the filler rod will be observed to melt and be drawn by capillary action into the joint. Permit to cool before washing in water and wire brushing to remove the spent flux coating. Sump may be cleaned with specific attention to the threads that should be wire brushed to ensure any oxide is removed to aid subsequent installation of fittings (Photograph 3). Install sump plug, fit temporary plug or sensor (Photograph 4) and fill the sump with water to perform a hydrostatic leak test (Photograph 5) for a period of around 10 minutes. Dry, prepare and repaint sump as required. If not intended for immediate use, an appropriate 1/8" NPT plug or 3/8" BSP cap (Photograph 6) can be left in position provided it is suitably sealed against oil leakage.

Silver or hard soldering can be readily accomplished using a propane torch and is my preferred approach when making many items of equipment in comparison with brazing that necessitates the use of either a fuel gas/air torch or oxyacetylene equipment.

Temperature sensor and gauge fitment should follow the instructions provided by the gauge manufacturer.

Where it is intended to fit a more traditional capillary type temperature sensor, the size is more generally 3/8" BSP requiring a similarly sized bush but having a projecting male thread. In this case it was found that I also had to make and anneal a few suitably sized copper sealing washers as I could not readily locate any standard item having suitable dimensions.

A similar female fitting made to 1/4" BSP could also be used to install a drain in the petrol tank as this is no longer standard fitment with replacement items. As the tanks may be made from 'Zintec' or similar zinc coated steel sheet, the local area needs to be cleaned back to bare steel for a distance of around 2" (50mm) diameter using a suitable abrasive.

It is likely that sump modification may be undertaken during a convenient engine removal, so in addition to the basic boss I have provided a threaded brass plug/cap where requested that will provide an interim seal until such time as the requisite sensor is installed. Suitable sealant may be used on the sump but where fitment is to the petrol tank, I have provided a slightly larger headed plug together with an annealed copper washer to provide a durable seal against possible leakage.

© Steve Keil NW Area 4698



# FUEL VAPORISATION ISSUES

This article refers to MGBs, but the same issues apply to our Spridgets.

My 1980 MGB has started to cut out. It will run from cold and run smoothly, what I have found is that after a journey when the car is hot and I stop for a period when I go to restart it starts but after 100 yards or so it just dies, I must leave it a minute and it will restart but will only run 100 yards or so and die again, this sequence continues. After my last episode, a run of 60 miles running sweet as ever after a 30 minute stop the aforementioned returns, I eventually got a tow home from the AA. I had the carbs taken off and cleaned out back together and restarted the car it ticked over sweetly left it for 30- 45 minutes, stopped it for 10 minutes and restarted it ran sweet for 200 yards or so and the aforementioned procedure was repeated 5 times to get me back home. Any input would be welcome.

This has all the hallmarks of fuel vaporisation within the fuel lines that then creates a blockage to fresh fuel flow. It could also be affected by a weak pump as well, so the check is to create the problem and then remove the fuel feed hose and redirect it into a graduated container so that you can then time how long it takes the pump to pump one pint of fuel. If the pump is working correctly it should take 30 to 35 seconds. Over 40 and that indicates a tired pump and over 50 a very tired pump. If there is a weakness with the pump there is no guarantee that a new pump will fully overcome the problem as fuel vaporisation affects cars in pristine condition and here only insulating the heat from reaching the fuel lines and carbs will help and that is a piecemeal case of adding various suitable types of insulation to fuel lines etc.

Many thanks. What I don't understand is why I was able to do a 60 mile run without a problem and it only occurred after I had stopped.

Essentially this is for a very simple reason. Driving uses fuel and so fuel passes through the carbs quickly and has little time to pick up heat. Slow right down and get stuck in traffic and the engine is at idle so little fuel is being used meaning fuel hangs around in the carb float chambers and lines much longer so has much more time to take on heat. This heat is rising off the exhaust, radiating from the engine, exhaust and cooling system and heats the carbs and fuel lines and the fuel inside.



The fuel expands as it is heated, but usually with the engine running the effects of this expansion is limited to seeing the engine's idle speed become less smooth, although if the engine is not set up well to start with and doesn't have a smooth idle this hot fuel influence on making the idle rougher can in extended traffic conditions cause the engine to stall with a good chance it might not readily restart as the plugs may be flooded.

Now the most common situation is where you stop for a short period between 5 and 30 minutes, for refuelling etc. The fuel in the carbs is static and all the heat rising and radiating soon raises the fuel temp in the fuel lines causing it to expand before boiling and creating a vapour lock (similar to air in a braking system not allowing brake application now not allowing the fuel pump to push the fuel past the vapour lock). Greater quantity of fuel in the float chambers takes longer to heat up but the expansion that does occur sees this expanded fuel only able to move upwards, raising the fuel height and seeing this expanded fuel spilling out of the main jet and into the carbs intake throat.



*Edward Leaker's beautifully restored Mk1 Sprite. No fuel issues on this one, although it does affect many of our cars*

This process is just as if the float valves stuck open under normal driving conditions, but usually the fuel height rise is slow enough to see just fuel spilling out of the main jet and not through the float chamber overflow pipe. As this continues it is like pouring neat fuel straight into the engine and why the plugs usually get soaked and can't spark, hence no engine start. Even if you operate with full throttle whilst cranking (to get the maximum air into the engine during cranking to try to offset the fuel overload) and the engine starts it may still have a vapour lock in the fuel lines so that is why you may hear of owners being able to start their engine after these short stops only to drive a few hundred yards before the engine cuts out again and then is totally dead. Call the breakdown out and by the time they arrive, rarely less than 30 minutes, the engine cranks and starts then perhaps after a little roughness for a few seconds or so then drives normally until the next similar stop when the same heat cycle occurs again.

Unfortunately, there is no single or simple cure as fundamentally modern petrol and classic cast iron engines are not good bed partners, and even more so when the engine design sees the fuel system and carbs sitting right on top of the exhaust as we have on most MGs. Perhaps fitting a crossflow alloy

cylinder head that puts the fuel system on the other side of the engine away from the exhaust, which is somewhat extreme, but using the 4 cylinder Ford Kent engines as a good example, the earlier pre-crossflow versions seem to have more issues than the later crossflow engines.

We must do our best at shielding the fuel lines and carbs from heat radiated from the exhaust manifold and rising from the manifold and downpipe into the carbs. This covers ensuring existing heat shields are in good order, adding homemade additional heat shielding under the carbs to redirect rising hot air from the exhaust downpipes, to expensive ceramic coating of the exhaust. Zircotec plasma applied treatments were covered in the club magazine (*Enjoying MG*) in November 2011, plus the fuel features in July 2006 and July 2007 show this is far from a new problem, just that more owners suffer as petrol continues to change in detail make up. This is an ongoing 'war' for the classic car owner and as the years pass MGs that are not yet seen as classic (MGF & TF) will also start to show the affected signs of reacting to the available and evolving modern fuel.

Reproduced by kind permission from an article by Roger Parker from '*Enjoying MG*' magazine March 2018.

# WISHBONES UPDATE

Editors Note: An associate of Alan Anstead's (a non MASC member) shared this information with him. Some of the content has been edited by myself and the name of the company has been omitted in case they take umbrage and subsequent action against the club, but I think the content does raise people's awareness of what to look out for when purchasing new wishbones.

"I ordered them yesterday afternoon, and they arrived today, 11am. £10 packing and delivery included in the £113.48. So far so good.

However, whilst the outer threaded bushes are nicely aligned, I'm not so impressed with the welding. As you can see it's not continuous. They welded only half way around on the outsides, and then the other half on the insides. It seems to me, that they could have at least made it continuous on the outsides. Although I suspect it will be strong enough it's not great.

More of an issue are the INNER bushes. These haven't been welded at all on the outsides, and only half way – where it's accessible – on the insides. (Brazing would flow all the way around).

In addition to that, the inner bushes, instead of being wider at both ends – tapering to the centres, as they should be, are wide at one end and taper all the way to the other end. The result is that the rubber bushes only fit/insert properly at one end. AND, at both ends they do not have rolled edges, which will mean the metal wishbone bushes will cut into the rubber bushes.

Now in both cases, inner and outer, I 'could' weld them myself. I 'could' even spread the narrow ends of the inner bushes, and roll the edges. I'm tempted to because they were cheap with the discount, and because of the difficulty of getting decent ones elsewhere. But I shouldn't have to, so I don't really feel inclined to."



*Original old w/bone with correct shape inner bush.*



*New w/bone with incorrect shape inner bush. Too narrow left hand end. Wider at the right hand end.*





Tent, sleeping bags, airbed, shorts, suncream, toothbrush, all ready to go and my Midget packed to overflowing. Le Mans Classic here we come.



*French Trip, From left, Andy, Dave, Richard, Bernie and Greg at Arromanches.*

It had been two years since the last French Classic and the wait had been well worth it. This time around we decided to alter the itinerary a little. On the journey to Le Mans we would pay our respects to those who took part in the D Day landings on June 6th 1944. It all started with a leisurely drive down to Portsmouth with Andy Bird and Dave Clarkson. Once on board the ferry we met Greg Phillips and Richard Wharmby for a late evening drink or two. The ferry docked at 7am in Caen and we were soon out of the port and making our way along the D Day beach coastline. First, Sword Beach, followed by Juno Beach and then onto Gold Beach where the Mulberry Harbour was constructed in the bay of Arromanches. We spent some time walking along the cliffs to take in the panoramic view before making our way into the town to visit the museum dedicated to building this monumental floating harbour. I can recommend this visit if you are ever in this part of France it is truly awe inspiring and very moving. Following a late brunch we made our way down to Le Mans, passing through quaint French villages and excellent winding roads as the sun beat down on our open top cars.

Anyone who has ever been to the Le mans Classic will know that this is probably one of the greatest gathering of classic cars in the world. Along with twenty four hours of competitive racing from cars dating from the 1930's until almost the present day the Classic is well known for it's gathering of car

clubs making sure just about every model of car can be seen. Away from the track we visited Le Mans including the historic Cathedral, had roadside meals in Arnage High Street and for me a special birthday treat of a visit to the Le Mans Racing Museum.

The visit was over all too soon as we found ourselves packing tents and making our way back to the ferry via a stop at Falaise. This was yet another reminder of our debt to those who took part in WW2 with a major battle taking place nearby where we had stopped for refreshments. It had been a truly amazing and moving week in more ways than one.

There has been much talk in this magazine of how best to attract younger members. Maybe the Central region lead the way here with John Collins having probably the two youngest members, Austin and Jensen. However, we now have another young member James Tester aged eleven. Jim Tester owns a garage preparing and racing historic cars from the 50's and 60's. His sons, James (11) and Harry (7) unsurprisingly are car mad. So when Jim asked James what car he would like "Frogeye" came back the reply. Jim is now in the process of sourcing a suitable car with the hope that James can help with the restoration and one day learn to drive and enjoy it. Well done James.



*Jim Tester with sons, James (11) and Harry (7).*

**Dave Warren**



*James Tester (11) sat in one of his Dad's prepared cars.*

# DEVON AREA REPORT



On July 7th & 8th we had a good Spritely turnout for the 2-day classic car & steam fair at Powderham Castle between Exeter & Dawlish on the A379. This is a huge event organised by The Crash Box club & generates a massive amount of money for local

charities. It was estimated that there were at least 1500 classic cars on display either privately entered or with car clubs.

Unfortunately, the show clashed with the British Grand Prix & Classic LeMans, however MASC was represented by: Will & Marion Edwards in their very pretty old English White Frogeye, Bob & Jane Pearce in their tidy Mk1V Sprite in BRG, Chris & Gill Wood in their Iris Blue Frogeye, Stan Perry in his Leaf Green Frogeye, Barry & Diane Smith in their MG Midget Mk11 which Barry restored himself.

P.S. don't forget Torbay Steam Fair & Classic Car show on 3rd 4th 5th August, see last month's events calendar, great show free entry to exhibitors, live music, beer & scrumpy tents, live steam and MASC stand. Let me know if going (need to pre-book) so there will be room on the stand for you, Chris Wood 07803922510

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Just four days after our Area's Frogeye launch Birthday show on 20 May, Dorset Area members and supporters in 16 cars, headed off for our first ever four-day trip to Guernsey. Surprisingly, given that Dorset Area of MASC

has been established for nearly 20 years, we had apparently never organised a tour of this nature before.

The crossing to Guernsey from Poole by Condor 'Fast Cat' was uneventful and with a calm sea and comfy seats a few stress busting snoozes were soon being taken along with breakfast. On arrival at Guernsey we all made direct for the hotel, Les Rocquettes, to be our home for three nights.



Good to their word the hotel had reserved parking for the group. The hotel even went so far as providing in the car park a selection of 'support' material for the cars, such as sand for soaking up oil (what – with Sprites?), greasy rags for use on the private parts of the cars and water cans etc. – most thoughtful.

That evening some made the trip into nearby St. Peter Port and others chose to relax at the hotel. Friday dawned sunny with a good forecast and after breakfast the car park was a hive of activity as hoods were lowered to benefit from the good weather which we experienced over the weekend.

Some mini-convoys made off to take in local sights whilst others went solo to explore. We had all arranged to meet up at The Rockmount on picturesque Cobo Bay on the island's north-west coast for lunch.

Having been all round the island by now, maps were studied and cars departed to various attractions on

Saturday morning. In the evening we all dined at the hotel which laid on an excellent 3-course dinner for us. Our guest of honour at the dinner was MASC member Matt Birch and his wife Diane who live on the island.

Matt is presently restoring a Mk3 Midget. He was encouraging during our planning to visit the island and we presented him with a rally plaque produced for the trip and he has promised to put it on the grill of his car for the first test drive on completion!



Overnight it did rain leading to a flurry of car leathering on Sunday morning with one enterprising member even persuading the hotel gardener to loan him his hose to wash the dust off his car! Then off we went to meet up with members of Guernsey Classic Vehicles Club at the Guernsey Pearl outlet and café at Fort Grey.



Several members asked me when the next rally was being organised! Thankyou everyone who took part for your contribution to the success of the weekend and especially to Dave Stebbing who helped me with planning and accompanied me on my planning trip to the island.



The main event this month was the brilliant Kimbolton Classic held in the beautiful grounds of Kimbolton castle. The grounds are extensive and covered in close-cropped grass and interspersed with magnificent mature trees. I set off down the nation's first highway at about 0800 in glorious sunshine and before the heat of the glorious summer weather had built up. It was pure joy to cruise along topless at 60ish so as to generate a nice cooling breeze. After a few miles we hit the B roads past Grafham water and through a few nice little villages to reach the venue ahead of the queues.

I drove straight in and paid my dues before trying out the new marshalling and site location, I was given some directions but that only got me so far, so I parked and went in search of the Kimboltonese hieroglyphics hidden in the grass and eventually found our spot and parked in the shade of a magnificent pine tree. I have to say the hieroglyphics were more clearly marked than in previous years but that didn't stop the steady trail of bewildered owners driving through our pitch in search of a place to park. Some of our usual participants were either away or had car trouble or other commitments, hence I was not expecting the numbers we normally get at this event so I did selectively allow one or two of the displaced persons (depending on how interesting their cars



were) to help fill up our pitch. Fortunately I had brought my old gazebo (shortly to be replaced by a new MASC one) and soon got it erected to provide a bit of welcome extra shade.

I had not cleaned the red Sprite since I drove it back from France so I went in search of some waterless cleaning materials on the stalls and set about smartening the Sprite up while I awaited the arrival of the others. Once the car was looking respectable I sat under the gazebo to cool off and just as I was starting to feel like Billy no mates, Maggie walked up and told me that the others had given up the search and parked elsewhere, this error was soon rectified. Everyone (including a few non-members we took pity on) really appreciated the shade and slight breeze under the gazebo on this wonderful hot sunny day.

While classic cars are a big part of this show, they are still only a part of a very diverse, interesting and pleasant day out, with exhibits ranging from people weaving willow fences through an anti gravity show, fox hounds, Tribal dancing, heavy horses and a big band to the sealed knot firing their muskets and re-enacting historical battles. Not only is this a brilliant day out but also over the 27 years of its existence the show has raised hundreds of thousands of pounds for very worthwhile charities.

**Dave Dixon**





## Spridgets in the Sun!

24th June 2018 in the County of Kent was a sunny hot day: the type of day people complain that we don't get enough of. A beautiful day to get the Sprite, Midget, or derivative out of the garage and enjoy the lanes that are the 'Garden of England'.

Vic Barker was first to arrive, at the Angel, Addington Green for our monthly meet, and we sat and chatted about my plans for a 'Daks over Europe' Tour, next June (2019) at home and abroad when forty Dakota aircraft are to be assembled at Duxford aerodrome to convey three hundred parachutists for a drop, using round top parachutes, over the D-Day beaches.

Also plans are in the early stages for another Alpine Miglia Tour: more information later in the year. The plan so far is to travel to Switzerland through Belgium, France, Germany, stopping at interesting or historic sites and returning through France after spending a few days on the Swiss mountain passes.

It appears that not everyone was watching the World Cup and a large number uncovered their cars, pushed them out of the garage into the sunshine,

and ignited the petroleum in the tank bursting their treasured possessions into life for a 'wind in their (oft thinning) hair' drive along the beautiful Kentish lanes. Some came from afar: Gavin Rowles from Surrey; Mike & Maureen Hermans from Worthing, Sussex boosting our number to around twenty eight. The line up of cars in the car park was impressive.

A Supermarine Spitfire, with underwing invasion markings, flying out of the old wartime aerodrome of Biggin Hill soared in the clear blue sky above us. Ah! for the cry of a Merlin engine.

Only four came in moderns but they also brought good news. Richard and Linda Beer's Frogeye is heading toward its completion and I hope to assist its engine builder, Gary Puxty, with the first firing of the engine next Sunday.

Mark Mathews received twin 40 DCOE Weber Carburettors to fit on his conversion to 2.litre Zetec plus Sierra T9 gearbox.

Geoff Algood's Frogeye restoration proceeds toward its Wroxall Abbey deadline as he received twin S.U.s to fuel its 948 engine.



New members David & Maureen Hudson put in a first appearance on their route home from Birchington.

New members there were a-plenty. Danny Ruta came in his rebuilt (following an unfortunate collision) Frogeye with just aero screens to deflect the bugs. The man from Fisher Services, who performed the reincarnation and to whom many in Kent owe their superb bodywork, Mark, was chauffeured to the meeting by Darren in his well known Zetec engined, Quaife gearbox, Frogeye fronted MK2 Sprite.

Potential new member Ian Barber came in a black Spridget, its clutch slipping at peak revs. A new clutch is to be fitted during the following week with another of my roller release bearings of which, soon, I will have supplied one hundred.

Graeme Williams reported a problem with his Frogeye, that neither reference to the Owners Handbook nor the Workshop Manual could solve. The Special Tuning pamphlet also gave no advice.

How does one deal with mice in a Frogeye boot. Is it a mouse or meeses. It or they had done a good job of devouring Graeme's motoring jacket that he carries to ward off the wind and rain. Was it 'Top Cat' or 'Sylvester' that said "I hate those meeses to pieces"! Now, no doubt, so sayeth Graeme. Lets hope that they don't attack the wiring. Perhaps our resident Rat Catcher - Ron Edwards can lend some advice.

Then a few, like addicts needing a fix, showed their true colour. Desperate and no longer able to resist, they slipped away quietly. Their drug - Football and some 'England' match broadcast on television. One or two others thought this signalled time for the usual car inspection time in the car park so one or two leaving led to a final rout.

The reformation in the car park lasted a while until I alone was left to thank our host Lee, the landlord, and his staff.

**Alan Ainstead**

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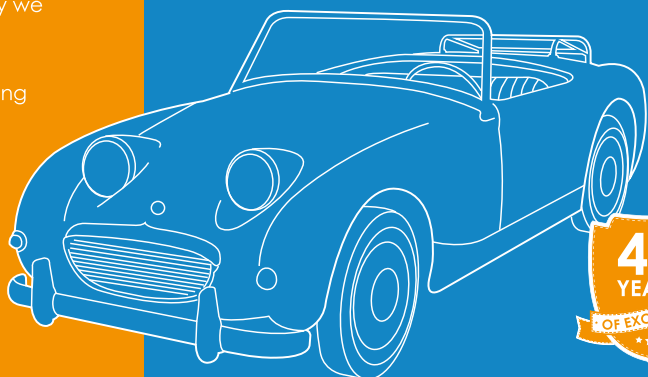
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June was a bit of a slower month for events for us in the North West, with some of us doing some work or changes to our Spridgets. Bernie has been fitting MGB front shock absorbers to his Sprite and seems very pleased with the result. I was having a bit of an oil pressure dilemma, when the pressure dropped at a constant speed on the Motorway by about ten pounds. I have since tried a different gauge and this would appear to have been the problem, so a new gauge is needed. I also awoke one morning to find a pool of silicone brake fluid around the rear tyre, by this time it had emptied the



A few members turned up at the Sunday Cars & Coffee meeting held at the Corner House Pub in Wroughton. This is a very popular meeting and was also helped along by being a very hot morning. It starts at around 8-30am and finishes at noon and if you don't arrive early you will have a problem getting onto the car park. It was great to see so many of our club members turn up to enjoy such varied and great classics. A few of our members were making their way to France for the Classic Le-Mans and we will expect a full report on their return.

master cylinder, so a quick call and a new slave cylinder was on it way. Getting the old one off the Frogeye was a bit of a job (very tight fit) but the new one went back very easily!! I was just glad I had an Easy Bleeds system and had previously fitted a bleed tube in the engine bay, so job done till something else pops up!!



As I write this report (Wednesday 11th July 2018) it's our club night which is clashing with the semi final match for England, so not sure how many of our members are avid football fans. Guess we will find out tonight. Lets hope we continue our brilliant play plan and WIN. Only time will tell.

**Neil & Shelley North West Area Reps.**

**Ed Note. We lost Neil & Shelley.**



that's what we like about our Classic Cars because at least we can fix most things, unlike the modern motor.





The annual Wollaton Park “Autokarna” near Nottingham seems to come round sooner every year. This has become our main event in the MASC Notts+Derby area calendar with our own pre-booked paddock area within the car club arena.



I managed to arrive before the queues built up along the entrance roads, and unusually before Paul was on site with his sprung-loaded bonnet Supersprite. Richard, Tim and Ian were already constructing Richard’s gazebo, which proved to be much needed as the day became hotter. Entries soon filled the 750 vehicle capacity grounds with all manner of classic vehicles. The Austin Sevens being the largest and varied contingent as they are the hosts at their annual home rally.

We had seven frogeyes on one row and seven square bodied Spridgets on the other, with seasoned picknickers sheltering under the gazebo in the middle. The Elizabethan hall completed the scenic backdrop to this magnificent event.



Nigel brought along Pauls second Supersprite, and joined his brother Chris and his wife who had made the journey from Gloucester (via Derbyshire) in their frogeye.

Steve Webb had travelled from Hull and was kind enough to deliver some parts for me from another member in his area, for which many thanks. We hope Steve will have his frogeye completed in order to join us at next year’s Autokarna.

For the June meeting we had planned to head out to the south west of our Notts+Derby region in order to meet up with members in that area and the Central group. We had been to The John Thompson Inn at Ingleby some years before, so a trip there was long overdue.



We met at Kilburn for a 20 mile cross country drive, avoiding major roads where possible, to take us over the River Trent at the historic Swarkestone Bridge, then along the river banks to the pub with it’s large car park. Dave and Bernie from the Central area were there already to greet us and Gary Hendon joined us later. Unfortunately local member Jim was still struggling with brake issues on his frogeye so came out in his MX5. Another local member, Paul has since assisted Jim in sorting out the problems.

Earlier in the month I had headed up to meet with Geoff Goddard (Mascot front cover star March 2018) at Peter Burgess’ rolling road, where after a distributor swap on his frogeye, a few more bhp was extracted for Geoff’s future outings on the track.



Roger Sankey is progressing nicely with rebuilding his 1967 Midget, having done all his own welding and painting over a three year ownership.

The monthly meeting on August 9th will be what has now become an annual fish + chip supper at The Riverside Restaurant, Matlock Bath, followed by après chips at The White Lion in Starkholmes.

Put this in your diaries now and let me know if you can make it.



# SCOTLAND

## AREA REPORT



Well, June proved an interesting month. As most readers of the Scottish report will know, I have hankered after a BMW Isetta Bubble car for most of my life. Due to the ever increasing prices they are fetching ( similar to Frogeyes ) I found it difficult to justify spending the amount of money on a lifelong obsession, and had more or less accepted that I would never own one.

However a fifty year old itch has now been scratched. My interest was rekindled when I received notification of a new member from Stuart Watson. I always send a welcoming e-mail to new members and request a photograph of their sprite or midget and duly received a picture of Duncan



Mitchell's very tidy Frogeye and just lurking behind was an equally appealing yellow BMW Isetta. I realised the dream was just dormant and the desire to own one of these wee beasts still remained.

Something registered in my one remaining brain cell that I had seen a reader's restoration of this car, and a rummage through some old Practical Classics revealed the article in question and it was Duncan's Bubble Car. Eventually one cropped up in an auction, my bid was successful and after hiring a van, and loading it in the back, it was brought home. It is complete and unaltered but will need a total renovation. It will make an interesting diversion to restoring the Rusty One.

I also managed to purchase a matt black grille for the Austin Sprite, it is old new stock and is in good condition. It has taken quite a while to find one, as most are dented or have mounting lugs broken, or maybe I was not prepared to pay the prices that were being asked.

The other fabrication project that I had on the go, was a continuation from the sheet steel and metalworking course at the local college; to make a dash for a Frogeye or a Mk1 Midget. I still have to finish with drilling out the instrument holes but it is nearly there, and to be honest I am quite pleased with the result.



Whilst tidying up the garage I eventually sorted out my large quantity of old car magazines. There are hundreds of copies of Motor Sport, Thoroughbred & Classic Cars, Old Motor and various others from the eighties/ nineties. These are available for free, although because of the weight they would need to be collected. If anyone is interested send me an e-mail.

Graham

# SURREY AREA REPORT



The meetings at the Blue Ball in May and June have both been at the end of hot and sunny days. So pleasant were the evenings that we took over some tables outside, instead of occupying the Hut reserved and prepared for us.

The May meeting saw an attendance of our regulars Tim and Helen with their Blue Frogeye albeit suffering with fuel pump problems. In all we had 7 members in attendance with only one not in a club eligible vehicle.

I was there in my 1971 Sprite on both occasions and at the June meeting we were joined by Alan Anstead who arrived in his Frogeye. We were then joined with John Egan and Andy Buffton in their Midgets from Hampshire, John's car being powered by a K Series engine. Andy Rogers then joined us for his second visit and our regular Dave Anness,

also in his Sprite. David Scrutton joined us, but unfortunately not in his Mk1 Sprite as the head gasket had failed and was undergoing repair. Nay and Colin were with Sid but without their Midget. Gavin Rowles then arrived in his Midget, on the eve of fitting a LCB exhaust. Bill McDonough of Hardy Engineering came in his well-travelled 1960 Frogeye sprite, 1310 engine with an alloy head, a 1275 gearbox and a 3.56 diff giving 98.3 mph on the rolling road at 5500 rpm.



Bill had just returned from the European Healey Meeting in Germany with over 200 Healeys, all makes and models. The car won people's Choice in the Sprite category!

I am attaching some pictures taken at the May and June meetings and the cars that attended.

**Mike Gorman**





With such a long spell of hot weather, Wiltshire Spridgets have truly been in their element. The monthly club meeting at The Barge at Seend was packed with happy Sprites and Midgets and equally happy owners, spilling out to the canal side to enjoy the warm evening. It was great to have my Mk2 Sprite "Mildred" back at the Barge, but we were also very happy to welcome a younger member, Marcus, with his father, and we were treated to lovely pale blue Mk1 Sprites, arriving perfectly as a pair, Alan Sharpe led by Paul Mead. A busy night with great company and chat, thanks everyone.

Putting mileage on the car gently to encourage reliability, a small team popped over to Poulshot for a gathering of classics on the village green there, next to The Raven pub. Wow, this was larger than I expected for a small village (whose name, I'm certain, derives from a pool of..... agricultural waste). I love the variety of these random events, everything from Bristols to Beetles, Maseratis to, well, Midgets, of course.

On the way home I discovered something new too. Mildred's gearbox still gets difficult as it gets hotter, taking away some of the pleasure of the evening drive, so I've made a start on rebuilding another at home.

This is by no means the first box I've done, but I still like to follow Haynes step by step. Routine difficulties are: 1. getting the interlock balls to fall out. Shake the box, they say! If you're lucky it drops out when you stop and shoots under the bench. I always seem to need to use my bit of bent wire to poke them out. The holes they run in are usually contaminated, so I twirl a 5/16" drill in my fingers down them to clean up, then wash with carb cleaner. 2. Dismantling the first motion shaft. So that the nut can be undone (33mm combo spanner fits, actually 1 1/4", same as the front pulley bolt and camshaft nut), my special tool to hold it securely, is an old clutch plate I clamp in the vice. It's painted red all over like all special tools at factories (so they don't get built into a car!). 3. Identifying which gear type you have. There is an A type and a B type in rib-case boxes, with different tooth profiles and they can't be mixed. Easiest is when the lay gear is out, and you can read it's marking. If its 22G1100 like mine it's B type. 4. Synchro rings. If it sits on the taper tightly and bites the cone on the gear it should do its job. If it sits against the end face and spins easily it's worn. In this box it was the coating on the male taper on the gear that was worn. I had to buy new second and third gears, so with all the usual gaskets and bearings and the inevitable lay shaft that takes me to about half the cost of a reconditioned box. Oh well!

*Ed's note. Great to see you adorning your car with MASCOT's to promote the club Andy. Well done. Much appreciated by MASC.*



# DEAR MASCOT...

**HI NEIL**

Please find attached photos of my son and nephew taken some 24 years ago, when I managed to catch their interest for a short while, to help with some Sprite demolition.

Now 26 and having only passed his driving test last year, my son checked out some companies for insurance quotes on different cars in order to see what might make a good first car.



can youngsters be enticed into classic car ownership when it is practically impossible to get a reasonable insurance?

Perhaps they had seen these photos....?



**REGARDS**

**IAN COOKE (NOTTS/DERBY)**

**DEAR NEIL,**

I read with interest the story from Steve Keil on bent wheel studs. Just by chance, last month I went through the same thing. I was taking the front wheel off my MG 1500 with std Rostyles to change both tie rod joints (MOT advisory) having only been changed 5000ml ago. On removing the wheel nuts the stud snapped in half. The only access to remove these is by removing the hub. One of the 4 fixing bolts holding the hub in place was seized, so I ended up drilling it out and removing the hub without disturbing the brake calliper. The only luck I had is that Moss still sell new studs & hub bolts. On looking at the old studs they were bending inwards.

I changed them for new ones, re assembled and re tracked the wheels. A 2hour job turned into 2days !

But I agree with Steve, wheel nuts have been over tightened with an air gun only suited for modern larger studs.

So if your little gem needs tyres etc, beware .

**LES JEANS HOE**

**DEAR NEIL,**

Listening to complaints from members of MASC and non-members alike, gives a good insight into what poor quality parts there are for Sprites and Midgets.

One of many complaints, is of the quality of carbon thrust bearings available today. A failed carbon thrust bearing is not only a hindrance, causing a failure to proceed, but if the unfortunate driver has to place the car with a garage for repair the resulting bill can exceed £1000!

None of us, I may suggest, would welcome too many failures at such a cost!

Complaints of failures with only hundreds of miles, not thousands of miles, are seemingly not uncommon.

In 2016 I made a release bearing suitable for 1275 engined Spridgets or to be more exact, I made a platform with spigots, to accept a modified major manufacturer's roller release bearing. Taken together the assembly weighs only 250g and is a direct replacement for the carbon thrust - there being no modifications necessary to other parts of the clutch.

The original item in my 'Sebring Sprite Rep' has been tested far and wide across Europe on peak and plain.

Since 2016 I have been asked by many owners, looking for ease of fitment and longevity, to supply them with copies of my roller release bearing.



**ALAN  
KENT REP**

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

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**ALSO SEE THE CLUB NIGHTS SECTION FOR NEW AREAS AND CONTACTS**

Compiled by Neil Thomas. 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.

# CLUB NIGHTS

- 1st Saturday **YORKSHIRE AREA.** Now meet at Chequers Pub in Bilton in Ainsty (which is just to the West of York) on the third Thursday evening of every month from around 7PM – 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](mailto: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](mailto: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 Graham Gibbins at [grahame\\_gibbins@hotmail.com](mailto: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](mailto:garyfrogeye@gmail)
- 2nd Wednesday **DEVON AREA.** Meet at Court Farm, Abbotskerswell, TQ125 NY Devon. Michael Ellis [Michael\\_Ellis@live.co.uk](mailto:Michael_Ellis@live.co.uk) and telephone: 07414 279074
- 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](mailto: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](mailto: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](mailto: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](mailto: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.[anstead@btopenworld.com](mailto:anstead@btopenworld.com) or John Clark group co-ordinator [jrclark@sky.com](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:david@hill.be)

# MARKET PLACE

**FOR SALE** - 1979 1500cc MG Midget. Fully restored and professionally resprayed. It was off the road in dry storage from 1994 to 2015. It has a new hood, hood cover and 5 new tyres. Engine overhauled with new main bearings and big ends. Passed recent MOT with flying colours. £2800. Denis Kingslake, Stevenage, Herts Tel 01438 361400



**FOR SALE** - 1955 ZA Mangette been on the road for the past 10 years since been restored phone for more details - Kevin (07741484916) £15500.00 (photos attached)



Nigel Baston currently has some Mascot magazines to donate to a good home. Numbers 96 - 178 covering July 1991 to June 1998 (5 missing)  
There were only 10 editions per year in the early days. Nigel can be contacted on email:  
nigelbaston@btinternet.com



**FOR SALE** - 1960 Austin Healey Mk.I steel bonnet, very good good centre section, wings repairable but needs lower panel. Also Mk.I smooth case gearbox-turns freely. £1000 o.v.n.o. Buyer to collect.  
Tel: Steve 01482 797810.  
Email lynne94@lynne94.karoo.co.uk

**WANTED** - Jack ratchet made by King Dick, to fit the 11/16 nut on Frogeye jack, I believe they were known as "click clack" handles. Also navy blue embossed N/S door trim for Spridget 1970 on, would consider one with warped hardboard as mine has large weld or cigarette burn! John 01892 862656.



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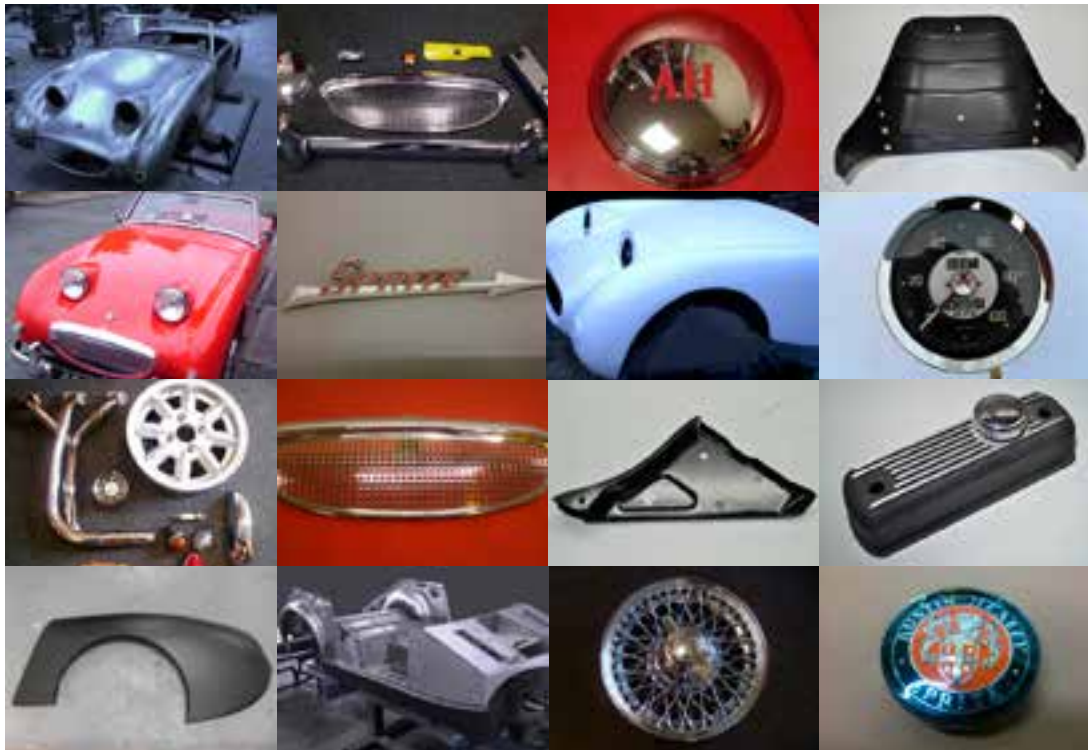
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