

MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 425 AUGUST 2019

£3

CENTRAL VISIT RUTLAND WATER



OUTSTANDING CLUB
MAGAZINE OF
THE YEAR 2018
HIGHLY COMMENDED



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SMALLEST MASC MEMBER? BY ROB ARMSTRONG

HAZARD WARNING LIGHTS? BY DR JOHN

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WELCOME TO THE AUGUST EDITION OF MASCOT

NEIL THOMAS

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Hello MASC members. As I write these notes I am in Oxford, sweltering in 34 degrees of heat. I have come to see my son's graduation from Oxford University where he is being awarded his DPHIL. A very proud moment as you might imagine? This is the reason I am not the Silverstone Classic this year. I know I'm going to really miss it as it is a fantastic British event. Promise me please that if you attended, you will send me lots of material on the event including photos. I'm sure those that went along will have memory cards full of pics.

And whilst on this subject, please please keep sending your write ups in to me. I know lots of you have been really busy with your cars in this wonderful weather as I am continually seeing reference to this on the MASC Facebook page.

Unfortunately, many of our members don't use Facebook and don't see your postings and pics. Also there are far more non members on the MASC site than members so please bear this in mind. In fact, what is your view on membership of the MASC Facebook site? Should it be open to non MASC members or should it, like many car clubs, be a closed site only accessible to members? Afterall, there are plenty of Midget and Sprite related Facebook groups out there. Let me know please?



I've been enjoying using my Spridgets over recent weeks and will now be giving my K Series a good checking over before taking it up to Loton Park near Shrewsbury for a Hillclimb there on the 25th August (Bank Holiday weekend). The last time I was there was a couple of years ago. It's a really good and long hill in a beautiful parkland setting, although dodging the deer roaming freely around the park. I don't want a repeat of what happened to one of our friends a couple of years ago when he hit a deer on the track. It made a real mess of the front of his car. Un-phased by this, he got back to the pits and used a winch to pull the front end back out and free off the wheel and carried on his trackday. Spridgets really are strong little cars.

Our recent committee meeting went well and was very productive. The minutes haven't been finalised yet but I can report that the club is in a very healthy position and still attracting members. We are certainly punching above our weight.

Lastly make sure you have the Classic Car Show in your diaries for 8-10th Nov. I haven't received the advertising material in time for this issue but it will be in next month. In the meantime I will seek out any discount codes and ask Mike to post them on the MASC website.

I'm off to a ceremony now and so until the next time, happy Spridgeting. Neil

CENTRAL VISIT TO RUTLAND WATER



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

**FRIDAY 11TH
OF AUGUST**

EVENTS CALENDAR 2019

- 8 August Notts & Derby area "Fish and Chips" night at Matlock Bath. Followed by a short drive to a local hostelry. Contact: Ian Cooke to register an interest. ilcooke@btinternet.com
- 18 August 18th Bristol Area and the Wiltshire Area are doing a drive across Wiltshire to the village of Imber to register interest email michael.davis@live.co.uk
- 9 September MASC Track Day, Castle Combe courtesy of MGOT
- 12 October Halls Garage (Tifosi Car Company) are having an Open Day on the 2019. From 11 O'clock onwards.
- 26 October AGM, RAF Cosford
- 8-10 November NEC Classic Car Show.

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

EVENTS DETAILS NEEDED FOR 2019

Area reps please make Neil Thomas aware of any events already in your diaries and any that are planned for 2019 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
For the website Mike Bennett can be contacted at webmaster@midgetandspriteclub.co.uk

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JUNE > JULY 2019

NEW MEMBERS

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

5907	Russell Holden	Cumbria	Midget	Mk 3
5908	George Hooks	Ireland	No car yet	
5909	Pauline Kutock	Herts	Midget	Mk 2
5910	Bruce & Christine Kirkman Kirkman	Leicestershire	Sprite	Mk 1
5911	Peter Kent	Kent	Midget	Mk 3

See page 33 for more New Members

Peter Kent



Russell Holden



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SNAP! OF THE MONTH

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WHEN I SAID JUMP START IT

SNAP!



David Maskell



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THE SMALLEST MASC MEMBER?

We had intended to start 2019 in a fairly relaxed way, and spend the first two months getting ready for an expected additional family member who was estimated to arrive on the 14th of March. I'd just got home from work after arranging to pick up a pram (which made two whole baby items so far) when we needed a trip in to Hospital for a check up. Three days later our son Alexander Harry Armstrong was born. It was probably the scariest day of my life as an expectant and later as a new dad, because Alex had decided to arrive on the 5th of January, a full 10 weeks before he was predicted. He was born at 3 lb 9oz, a good weight for his age, but really quite small.



Alex spent 5 weeks in York Hospital's Special Care Baby Unit. Jenni (his mum and my wife) sat with him every day. He needed breathing support for a few days, and we had to remove him from his box for hugs. We didn't see his face properly until he was a week old.

During this time he was entirely dependent on the wonderful staff at the York SCBU. During our time there, we discovered that the York SCBU Support Group Charity provides a surprising amount of additional equipment, help, and supplies. This



includes donor breast milk, which we were lucky to be able to access.

You may have noticed the cover of the previous issue of the MASC magazine. For what is fast becoming a yearly event, organised by a few keen Midget and Sprite owners, we gathered at Curborough Sprint course near Lichfield for a day of mild mannered stopwatch based entertainment





in our cars. The cars were well represented, from 200bhp K series, to full race A series cars, via seasoned sprinters through to first timers. Sprites, Midgets, A series, 1500s, K series, Zetecs, all were welcome.

The day began with a quick briefing (embarrassingly we were last to arrive due to the aforementioned family addition) and a bacon sandwich. Then the day set off properly, with us all at some point getting a go round the sprint circuit. Timing was carried out to within 100th of an hour or so with a handy stopwatch, with eventually Richard's Mamba Motorsport slick shod full race midget emerging victorious. There was a rogue entry on the time sheet however, quite a bit ahead, which turned out on closer inspection to be the timekeeper's car. I managed to finish off a set of tyres, and spent most of the day on three wheels. Everybody managed to keep it all on the back stuff, even the serial offenders having a break from grass cutting and nettle inspection.

These days are a really great opportunity to stretch your car way beyond what would be sensible to pursue on the road. It gives the opportunity to change and fine tune the handling of your car in a controlled environment; one car having its anti roll bar changed for a different size mid way through (then changed back!). Experimentation with tyre pressures, driving styles and more is possible without running the risk of an interface with a tree or being lit up by those ever present blue lights. It doesn't matter if you have 50bhp or 250bhp, it's all about having a good time in a safe environment and learning about your own driving techniques and the car's.

And the best bit for us? The event sponsor kindly allowed us to take the entry fees paid by the

attendees and donate it to a charity. From all that were there, we were able to present a cheque to the SCBU support charity for £1000. This will make an enormous difference, and was very much appreciated by the staff when we took Alex back in for a visit.

Quite literally, the York SCBU and the Support Charity have saved our son's life. He is now a happy smiley 6 months old, and has been to a MASC meeting, a classic car show, a hillclimb and a sprint. We're getting him trained well and used to the smell of hot tyres, brakes and fuel. It was fantastic to give something back to the charity, and we cannot thank the people who attended, organised, helped and made it such a great day enough.

Special (Care) thanks to:

Austops <https://www.austops.co.uk/> for sponsoring the event.

Cusworth Master Locksmiths <https://cusworth.net/> for organising us all Self Build Floors <http://www.selfbuildfloors.co.uk/> for selflessly timing all day and of course to all of the other guys and girls who came on the day and made it such good fun.



RUTLAND TOUR BY CENTRAL

Thirteen may be unlucky for some, but for Central it was the perfect number of cars for our well planned summer run out to Rutland Water. Dave Sewell had suggested the idea earlier in the year and members were soon keen to raise their hands and it became a definite entry in our event diary. Dave had planned the run in great detail handing out tulip route maps and detailed instructions before we set off. Once we had all assembled in the Bricklayers Arms car park, Sharnford, Dave led off the convoy on a perfect sunny day for a drive. Following on were Kym, Tim and Stan, all joining us for the first time at a Central event.

Weaving our way through beautiful English villages, Great Glen, Burton Overy, Tugby and Newton Harcourt we arrived at Rutland Water right on schedule, everyone still in convoy. It was here Dave played his ace card, he had arranged for all the cars to park along the water front near a cafe. It was the perfect place to sit, chat, have lunch and buy a refreshing ice cream. It was also here that we were



Dave leads off the convoy from Sharnford.



Hungry Hippos! Frogeye Sprites all in a line during the lunch break.



Dave Sewell, right, hands a detailed map to John Platt who had travelled from the other side of the Midlands to join in.



Jason, right, joined us from Lincolnshire and was soon in conversation with Greg and Malcolm.



Members squeeze in for a group photo at Eyebrook Reservoir.



Justin took this picture from a pantoon in the water at Rutland.

joined by Jason Elliott who has recently started the Lincolnshire area group. A great chance to meet up and all be part of the MASC family.

Chairs and tables packed away we formed a neat line across the car park and headed off for our return journey. A couple of cars had to stop for fuel but Dave had also thought of this and had prearranged a stop off point at Eyebrook Reservoir so we could all meet up again and remain in convoy. The WW2 Dambusters had practised their runs here and it was also a good place to try and squeeze everyone into a group photograph for the family album. The return journey took us under the Welland Viaduct, through Peatling Prava, Gumley, Dunton Bassett and back to our starting place Sharnford.

Around one hundred miles, mostly in full convoy, not a single breakdown or problem only smiles, warm wishes and loud applause to Dave for organising a



The wonderful English scenery captured by Rachel as we make our way along the Rutland lanes heading home.

great day out. I lost count of the people who waved as we drove past, gave way at junctions or just wanted to stop us and talk about our cars. A great day out and a great advert for being part of the Midget And Sprite Club.

Dave Warren
Central MASC
Email to central.masc@live.com

Well after being members for many years (I am sure someone knows how many) and having owned what became the Sprite you see today for approx 23 years we finally managed to match a date on The Central Events Calendar with a spare date in our diary.

So with our Sprite turning 50 this year and having had plenty of previous adventures (and breakdowns) we set of into the unknown “a run to Rutland Water” with people we didn’t know, so many questions, would they speak to us, were they friendly?

On arriving at Sharnford, the planned meeting point, we were the first to arrive or so we thought – oh dear this doesn’t bode well, but then someone approached us and welcomed us, unfortunately they were not in a classic (best not to ask why) quickly followed by others as they arrived, phew the natives were friendly!!

Apparently our Sprite has been seen out and about many times around the Hinckley area with Greg in particular wondering who we were and if we were members. The Sprite is used as soon as there is a bit of sun and is not kept for special events – hence it is not perfect but we love it just as we loved the well planned run out to Rutland.

Although some of the route was familiar what a joy to find ourselves on roads we hadn’t been on before with no chance of getting lost thanks to a detailed route map and directions. What a joy to witness the smiles and interest of others as our convey of cars passed by.

Here’s to finding some more dates that match, we might even make a Monthly meeting.

Tim and Kym Evans

S. One complaint I have a sunburnt nose and forehead, never mind it matches the colour of the Sprite.

Left to right, Kym, Tim (with ice cream) Ewan, Keith, Stan.



THE PITFALLS OF FITTING ALLOY WHEELS

Recently I decide that I wanted to fit “Minilites” on my ’72 RWA Midget. I had already converted it from “Wire Wheels” to “Steel Wheels”, which involved replacing the rear axle; so I took the opportunity to refurbish that with new drums, bearings, seals and wheel studs.

Everything went fine and I was just getting it all ready for “Drive it Day” and looking forward to showing off my shiny new rims. Then at the last hurdle it all went very wrong. Just as I was fitting the wheel nuts “Hand tight” to locate the wheels, one of the nuts felt like it had stripped its thread! This was crazy; I’d only spun them on loosely, and even though I knew that the torque setting was a mere 45lbft, there was no way this nut was going to hold that wheel on.

Things got worse from that point and 2 more nuts failed before even getting near to setting torque. It turned out that 14 of the 16 nuts supplied failed a Go/ No Go thread test! There was no way I was going to drive this car until this was sorted...

Closer inspection raised a question about how much thread was engaging with the wheel stud. A steel wheel is approximately 3mm thick. This leaves about 11mm of thread for the nut to tighten onto. For “Minilites” or similar alloy wheels the wheel is about 8mm thick. So now we are only engaging onto 6mm of stud. The studs are 3/8” dia (9.5mm) A bit more research showed that the general rule of thumb is that the thread (of a wheel stud/ bolt) should engage at least equivalent to the thread diameter. Indeed, for motorsports application the guideline is a factor of 1.5X stud/ bolt dia.

Assuming you don’t have faulty wheel nuts like I had, then your nice shiny alloys could be being held on by their fingertips, so to speak. This is a potentially lethal failure waiting to happen!

So what can you do?

Firstly, if you have “Minilites” fitted your car, have the wheel nuts checked/ check them yourself. But beware, that if you only have approximately 6mm of



thread engagement, you risk stripping the threads if you tighten them.

I have seen (on internet forums) that some people have fitted extended studs. This is great, but will be tricky to fit in-situ without dismantling the rear bearing hub assembly, thus requiring new seals and O rings. I was reluctant to do this, having rebuilt all of this assembly with new parts only days before.

I decided to fit sleeved nuts (see pic), available from MiniSpares, (who also supply plenty of Midget and Sprite parts, including a selection of different length wheel studs) these protrude into the wheel bolt holes (which might need drilling out slightly) and offer a much greater thread engagement. As an added bonus, they're stainless steel and look good too!

Further investigation using a well-known search engine (Oh OK, it was Google) revealed that I was not alone. Several people had had wheel nuts stripped by tyre fitters using air impact drivers, more suited to modern cars, which typically have M14 (or greater) wheel studs/ bolts. These typically are set to give a torque of 85Nm to 140Nm

(63lbf to 103 lbf), which is well beyond what our measly 3/8" (9.5mm) dia wheel studs and nuts are designed to handle. So beware, if you go to get new tyres fitted, I suggest that you insist that they do it by hand with a Torque wrench and not with power tools. If you tell them the torque values, I think they'll see the sense in it.

All of the above relates to the rear wheels of a Midget. The front wheels use different studs and have plenty of thread available to fit alloy wheels to.

Finally, as these cars have been fitted with "Minillites" for as long as I can remember, I am surprised that when ordering the wheels no one at MGOC spares was aware of this issue...They are now!

Mike Barker
Member 5409

Apologies to all those readers who are screaming at the page about my mixing up imperial and metric measurements! All values quoted are for illustration purposes only and not to be taken as Reference values.

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HAZARD WARNING FOR EARLY CARS: PART 1

In Britain, 'hazard warning' became mandatory for all vehicles on April Fools' day 1986 - but it's hard to imagine anything less foolish. In modern traffic, it is a very desirable safety feature. It is also a curiously tricky thing to add to an early car which does not already possess it. In fact, four separate requirements must be satisfied if a hazard warning system is to work properly:

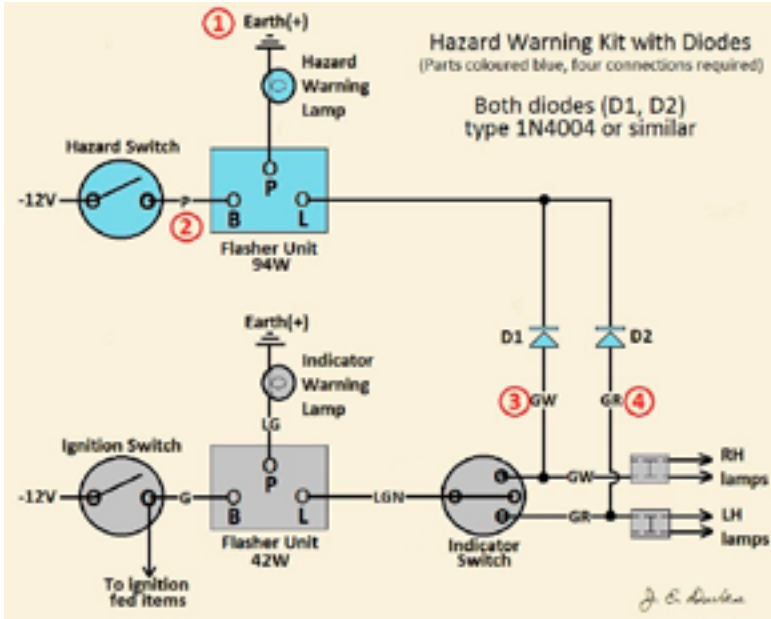
1. The hazard flasher unit must be able to flash correctly (60-120 times per minute) with four bulbs.
2. The RH and LH direction indicator flasher circuits must be joined together.
3. The hazard flasher unit must receive its 12V supply direct from the battery. If this unit also serves the ignition-fed direction indicators,

the flasher unit's 12V supply must switch to battery-fed when the hazard system is activated.

4. The hazard warning system should be controlled by one easy-to-locate on/off switch.

When Abingdon fitted 'hazard warning' to all home market Spridgets in August 1973 it added a separate double strength flasher unit to meet requirement 1 and a special 'hazard' switch to meet requirements 2-4. While this was probably the best (easiest, most economical) way to meet all four requirements for hazard warning in the 1970's, it is not necessarily the best way to do it today. For example, Clive Seager¹ has shown that if a Spridget's original direction indicator circuit is

¹ See MASCOT ???



This typical 'hazard warning kit' requires only four connections (circled red) and uses two diodes (D1, D2) to separate the LH and RH indicator circuits. But note: if the hazard, ignition and indicator switches are all on, both relays will operate with unpredictable results. Worse, if the ignition is off with the hazard and indicator switches on, current can flow backwards through the indicator relay to things like SU fuel pumps!

upgraded with a modern electronic flasher unit and LED bulbs, the simple addition of a 'DPDT' switch can allow the same flasher unit to serve a hazard warning system which satisfies requirements 1-3 above². While this system is very easy to install and extremely economical, it is not quite perfect because it does not meet the fourth requirement: two switches must both be 'on' to activate Clive's hazard warning system.

After-market kits for adding hazard warning are available from many different sources, some more successful than others, most with eye-watering prices. Particular caution is needed with some kits which boast "only four connections are required" for these may not work correctly if the direction indicator and hazard switches are both 'on'.

Of all these aftermarket kits, the 'Universal Hazard Light Switch', part numbers 0-484-50 (Durite) or 081901 (replica) is probably the best option for those wanting to allow their electronic direction

indicator flasher unit to operate hazard lamps as well. Requiring seven³ connections to the car's electrical system, this ingenious universal switch satisfies all four of the requirements for hazard warning described above. Its only disadvantage is that, like the original GAN5/6 rocker-style hazard switch, it is very large, probably because it is difficult to cram the complicated switching mechanism into a smaller space.

In the second (final) part of this article ('Hazard Warning for Early cars: Part 2') we shall examine this Universal switch in more detail and show how, by emulating its action with two relays, we can achieve the dream of a dual action flasher unit and a small dashboard hazard switch. An added attraction is that the total cost of the parts required (less than £10 if the flasher system is a modern electronic one with LED bulbs) is considerably less than the typical £30-£70 cost of a fancy aftermarket hazard warning kit.

² In this same article, Clive also describes how a simple on/off switch can add hazards which satisfy requirements 1-2 only. This is not recommended because hazard lamps really should work when the ignition switch is off. If you break down on a motorway you should switch off your ignition, switch on your hazards, grab your mobile phone and run.

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

³ Although this is a seven terminal switch, terminals 2 & 4 are identical (joined together).



SECURING YOUR SPRIDGET PART-2

Introduction

In part-1, we reviewed a range of ideas to make your car harder to steal. Short of sinking it into 2 feet of quick-setting concrete, this is the favoured strategy. However, in the real-world, there will always be people who are ingenious and/or determined such that any reasonable theft-prevention measure may be overcome – including using a fork-lift truck and trailer. So, in this part-2, we will look at measures that might help in the recovery of your precious vehicle, after the ‘event’.

Vehicle Markers

Whilst I really want to move to the next section, I thought I’d outline mechanisms that might make your vehicle easier to recognise and therefore discourage onward selling and breaking-for-parts. So two very brief ideas:

- Take multiple pics of every square-inch of your car, and use media to advertise its loss; this is especially effective if your car is highly-modified and/or well-known
- Apply your car’s chassis-number by stamp to major elements of the car, e.g. engine, gear-box, axle, dashboard, panels that are not normally in-view... this might help identify your car if it has been subject to fire (sadly, I read this is on the increase), or been dismantled.

Vehicle Trackers

This may be considered the ‘modern’ way for car recovery – I will cover the principles of the technologies employed to help you choose the best product for your application.

Cellular

Almost all trackers use 2G/2.5G for communication to a server or direct to the user; 3G and 4G may also be present, but don’t have the geographical coverage of 2G (GSM) and can increase battery consumption. A SIM will be used, and you will be signed up to a low-data tariff by an MVNO

MVNO

Mobile Virtual Network Operators piggy-back on the major operators; examples are Lyca, Virgin, Tesco,

Stream... In effect, they expand the usage of the big Telco’s networks, often with tariffs to suit the niche user – in our case, the intermittent low-data / low data-rate user without voice comms.

Battery-life

This is an important consideration for ‘trackers’ – it’s easy to install a tacker without wires, and consequently they are less visible. One technique to extend battery life is to have the device sleeping until woken by its accelerometer.

Accelerometer

These are small chips which use a strain-gauge to measure acceleration events (and the force of gravity); they have become ubiquitous by their use in smart-phones. The GSM modem in the tracker is normally asleep (suspended operation), but can be woken by the accelerometer when it senses an acceleration event above a fixed threshold. Such events may include a gratuitous door-slam, dropping heavily onto a seat, a bumper-tap in a car-park; and of course the myriad of small-scale events when a car’s being driven.

System Wake-up

The main elements of the system come alive, being the GPS module and the GSM modem module; generally, a fix is obtained (takes between 10s and a couple of minutes) and, depending on settings, this is transmitted to a server (via GPRS – data) or by SMS to a pre-determined number (often the car-owner); again, depending on settings, the system goes back to sleep if the accelerometer doesn’t see further events.

GPRS

The first generation of secure, high-quality speech cellular phones used circuit-switched voice-and-data transmission; this is the equivalent of a hard-wired phone system, albeit with transmission over-the-air. (Contrary to news, PR and UK-government funded exhibitions, the first GSM phones were UK-developed and manufactured by Orbitel.) These 2G phones worked well, but increasing data-rates were needed, so an alternative data-only channel was added called GSM Packet Radio Service (GPRS) to make 2.5G. Subsequent major revisions to the standard increased the data-rate from around 80



kbps to 200 kbps (EGPRS- EDGE, 2.75G), 3G (1 to 50 Mbps) and 4G (to 150 Mbps to 1Gbps).

GPS

There are 24 GPS satellites in medium level orbit around the earth, at about half the height required for geostationary orbit. This means that a point on the surface of the planet sees the same satellites twice per day, and up to 9 satellites may be in view at any one time. They transmit a continuous timing signal of extreme accuracy at very low power. Back on earth, this is seen by the GPS module at around -160dBm – the signal is below the noise threshold and is recovered by clever signal processing in the module. (By contrast, GPS signals are normally around -85 to -105 dBm, many thousands of times 'stronger'.) The 'first-fix' may take up to 30 minutes, depending on how many satellites are in line-of-sight of the module - GPS is not meant to work indoors, and the signal is 'shaded' by hills, tall buildings and metal car-structures. As part of the 'first-fix', the GPS downloads the 'ephemeris data' from a server (via GPRS) and from this it 'knows' what satellites it may use and this speeds the process of obtaining a fix. Ephemeris data is good for some 4 weeks and may be subsequently re-loaded to keep the local info up-to-date; this update is necessary also if the vehicle moves some several thousand miles to a new location.

The more satellites in view, the faster and more accurate will be the fix; typically, the minimum number in view is 3, and depending on their positions, fixes can be up to 100m wayward. For 5 or more satellites, a fix can be good to 10m or less; and more satellites in view can bring this down to a metre.

To remove any ambiguity, the GPS module in a tracker does not send any signal up to the chain of satellites.

Other Methods of Location Fixing

By the nature of the signal strength and the frequencies used, GPS is very easily overcome, e.g. by noise transmitted on the frequency (jamming), and by being indoors, underground, or shielding by metal structures such as a car-body. All is not lost however, as there are other less-accurate methods of determining position:

- **Received signal strength:** by measuring signal-strength from nearby GSM base-stations, the module can request an approximate position from one of several service providers; the accuracy of this can be around 1-mile to <100-yards; this depends on the number of base-stations in view and their separation;
- **Timing Advance:** the further your GSM system is from a base-station, the earlier it needs to time its transmission bursts so that they arrive at the base-station at the correct point in the assigned time-slot. This timing-advance information can be interpreted by a complying server to give a position-fix.

Trackers need to be resilient, and so any good system should be able to fall-back onto one or both of the above techniques; the better ones will also be able to report the possible presence of a jammer.

Vehicle Tracker – Where to Locate

From a purely GPS-perspective, the tracking device should be positioned where it can 'see' the sky. Clearly, being in full view compromises

its effectiveness by allowing it to be seen and discarded; of course, being thrown into a hedge would ensure the device comes alive and a position will be sent; but its position in a hedge soon becomes old news.

So we need to find a more covert way to locate the device; here are some ideas:

- Disguise the nature of the device and leave it in full-view; place the tracker in a coat, hat, glove, plastic container, ... and leave on the back-shelf
- Place under the bonnet for those cars with glass-fibre bonnets, wings; or in the boot if you have a glass-fibre lid.
- Place the device out-of-sight under the passenger-seat, or other non-metal structure that may exist in your car (I've seen cars with a glove-box on the transmission tunnel)

You may be amused that tracking devices announce themselves very clearly through text and graphics in the plastic as well as applied by ink and/or decals. It might not look so impressive to your friends, but I suggest making the device 'anonymous' may be worthwhile.

Vehicle Tracker – When to Charge

All trackers will run off mobile-phone like batteries and the time between charging may vary from around 6 months to 24-hours (say it trying to trace a stolen car) – depending on their setting and vehicle use. They will warn you when the battery is becoming flat, and will accept a micro-USB cable in a similar manner to a phone.

They can of course be wired into the 12v supply (use a fuse of 5A or less), at risk of making them more visible; maybe this is less of an issue for a device under the (fibre-glass) bonnet.

Vehicle Tracker – Control

Typically, these devices are controlled by a smart-phone app using SMS texts; some top-end services may provide access to a server allowing control and near real-time tracking on a map-display. SMS control is easy to understand and use – and the SMS signal channel is more resilient when there's a low GSM signal (some locations are out-of-reach of even the GSM signal, or as a result of jamming). The disadvantage of SMS is that the mobile operator doesn't offer a guaranteed server – the SMS can take days, weeks or even months to arrive – but this is rare; generally, SMS is near-instantaneous.

Typical GSM commands can be used to:

- Set the heart-beat interval – when not used, the vehicle will report its location and battery-condition every 24-hours; or once per week
- Set a report interval when vehicle is in-use; this could be down to once/minute but care is needed, as there is an inter-play between report interval, battery-life and cost of service (there may be an additional charge and/or a time-limit on the number of SMS commands)
- Ask for a single report at any time (fix, battery condition); the fix will normally be in a format that can be selected to bring up a map with the vehicle-position
- Set into a 'stolen' mode to alert the tracker-service provider and send ore frequent SMS reports to you
- Set up GeoFence – simplest is a radius around specified point beyond which the user receives a warning message

Typical responses from your device will be:

- Heartbeat
- Reports
- Geofence violation
- Confirmation that a command has been received/obeyed

Vehicle Tracker – Costs

Vehicle trackers can cost from around £25 to £150. For some, the SIM/service fee is included for a period; other devices may have a separate cost-to-buy and a periodical fee for the SIM/service costs; others require you to provide the SIM-card. There are many webs-sites promoting individual devices and showing comparisons, as well as user-ratings.

Vehicle Tracker – Conclusion

There's a profusion of GPS-based trackers on the market at reasonable prices; choosing one should be relatively easy – make a check-list of features you need; some devices also feature, for example, using the tracker for monitoring driver-behaviour as well as theft-recovery. The placing of a tracker in your vehicle for optimum performance and effectiveness (including not drawing the attention of a potential thief) is critical. It's hard not to conclude that a GPS-tracker provides the best (maybe the only?) chance of recovering a stolen classic.

BOLT & SCREW LENGTH REDUCTION JIG

Have you ever been in the position where you do not have the correct length of bolt or screw for the job or need to make a bolt specifically for a shear load application?

(Shear bolts i.e. where bolts are subjected to loads in shear i.e. lateral forces and not tensile where only the plain shank of the bolt should be in the load path and which require to be made using a suitably sized ordinary bolt having the required length of plain shank but where the threaded length is too great and requires to be reduced.) Shear bolts are not listed by British Standards but are covered by US standards but can be sourced via a number of specialist motor sport parts suppliers e.g. Trident Racing Supplies, made to aircraft/military specification.

A typical shear bolt application would be that used to retain telescopic dampers in a double sided bracket where to ensure that loads are only supported by the plain shank of the bolt it may be necessary to use a couple of spacing washers under the nut if a standard bolt is used. In normal circumstances, typically only 2 or 3 full turns of thread should project beyond the end face of a plain nut and which can be reduced to 1 or 2 where self-locking nuts are used.

The jig that I use may be readily made by simply drilling and tapping the required range thread sizes in a piece of rectangular section steel bar.

Whilst ordinary bright mild steel bar may be suitable for limited use, a more durable tool can be made by using 'ground stock' which is a high carbon steel and therefore suitable for hardening and is sold in 500mm / 18in lengths by most engineering equipment suppliers.

Typical bar section sizes 25 x 8 or 10mm or 1 x 5/16 or 3/8in.

General requirements are for thread sizes of 10-32 ANF, 1/4, 5/16 and 3/8in UNF with options for 7/16 and 1/2in UNF. The range of bolt/screw thread sizes selected will dictate the length of bar required for manufacture.

UNC is relatively scarce on our cars and hence little call for replacement bolts and screws although

I have made myself these jigs in virtually every known thread form (BA, BSF, BSW, UNF, UNC) in sizes up to 1/2in / 12mm.

Optimum length of material for jig manufacture is to use 1/4 of a full bar (some suppliers will even provide 1/2 length if requested) so it makes obvious sense to make a batch of 4 jigs to share with other MASC members if covering the indicated range of sizes but could be reduced if only the smaller sizes are required. The process is to mark out as indicated, centre punch hole positions, drill through in thread tapping size, countersink both sides and tap each of the holes. Chamfer external corners of bar to remove sharp edges. Attached sketch provides an indicative configuration for those ANF/ UNF sizes typically found on our Spridgets.

Hardening of the ground stock material is achieved by heating to a uniform bright red throughout and quenching in a bucket of water by immersing preferably end on to minimize risk of distortion.

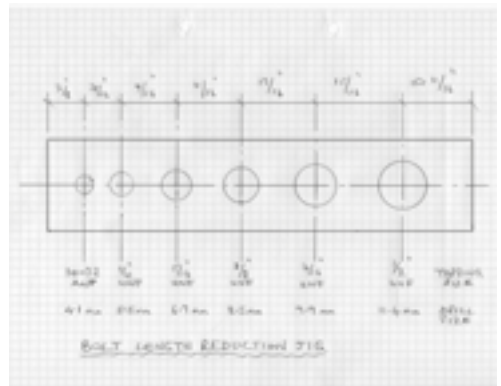
Operating Instructions For Bolt/ Screw Length Reduction Jig.

Tool requirements:

Vice, hacksaw, flat hand file (typically second or fine cut).

Operations:

1. Determine required length of bolt/screw



Subject to thread length either :

2. Run a standard nut onto the screw thread to the required position
- or
3. Assemble a number of nuts/washers onto the bolt/screw shank
 4. Insert bolt/screw into jig and tighten to secure (Photos 1 & 2)
 5. Confirm that length is correct
 6. Clamp jig vertically in vice (Photos 1 & 2)
 7. Using hacksaw cut off excess thread length of thread (Photo 3)

8. With the bolt still locked, position the jig horizontally in the vice and secure
 9. File end of bolt/screw flush with jig (Photos 4 & 5)
 10. Remove bolt/screw and hand chamfer leading thread (Photos 6 & 7)
- Completed bolt is shown in Photo 8.
11. Repeat operations for subsequent bolts/screws ensuring that appropriate lengths are established.

© Steve Keil NW Area



Photo 1 Showing bolt set to required length and secured ready for sawing.

Photo 2 Showing setscrew set to required length and secured ready for sawing.



Photo 3 Showing bolt being cut to length.

Photo 4 With jig now secured in horizontal plane and end of bolt being filed flush.



Photo 5 Showing completion of filing operation.

Photo 6 Hand chamfering first thread of bolt.



Photo 7 Hand chamfering first thread of bolt.

Photo 8 Finished bolt end.



Discovered by accident a few years ago whilst in the frog was an open day at the Fairhaven estate of Kirtling Towers near Newmarket, curiosity lead us in, then to our surprise signage to a classic car area.

The varied and interesting cars included a Gordon Keeble and new member Rob + Gill's Sprite, all in a glorious setting with lunch taken in All Saints church pews.

Ken Kelso and family went to considerable efforts to welcome the Midget and Sprite club to their organic farm in Cottenham once again. After a tour of their glamping site set in the new orchard we rounded off the day with a quick sprint up the runway – thanks Ken + Di.



Our club meeting this month was blessed with many first timers (and most welcome three ladies) whilst picking up wrist bands for entry to Kimbolton Classic car event Sunday July 14. Richard Barker returned in his now superb Mk 3 Midget with some tales to tell about it's progress, Alan Meaker and wife braved the threatening elements in their MG Mk3.



As a complete coincidence a guy turned up unaware of our club or that is was our meeting night in a smart modified midget with a 1600 crossflow ford engine fed with two twin choke webbers, he departed in a cloud of dust.

Chris and I meet up with past editor Gary Lazaras at the Ace Cafe Tuesday July 9 to see some interesting characters and their motors, and how embarrassing to lift the bonnet of my frog and reveal the oil filler cap not fixed down, and a general coating of oil to the engine compartment (anti rust treatment of course)

Graham Kirkup
TVS 664





My apologies this month as my Jottings only cover the very successful BBQ held at the Buglers at the end of June. Due to digital problems – my fingers, rather than computery digital – which I managed to trap in a door so keying is very slow!

Our annual BBQ was held at the home of Francis and Yvonne Bugler in spite of Yvonne having had a severe car accident only days before – so special thanks to the Bugler family and we all wish Yvonne a speedy recovery.

The format for the evening was the well-established ceremonial burning of food, judging for the Pride in Ownership trophy and the public choice of the car which people would most like to take home with them.

The Pride in Ownership is not a concours in the normal sense but rather is an assessment of a car which is regularly used, perhaps worked on by the owner, and generally enjoyed rather than just being polished. That's not to say that we do not have some outstanding restored and well maintained cars in the club!

As usual we had a good selection of around twenty classics for the judges to view. This year Ian Beaver, standing in for last year's winner Rob Oakley, and Pete Downton were judging and after a tense time the results were announced.



Awarded the Pride in Ownership trophy was, this year, Phil Brook's yellow Midget 1500 'Rhoobarb'. Phil saved the car from the scrapyard about a year ago and has replaced the engine, carried out welding repairs, repainted parts with rattle cans and refurbished the clutch master cylinder. The



Phil, Ian and John



car is used regularly and for Phil the highlight so far has been the club weekend in Jersey.

Runner-up was Roy Kendrick with his well-known modified red Sprite MkII. He has owned the car for 5 years and has 'known' it for 20 years. The Sprite is used every day and does about 4,500 miles a year. WELL DONE ROY!

Third place was scooped up by Dave Stebbing's MkIII Sprite which knocks up about 3,000 miles each year. He has owned the car for 5 years and reckons he is now an expert in removing the engine and gearbox, having had to do so a number of times to fix a range of issues. The car has participated in both the Guernsey and Jersey weekend tours.



(l-r) Dave Stebbing, Roy Kendrick, Phil Brook, Ian Beaver and John Gully

In the category of 'Cutest Car' and the car most would like to take home my own Frogeye 'Vera' was the winner – some conspiracy theory by me – but thank you all the same! Mention must also be made of Peter Houghton's Messerschmitt fresh out of a restoration by him and a certain Mr. Bugler!

Peter has owned the car since 1971, being his first car! He has covered over 80,000 miles since and tells me that it will never be sold – I don't blame him.

So a good evening all round and I will be back with my usual drivelt next month subject to no further digit trouble. Happy motoring and clear roads.

JOHN GULLY

A busy May

June has been busy for the club again and despite the intermittent weather we have managed to hold both runs this month.

The first Tuesday event was organised by Diane with 6 cars turning up at The Six Bells Boreham a lovely pub with a very welcoming landlord that we are considering using of our Tuesday monthly meets come the Autumn. It is also probably better located for more members than our current venue in Great Braxted. Hopefully it will also entice a few inactive members to come along as it is nearer to some of the bigger towns of our region.

Diane's run of about an hour took us through many of the tiny hamlets located on village greens and so was aptly called the 'Greens run'. The roads in this area are fantastic for our small cars and almost free of traffic which makes the drive even more pleasurable. Having driven through Stisted with its Tea room that doubles up for the local surgery on a Monday/Wednesday/Friday we sped through Flacks Green, Gambles Green, Littlely Green, Willows Green and Ranks Green to our final destination and dinner at the Square & Compasses in Fuller Street.

It was great to see Owen's car back on the road and running well after some major work during the spring. The picture shows just how 'chuffed' Owen is to have his pride and joy fully working. One note of caution however, the new exhaust system may give you some problems when these threatened noise detectors are installed in urban areas!!

Tony & Pat organised the main Sunday run starting at the beautiful Essex Wildlife reserve at Abbington Reservoir. Their 80 miles run saw seven cars setting off on a beautiful day towards Long Melford in the North of the County and a lazy picnic for all for those who came along. Unfortunately, David & Anne had some problems on the return journey and although several people tried to find the source it eluded everyone and the car limped home nursed for most of the journey kindly by several members of the club. We hope you have sorted it before the next run Dave.

There are two more runs planned for July, the first on Tuesday 2nd July organised by Elaine & Colin, the second on Sunday 21st July organised by Owen and Lucy. Happy motoring everybody.

Gary



Owen looking proud to have made it.



Heart of England has had a busy month with a number of events and runs. We had 30 Members attend the meeting including a new couple, Peter and Victoria Good, welcome to them. John and Ann Platt along with Keith Jewkes joined the Central Group for their Rutland

run and report what a well organised run it was through beautiful countryside. I'm sure you will read more on Centrals report. Here are the rest of the months reports:

Geoff's Midweek Jolly - 13 June.

Compared with last year when we enjoyed 30 degrees fanning June this year offered us floods, torrential rain and 17 degrees. Undaunted, eleven cars set off from HoE HQ.

Despite the forecast we experienced only one rainy period, not too bad even for the leakiest of Spridgets, via some narrow and sparsely trafficked lanes past Bidford on Avon, Honeybourne, Saintbury and the steep winding hill of the Cotswold Way past Broadway Tower where we veered north eastwards on one track roads in the direction of Moreton in Marsh to the Wellington Aviation Museum. Here we met up with Edward and Jean Jones who joined us from Tewksbury.

The museum is small but packed with memorabilia and artefacts of wartime RAF activity. It was assembled by Gerry Tyak as a memorial to the

many personnel who served at Moreton in Marsh Bomber Training Station. Gerry died last year and previously it had opened each day but is now only open on Sundays. However Edward Tyak, his son very kindly agreed to make us very welcome and for a modest £3 per head we spent a good hour which was cut a little short as we had dawdled en-route to our intended destination. If you are that way it is well worth a visit.

Our next target was Caffeine and Machine a former Hotel now a roadhouse pub/restaurant for Petrol Heads. So a steady run up Fosse Way where we were fed a variety of foods, all except Mo that is whose order it seems had disappeared into Cyberspace and which eventually appeared as we were leaving. Not to worry she wrapped it in paper serviettes to enjoy at home. Whilst we were there the Morris Minor Club was assembling outside and a few fine examples turned up. Again a venue well worth a visit.

Geoff Hunter

Shelsley Walsh Nostalgia 16 June

We had a fantastic day at the nostalgia day, the weather although changeable didn't cause too many problems and we seemed to be undercover when the heavy rain passed by. Linda and Sybil did a grand job of not letting the gazebo blow away. We have a good turn out with 6 MASC members and 1 extra who unfortunately was selling his car so we couldn't persuade him to join – a better showing than the MG Club!



There was a display of the Italian Job with the original coach, minis and Fiat police car. This in addition to some great cars powering up the hill

Whilst packing up a chap came up to me and gave me a box of bits he had left over from a previous frogeye he had owned which were offered to members at our monthly meeting.

Dave Colclough

Treffen 2019

June 17th saw three cars from the Heart of England area leaving for Germany to attend the Spridgettreffen event held in Eastern Germany in the city of Dresden. The attendees were Geoff and Janet Hunter, Dave and Chris Parker and Alan and Rosemary Couch. This was a superbly organised event for 60 cars held over three days spent driving the local roads and visiting local castles. The drives were arranged in their usual way where one of the organisers cars takes the lead in front of the other cars, and then directs the first car behind to wait at a junction to direct the following cars in the correct direction. Then the next car is directed to stay at the next junction and so on along the route. These cars then rejoin in front of the designated last car. For those of us who cannot read German

or understand German road signs this was a much less stressful and enjoyable way of following the route.

After the organised event the six of us travelled to Berlin by coach to spend three days exploring the many sites of this interesting city.

After Berlin Geoff and Janet returned to the UK, and the other cars travelled further east into the Czech Republic where we found some superb driving roads and scenery, before returning to Bavaria to stay at Weiden and visit Regensburg.

The return journey home was made via stays in various towns close to the Rhine valley with its amazing scenery.

The total mileage we covered over the 18 days was just in excess of 2000 miles. The cars all performed well during the event despite the challenge of the temperatures which were consistently high, peaking at 39 degrees centigrade.

This event is held annually in a different part of Germany and is a great opportunity to see the beautiful countryside and to meet and make friends with German people who share our interest in classic cars.

Alan & Rosemary





On Sunday, 21 July 5 cars - Mark - Frogeye: Gary - Frogeye: Ian - Midget: Keith & Ann - Midget and Steve - Land Rover (his Midget wouldn't start!), met in Old Amersham for a run to Stoke Row Motorsport Open Day - www.stokerow-motorsportday.co.uk.

We drove a scenic route of approximately 40 miles through Buckinghamshire and Oxfordshire to our destination near Nuffield. Ian Rowley, who runs a race car preparation company on the site, holds this Annual Open Day to help raise funds for local causes. The range of cars visiting varied from Austin Sevens to Blower Bentleys. There were also a few charity stalls, BBQ, and beer tent along with special guests from the motorsport world. Being

interviewed this year were Howden Ganley, New Zealand F1 driver from the 1970s and David Brodie, probably best known for racing his black Escort - Run Baby Run - in the 1960s and 70s.

Instead of the usual "best in show" the organisers issued the children with 3 rosettes marked 1st, 2nd and 3rd and they were asked to put them on the vehicles of their choice. Much to our member Steve's surprise his Land Rover was awarded a 3rd place rosette (probably wouldn't have won anything if he had been in his Midget!).

We left at about 16.00hrs and enjoyed the drive home in the afternoon sunshine after a pleasant and interesting day.

Keith & Ann Warner





May Spring tour!

Following on from the successful Horse and Dragon tour, Phil and Liz planned a four day trip to Norfolk which 'sold out' on the first day!

The East Kent contingent met early in fine sunshine and headed for the main meet at Thurrock where 13 Spridgets and 25 clubmembers gathered. Sharp showers meant hoods up as we headed off each with another fine set of Phils pace notes. The fine sunny weather soon returned and stayed with us for the entire trip.



Lunch was taken at the lovely, beamed 'Green Dragon' pub at Youngs End where a local garage owner and Midget driver admired our cars. Refreshed, we travelled onwards for a visit to Melford Hall stately home at Long Melford where we dipped into the lives of various owners from Abbots of Edmundsbury, Henry VIII, the Cordell family to the current Hyde Parkers who still live in a wing of the house.

Off again via pretty villages to our base at 'The Swan' motel at Gillingham, a small village near Beccles.

Most settled for a trip to Bressingham Gardens next day where a Dads Army style military show was taking place, but John and Carole decided upon East Anglia Transport Museum where they ended up as part of the exhibits!

A drive to pretty Southwold in the evening sunshine and a good walk along the beach got us ready for bed.

Day 3 found many of us on a beautiful 9.7 mile walk along the river Waveney arranged by Richard and Pat. Lunchtime drinks at a remote lockside pub before returning home via historic Beccles.



There was so much to do and next day some ladies shopped in Norwich, some took a motor boat out for a trip to Oulton Broad and some visited old WW2 airfields and museums. A small group headed for a motorcycle museum in North Walsham via the chain ferry over the river Yare. After our motorcycle fix we were invited to the workshop next door by the owner Martyn to view the wonderful old Austin Sevens he restores. After mentioning that Phil is restoring an Austin Opal we were directed to the nearby world supplier of Austin 7 parts where we were warmly welcomed and spent a pleasant hour. It was then back to The Swan for another fine meal.



Our return trip took us to Lavenham with its quaint old crooked buildings, and then on to Stowmarket. Some headed for home whilst others continued to enjoy the pretty villages and a more relaxed route home.

A great holiday enjoyed by all with fabulous weather whilst the accommodation, staff and food were lovely. Big thanks to Phil and Liz for another well planned trip. Here's to the next one.

Dave Chalk 4759



East Kent Sarre Meeting for Flaming June.

Our get together survived what could have been a damp squib (it's a bit wet down here at the moment) and resulted in 20 taking lunch at the Crown in dry conditions. In fact the six Spridgets arrived hoods down with one straight off the ferry from the Daks Tour and barely touching down at home overnight this reputedly to get a good meal. Only one casualty amongst the rest of us, with Mel's 1500 suffering a misfire just a few miles from home. Problem since diagnosed and his car is on the road to recovery.



An added attraction this month was a visit pre lunch to a locally based Classic bus group at Canterbury arranged by our Jim Sinfield. I was only expecting a couple of vehicles but the ex WW11 hanger housed nine vehicles one of which, an East Kent Excursion coach of 1951 vintage was drawn out for our arrival. Just to make our day we were taken for ride out around Canterbury. And we didn't need our bus passes.

John Clark 3583 East Kent Co-ordinator

Derek Harris organised this months Old Boys run and his first attempt certainly had the 'Wow' factor. Sixteen members in twelve Sprites and Midgets of varying marks assembled at the Merriments Garden Centre. Mark Sherwood came in an E-Type Jaguar but will not face a Courts Marshall as having his Frogeye in a bodyshop being resprayed is adjudged to being a reasonable excuse.

Once all were assembled Derek led us a short drive to CKL Developments in the County of Sussex where owner Charles Keith-Lucas took time out from a busy schedule to greet us before making haste to a 'board meeting'.

Such was our privilege that not only were we allowed access to a holding shed, workshop, engine building shop, gearbox assembly shop,

body shop and general workshop but being split into two groups each was assigned a tour guide. CKL are a restoration and maintenance firm of some repute. They not only maintain road cars, primarily Jaguars and derivatives (e.g. Lister Jaguars), but also support those that race such cars in various disciplines. Unfortunately due to client confidentiality issues that must be respected I am unable to show photographs of any of the vehicles, totalling many millions of pounds, that were being maintained or repaired. One D-type Jaguar was drawn to our attention whose owner apparently drops in to collect it when driving to an aerodrome where he 'garages' his Super-marine Spitfire. Sometimes he over flies the premises before returning to store the car till next time. A rare XKSS Jaguar was reputed to be worth £15 million. One could only wonder at the collective value of the cars we saw.

We lunched at a nice 'Country' pub nearby before star-bursting for our various home destinations. (A.A.)

Kent Monthly meet at the Angel, Addington Green.

Throughout the year, although living in Surrey, Mark and Caroline Jackson had attended many of our meetings both at the New Addington and Sarre. They also came on our 'Daks over Normandy' tour. In fact they are more regular attendees than some of our Kent based members: some of whom we never receive a visit from at any of our meetings or events. Unfortunately after the tour Mark was taken ill and we hope he has a speedy recovery.

Ian & Sharon Stansfield paid a rare visit in their Sprite to bolster our number.

Several of the seven cars in the car park were suffering ills. One with gear selection problems: we will look to rectify in the Autumn unless the problem gets worse. Likewise cracks around the anti-rill bar mounts, on a Frogeye, suggest they are making a bid for freedom. Another to be monitored before

being referred for surgery. Discussions at the meal table varied from the 'risks involved in organising European tours with an ageing membership' to 'problems with fitting non-original shock absorbers to semi elliptic sprung models' and much more in between.

Whilst standing outside, in the car park, twice we were to see a Supermarine Spitfire flying overhead.

Alan Anstead
Kent Rep T:01322-384050 (answer-phone)



We have had a very busy month in Lincolnshire. We had a very successful meeting last month with 12 people attending in 4 Midgets and Sprites and 1 MG B. The weather was a lot better than our first meeting so we were able to stand outside and look around everyone's cars. We have now got a few frogeyes in the group, some on the road and some being restored. We also have 3 members in the process of building Sebring Sprite replicas and a selection of Midgets and Sprites. We had 2 guests all the way from the Netherlands, they came over to drop off some Ashley panels for my build. The photo of the Volvo is them before they drooped of my panels. They were staying where we have our meet and really enjoyed talking to everyone about their cars. They are both into British cars and bikes, Kees (the one that sorted out the panels for me) owns a standard frogeye sprite and is also in the process of building an Ashley GT the same as me.



We also met up with Central group at Rutland Water where they had a run out. We had very nice weather and a great selection of cars and owners. I was also able to talk to the central area rep Dave Warren who suggested that we meet up in the future and with the Northampton rep who has also just started the group up.

As a way of keeping in touch we decided that it would be a good idea to start a Lincs Midget and Sprite Facebook page so that member are able to share local events they were going to and keep us all updated on what they are doing with their cars. I have had good feedback on this so far and was able to attend a local event a Barholm, after someone shared details of the event.



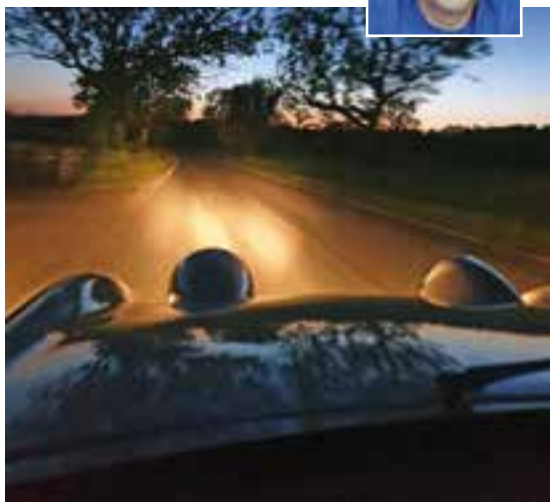


When I re-joined MASC a few years ago I realised that there was no active group local to me in Northamptonshire. I've been to various meetings and events with the Central Area but it's a 90-mile round trip to go to a club meeting on a 'school' night.

I attended the Midget & Sprite Challenge race meeting at Mallory Park at the end of May and I got chatting to Phil Mayne who was 'spannering' for a couple of the competitors. This seemed to involve 'donating' parts from his modified road car to keep the others going! Phil is from Kent but now lives in Northamptonshire and shared my disappointment that there wasn't a local MASC meet.

Later, on the MASC Facebook page, Bruce Kirkman also expressed an interest in a local get together. Bruce lives just over the border in Leicestershire but we won't hold that against him. Chris Hollweg was also keen to join in so that made four of us - next step was to find somewhere to meet. I made a short list of possible venues and was about to embark on a lengthy evaluation process when Greg Phillips suggested The Red Lion in Thornby which was high on my list anyway. A date and time was quickly agreed taking care to choose a night that didn't clash with adjoining areas.

I arrived at the pub a little early and was somewhat surprised to find a full car park including a gaggle of pre-war bolides one of which was a 1927 GN with chain drive. Next to arrive was Chris and partner Sophie in his LHD Sprite soon followed by Phil. Chris uses his Sprite as his daily driver and it has an interesting history having lived in Spain before being re-imported back to the UK. Two very smart Frogeyes then arrived in convoy from Hinckley - Greg and Anita in their OEW example and



Mike Heath's primrose yellow one. Bruce also has a Frogeye but it is incomplete at the moment and a lot of work will be needed to get it back on the road so Bruce was conveyed to our humble gathering in more modern machinery.

We had a pleasant evening chatting about all manner of things and, once the car park had emptied a bit, we were able to get the obligatory group shot of our cars. We all agreed to do it all again next month so it looks like a new MASC area is up and running!

Greg and I joined Central MASC for their run to Rutland Water which was a great day out. I was joined by Rachel in the navigator's seat so we didn't get lost too often.

Thanks for the encouragement I've received from other MASC members and area reps in this (ad) venture.





For our sins Shelley & I have been busy for the last few months organizing an event for the Preston & District MG club which we are also members of , the event is called the Lancashire Lanes Run , This year we started and finished from Barton Grange Hotel on the A6 near Preston, with help of a small committee we devised two routes one of 48 miles and the other 78 miles both these routes were printed in the same route book .So after coffee/tea and pastries 54 cars took to their chosen route and return to the hotel later in the day for two course meal. As they left, we had a photo taken of each car which we then nipped to the local superstore and had them printed out in size 6 X 8inch then put in a cardboard mount and presented to them on their return. We also had a prize for the longest travelled which went to David Turner from Surrey some 257 miles he was going to arrive in an MG Midget but at the last min let him down, so came in a MG F.



Our guest TV presenter Johnathan Thompson had to pick the car he would most like to take home, which was a 1954 Singer Roadster lovely rare car , as a brain teaser we had guess the length of a piece of string that travelled round a large MG logo the winner was within 1&1/4 inch.



With 7cars from MASC North West joining us we all had a great time and the weather stayed fine for us all day. With donations being made before the start to Air Ambulance Charity, we raised £221-50.



This week again is going to be very busy with club night on Wednesday 10th July then on the 13th July we have 13cars going to Oakamoor Hill Climb near Stafford then Sunday it our Cars & Coffee meeting at the Kilton Inn.

The week after a few of us are going to Holker Hall near the Lakes District on Sunday then staying over in Ulverston to visit the Laurel & Hardy Museum. We will be taking the scenic route home though the lovely town of Grange Over Sands and along the west coast.



Amongst all the other chores that I am currently having to undertake is the inevitable sorting of items, articles and memorabilia which one wants to either keep, give away, sell or donate to the local charity shop. You do however sometimes stumble upon a find that you just walk past every day without a second glance and it was to this end that I rediscover my collection of automobile ornaments, etc.

Half the fun was trying to remember when and where we aquired them.

Certainly pride of place goes to the yellow Frogeye, which is actually a cookie jar,

I think my wife my wife bought me it on a holiday in America, hoping it would cure me of the nostalgic notion of buying a real Frog. Of course her other, not so subtle attempts at dissuasion of future car ownership did not work either, the visit to the bubble car museum was to try and sate my desire to own a Isetta failed miserably and one now awaits its turn for restoration in the black hole called the garage. The day-hire of a Healey 3000 one birthday had the reverse effect and made me desire to own one even stronger and hopefully I will aquire one in the near future.

Why do I want to own these cars ?

In the case of Frogeyes and the Isetta, sheer nostalgia

In the case of the Big Healey and the Austin 7, sheer desire

Plus what can be better than going driving 20 miles for a nice pub lunch on a glorious sunny day with the top and getting the sun on the bald napper.

Plus going to club meets and engaging with friends

Plus with miserly interest rates, it surely has to be a good investment.

Plus No pockets in a shroud, may as well spend and enjoy.



On a more mundane note, good progress is being made on the new garage, in under a week we have the main steelwork erected and in another week we should have the walls and roof in place, Job Done!!! It is my aim to keep it free of junk but knowing me it will be hard not to give in to temptation to use all this lovely new space.

It has always been an ambition the visit the big Autojumble at Beaulieu so having recently bought a Ford Transit I might may just visit this year in the autumn and browse the stalls and pop into the Car Museum.

Graham





Here in sleepy Sussex the small Mascot group embarked on our annual fish and ship run on the Sunday 7th July. The plan was to meet at the Bolney stage our regular monthly meeting venue at 2pm, and set off for a tour down through Sussex to the coast. Our destination the Stonehouse Pizza and carvery on the sea-front at Peacehaven. It was still raining at 1pm in Worthing as we set off, so our Mk2 Midget's hood was put on and off we set. 5 minutes later the weather brightened and thankfully we saw no more rain for the rest of the day, Hooray.

Chris and Sue Harding our area rep had everything organised and handed out the route sheet. They unfortunately had to drive their MX5 as their MG was still stuck in France where it had broken down and was awaiting repatriation back to Blighty. Of the 7 cars running 5 were Sprigets and how unusual to have 2 Austin Sprites. Elsa's red Sprite and Surrey rep Mike Gormans blue Sprite. We were joined by Chris in his mk3 Midget and Richard and Sue in their MGF with Ray and Sally's immaculate Lenham Midget bringing up the rear.

A leisurely pace was set and we trundled through country lanes on an ever improving day. A pit stop ensued for a swift drink at the Jolly Sportsman in East Chiltington. I've lived all my life in Sussex and didn't even know this pub existed.

Back on the road and soon all cars were tops down as the sun came out and sailing towards the coast. Blimey my exhaust is loud, must sort that out next week.

All cars ran spot on to our final destination, and we all arrived safely at the Stonehouse. What a choice of food too, but as the day was called the Fish and chip run I felt obliged to have just that. The sun had done its thing and the coast was fairly busy. We did though manage to find enough spaces to put the cars in a line for the cameras. Next stop the club BBQ on the 10th August.

A great day was had by all and we will meet up again soon for our annual BBQ on the 10th August.

Colin and Juliet Nicholson.





We are thoroughly enjoying connecting and reconnecting with Spridget enthusiasts local to the Yorkshire area. We had the opportunity to pop into the MG Workshop in Monster on a recent trip to the Netherlands. We were made very welcome and saw their electric Midget project taking shape.

Very interesting to see. The trip (with the SVW Register of the MGCC) gave us some ideas for a Netherlands long weekend. We also met up with Arie de Best for a quick coffee near the excellent Louwman



Museum. This collection of cars is just incredible and a must see. No Spridgets there or in Paris where we went to see the finish of the Peking to Paris endurance rally. Got our MK4 Sprite out at last for a Heartbeat Rally at Goathland. Our Sprite joined other cars that had been used in the filming of this well-loved Yorkshire TV series. Took a trip to the Chateau Impney Hillclimb event in Droitwich. A large and very varied field of entrants included two Spridgets.



Our July Yorkshire meeting was at the Fox & Grapes close to the A1M/A64 junction. Four Spridgets, 10 enthusiasts attended with Tony from Sunderland in his 4AGE Midget the furthest travelled this time. Emma, Charlie, Rob, Jenni and baby Alex, Mick, David and us two the conversation was again very much K Series. The good news is that Mick has ordered some parts to get his project restarted. We are hoping to plan a Sunday lunch run at some stage before the onset of Winter. Suggestions welcome.

Happened to be on Anglesey on Sunday when Classic Sports Car Club were racing including a number of Spridgets in the Swinging Sixties series. Fantastic track for competitors and spectators.



Our August meeting will be on Thursday 15th August this time at The Drovers Arms, York Road, Skipwith, Selby YO8 5SF from 7pm. Thanks John for the recommendation.

Anita & Mark

DEAR MASCOT...

HI NEIL,

You may find this worthy of publication, either way it may be of interest.

Saturday afternoon myself, Alex Gleed and Pete all set off in our Midgets to visit Attwell Wilson motor museum for their annual road run. All appeared well as we set off down the A420 To Chippenham and then on to Calne. Our little convoy of three midgets was doing well and the sun had come out but as we were getting near our destination I noticed that Pete in his white midget was holding back in fact quite a long way. I wasn't too bothered as I knew he knew where he was going but I was keeping an eye on Alex as he'd never been before.

When we arrived we all parked up and Alex commented on a young lady he'd seen and then Pete said I've got no brakes! So we popped the bonnet and a quick look revealed there was indeed brake fluid but no pressure at the pedal. Lots of speculation about master cylinder and seals but

we had a run to do so we left Pete's midget safely parked up and Pete hitched a ride with Alex and I continued in mine. All was going well until about halfway through the route when as I pulled away from a set of traffic lights my midget decided to start running on three cylinders, some muttering and cursing and I thought it would be a good idea to stop and see if anything obvious was wrong. I popped the bonnet and one look showed that a ht lead to number two plug had come off at the distributor cap, bit odd but after making it secure things where back to normal and we completed the run back to the museum with no more problems.

We sat around for a while devouring some ice cream before we set off home with Pete limping along in his midget with no brakes, he got it home safely and no doubt I'll here soon about the cause of the brake failure.

Regards

MIKE



I've recently joined the club. I have attached a picture of my RWA 1973 Midget.

I purchased the car 2 years ago, the engine has been totally rebuilt, all new trim & hood and recently it had a bare metal respray. As I am semi retired I'm planning to have a few trips away in the car this summer. Looking forward to receiving my monthly magazines and getting involved with the club.

Regards Richard Waller



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

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Mark Hall, T: 01296 660103 E: chairman@midgetandspriteclub.co.uk
Glyn Polly, T: 07544 302 575 E: glyn.polly@gmail.com
David King, T: 01453 544202 E: djs.king46@gmail.com
Neil Thomas, T: 07891 684435
E: editor@midgetandspriteclub.co.uk
John Collins, E: green_mx5@hotmail.com
Stuart Watson, "Staddlestones", Thicknall Lane, Clent, Stourbridge, West Midlands. DY9 0HX.
T: 01562 883076 E: membership@midgetandspriteclub.co.uk
Alan Pritchett, T: 07720 238810 E: a.pritchett@btinternet.com
Gary Lazarus, E: garyfrogeye@gmail.com T: 020 7700 5696
Anthony Cutler, E: anthony.cutler@btinternet.com
Richard Weaver, E: fsam1983@hotmail.com
Liam Murphy, E: biddysingh@gmail.com
Richard Wharmby, T: 07814 764546 E: r.wharmby10@virginmedia.com
Clare Nedin, marketing@midgetandspriteclub.co.uk

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ENQUIRIES

Terry Horler, 63 Littledean, Yate, Bristol, BS37 8UQ. T: 01454 881770
E: rebelwithasprite@hotmail.com
Neil Thomas, T: 07891 684435 E: editor@midgetandspriteclub.co.uk

Stuart Watson, E: stuart@thewatsonz.com T: 01562 883 076

Gary Lazarus, garyfrogeye@gmail.com T: 020 7700 5696
Mike Grout, 55 Park Road, Spixworth, Norwich, NR10 3PJ. T: 01603 890211
E: miketg54@hotmail.com
Mark Boldry, E: mark26r@hotmail.com
Mike Bennett, webmaster@midgetandspriteclub.co.uk T: 01925 727479
Gary Lazarus, garyfrogeye@gmail.com T: 020 7700 5696
E: enquiries@midgetandspriteclub.co.uk / alan.anead@btopenworld.com

AREA REPRESENTATIVES

BRISTOL
CAMBRIDGESHIRE
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Terry Horler, T: 01454 881770 E: rebelwithasprite@hotmail.com
Graham Kirkup, T: 01223 511835 E: gramag.kirkup@ntlworld.com
Dave Warren, T: 07831 101850 E: central.masc@live.com
Michael Ellis, T: 07414 279074 E: michael_ellis@live.co.uk
John Gully, T: 07876 334949 email john.gully@btinternet.com
Tim Wyman, T: 07828 245280 E: essexmidgetandspriteclub@gmail.com
Terry Langridge, T: 01252 626063 E: friendlyfolk@maschants.co.uk
Dave Colclough, T: 07543641284 E: dave@colcloughsonline.co.uk
Mark Hall, T: 01296 660103 E: markdhall@aol.com
Alan Anstead, T: 01322 384050 E: alan.anead@btopenworld.com
Jason Elliot, T: 07780 815264 E: dyke-jason@hotmail.co.uk
Gary Lazarus, T: 020 7700 5696 E: garyfrogeye@gmail.com
Andrew Parrott, Mob: 07808 158623 E: andrew.parrott@btconnect.com
Neil McLeod, T: 01772 466648 Mob: 07921 089 680 E: neil_mcleod2@outlook.com
Ian Cooke, T: 0115 938 3838 E: ilcooke@btinternet.com
Grahame Gibbins, T: 01235 530456 E: grahame_gibbins@hotmail.com
Graham Smith, T: 0141 954 8276 E: smith.grahamf@yahoo.co.uk
CURRENTLY VACANT
David Hill, T: 01239 811307 E: david@hill.be
Mike Gorman, T: 01737-552256 E: gorman698@btinternet.com
Chris Harding, T: 01342 718860 E: harding.cm@btinternet.com
Andy Cross, T: 01225 743554 E: andyspeedbox@gmail.com
Mark Boldry, T: 07471 606060 Anita Lachowicz T: 07484 682516 E: spridget.girl@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 RENEWAL:

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

CLUB NIGHTS

- 3rd Thursday **YORKSHIRE AREA.** Thursday 20th June, meeting for the Yorkshire area will be at The Anchor, New Road, Whixley, York YO26 8AG from around 7PM – For further details contact Mark Boldry 07471 606060 or Anita Lachowicz 07484 682516 - email: spridget.girl@gmail.com
- 1st Tuesday **ESSEX AREA.** From May – September we meet on the first Tuesday of the month for a car run, ending in a pub for an evening meal. Please contact Tim Wyman tel 07828 245280, email address essexmidgetandspriteclub@gmail.com for more details.
- 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 Graham 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. 7.30pm Michael Ellis Michael_Ellis@live.co.uk and telephone: 07414 279074
- 2nd Wednesday **HEART OF ENGLAND.** All welcome at the Green Dragon, Sambourne, Redditch B96 6NU 8pm gathering for a 8:30pm start. Further information from Dave Colclough on dave@colcloughonline.co.uk or 0754 3641284.
- 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 **CAMBRIDGESHIRE AREA.** Meet at The White Swan, Elsworth Road, Connington, Cambs CB23 4LN from 8pm
- 3rd Thursday **NORTHAMPTON AREA.** The Red Lion, Welford Road, Thornby, Northamptonshire, NN6 8SJ from 8pm
- 4th Thursday **LINGOLNSHIRE AREA.** Meeting at The Wishing Well Inn, Dyke, PE10 0AF from 7 o'clock onwards.
- 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
- 4th Monday **DORSET.** New Venue: Charlton Inn, Bournemouth Road, Charlton Marshall, Blandford Forum, Dorset DT11 9NH about 7.30pm
- 4th Thursday **SUSSEX.** Meet at Bolney Stage, Bolney, RH17 5RL from 19:00.
- 4th Thursday **HAMPSHIRE.** Meets at The Millhouse, North Warnborough, Odiham, RG29 1ET. 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 Instead enquiries@midgetandspriteclub.com
- Last Monday **WILTSHIRE.** Meet at The Bmg 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.** Non-regular and occasional meetings and runs arranged throughout the year. Please contact Valerie Young on 01460 391431 for further information. We may not always be there, especially in the Summer! robertholmes25@hotmail.com. If enough interest, will arrange a meeting.
- Northern Ireland
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: 1959 cherry red frogeye sprite in excellent original unrestored solid condition. New battery, hood, tonneau and side screens, some spares, handbook and manual. But needs new master cylinder and some attention to paint work. £12,950 Please phone 0208 393 5381 (Epsom) for details

FOR SALE:- Austin Healey Frogeye Sprite 1958. Offered for sale is this lovely Austin Healey Frogeye Sprite in cherry red with black interior. Built on 25/6/1958, less than 3 months into the build run, the enthusiast will recognise the significant interest of this early car, which incidentally was the oldest and most original Frogeye at the Sprite and Midget 60th Birthday party in Dorset last year. Structurally the car is excellent, with the appropriate features for its age, and is eminently presentable, although the paint could be enhanced by 'blowing over' – due to its great condition, relatively little preparation would be required. Interior is good and it drives nicely. Currently owned and enjoyed for 6 years with no intention of parting with it, however an opportunity has arisen which necessitates the sale to fund it. Genuine enquiries only please, and no canvassers. Sensibly priced at £18,000 for quick sale. Trud Ridgers 01460 54425 (West Somerset)



FOR SALE: MG Midget Mk3. Year 1969 G reg. Engine 1275cc. Tax and MOT exempt. Latest MOT April 2019 (Owners choice). Purchased in 2008. 5th Owner. Previous owner only 3 months, prior to that owned for 28 years. Current mileage 71,552 miles. Replacement Ivor Searle Engine in 1999, at about 57k miles. Refurbished replacement gearbox in 2008. Resprayed approx. 2007, and still in very good condition. Well maintained with much work done by MG specialist over the past 11 years. With invoices to show for this ownership. Painted Wire Wheels. Good Tyres. Hood almost new and in good condition. Hard top and stand available. Full and half Tonneau covers. Currently in dry storage. Genuine reason for sale. Really reliable fun car. Price £6,950 Contact Derek Ralls 07814 373500.

MIDGET PERFORMANCE BITS FOR SALE: Bought for a stillborn intention to build a production class car for Luffield championship. Car sold so they need to go! Set (four) 13"x5J Revolution "lightweight" wheels supplied by Kim Dear-Magic Midget. Brand new and unused. £200 the set. Pair of 13"x5J polished rim "Minilite" type wheels fitted with Continental performance road tyres (MSA List 1A). All brand new. £120 the pair. Manifold performance single box exhaust system. Supplied by Kim Dear-Magic Midget (MM part no LS031). Brand new. £100. Pair of Corbeau "Classic" black PVC seats with headrests. Brand new. £200 the pair. All priced collected from near to Oulton Park race circuit, Cheshire. Please email tcotebrook@gmail.com

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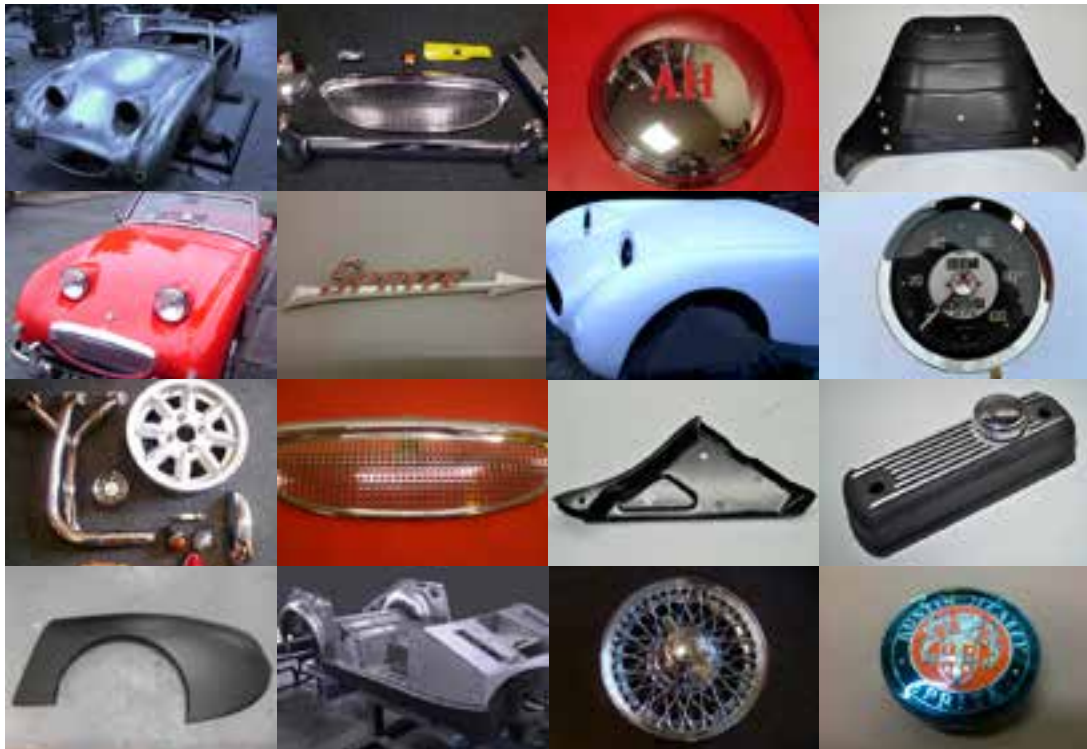
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