

MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 427 OCTOBER 2019

£3

MASC VISITS CASTLE COMBE



OUTSTANDING CLUB
MAGAZINE OF
THE YEAR 2018
HIGHLY COMMENDED



www.midgetandspriteclub.co.uk



ON THE ROAD AGAIN BY LIAM MURPHY

FLASHER UNIT BY CLIVE SEAGAR

ALSO IN THIS ISSUE: MIDGET PROJECT • RAD CONNECTIONS • BEARINGS • FROGEYE CALLED BERTIE

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by Emma Airey, Head of RH Specialist vehicle insurance

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WELCOME TO THE OCTOBER EDITION OF MASCOT

NEIL THOMAS

editor@midgetandspriteclub.co.uk



Hello once again. This issue should be reaching you on time this month. Last month's was impossible to get out as per schedule due to lack of copy, as mentioned in last month's Welcome page. It has been a struggle to pull back the time and any last minute submissions will have been left out. Below is the list of submission dates that I have to meet for the rest of the year.

Production Month	Sep	Oct	Nov	Dec	Jan
All copy to QPS	Mon 16 Sep	Wed 16 Oct	Mon 18 Nov	Thu 12 Dec	Mon 16 Sep
Mailing Data to QPS	Thu 19 Sep	Tue 22 Oct	Thu 21 Nov	Wed 18 Dec	Thu 19 Sep
Sign-off	Mon 23 Sep	Fri 25 Oct	Fri 22 Nov	Thu 19 Dec	Mon 23 Sep
Mail	Wed 2 Oct	Fri 1 Nov	Tue 3 Dec	Fri 3 Jan	Tue 4 Feb
Publishing Date	Sat 5 Oct	Wed 6 Nov	Fri 6 Dec	Wed 8 Jan	Thu 6 Feb

You will see that you should receive October's issue by Sat 5th October. To make that deadline I had to submit the copy to the publishers by 16th September. My published date for submission on page 1 of September's issue was 9th September, yet many of you hadn't received the magazine by then! In effect I have around 6/7 days to pull the mag together before my submission to the publishers.

Please can I ask you to send me material by the dates published in the magazine.

Also you will note in this issue, that some of the photos are of poor quality. I really do need high resolution photos to accompany your write ups.

I am now really wondering how many of our members are on Facebook as since the publication of the two letters on the subject last month, I have received only one reply, that being from Terry Horler (see Dear MASCOT). Perhaps our FB page is indeed made up mainly by non MASC members! I will be raising this as a matter for discussion at the next committee meeting.

Finally, I received the following from Ian Cooke:

"I would like to inform club members that "A-Series" and their partner company "A-SD" in Ilkeston, Derbyshire have ceased trading.

They tell me they will continue to stock Imperial nuts and bolts for classic cars.

I know there have been many members who have placed orders with this company and have not received their goods. I feel sorry for them but cannot offer any advice as to your best course of action.

I am in no way involved with this company, but as I have used them over recent years since they are on my doorstep I feel obliged to keep members informed."

Until next month, have a good one. Neil

**MASC MEMBERS ENJOYING A TRACK DAY
AT CASTLE COMBE ON MONDAY 9TH SEPT.**



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

**TUESDAY 8TH
OF OCTOBER**

EVENTS CALENDAR 2019

- 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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NEW MEMBERS

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

5920	Phil West	Gloucestershire	Sprite	MK 1
5921	Peter Doyle	Devon	Sprite	Mk 1
5922	Giles & Louise Dalton	Devon	Sprite	Mk 1
5923	Scott Lawrie	Buckinghamshire	none	None
5924	Chris & Jean Bass	Devon	Sprite	Mk 1
5925	Brian Dziennik	Invernesshire	Sprite	Mk 3
5925	Nicholas Perry	Humberside	none	None
5926	Michael Moore	Cheshire	Midget	Mk 4
5927	Darrell Pickup	Somerset	Sprite	Mk 1
5929	Sarah Jane Sanderson	North Yorkshire	Sprite	Mk 3

Hello Neil,

Louise (my wife and Sprite owner) and I (mechanic) have just joined the club. Stuart asked that we contact you with a photo so here we are.



Louise owned a Midget when she was younger but always wanted a Frogeye and now she has one. It is called Bertie and is her pride and joy. She acquired him in May this year and after some work he's back on the road. Bertie will be used whenever time and weather permit as we hope to join in with club events. Louise is also threatening to try hill-climbing.

We look forward to meeting other club members, particularly in the Devon area where we live, before too long.

Kind regards, Giles

My midget just after purchase On it's way to its new home in congleton. New member. Mike moore. Membership number 5926

Mike Moore



Settle Calling...

after a break of around 14 years I rejoined MASC this April and after some work(!) my Mk 4 Sprite has finally returned to the lanes of the Yorkshire Dales. So it would be nice to make contact with other local MASC members. Unfortunately our local area meets are some distance away; Yorkshire area 47 miles, North West area 68 miles. So if you are within around 20/25 miles of the lovely market town of Settle we would be pleased to hear from you. Maybe we can lift share to a club night meeting.

We can be contacted on 07910 563 768

Jon and Judy Sharples



SNAP! OF THE MONTH



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



Blyton Park July 2019

SNAP!



CASTLE COMBE TRACK DAY



Following the success of last years Track Day, where MASC members were invited to join MG's On Track, Monday 9th September provided another opportunity for members to experience a Track Day, but this time at Castle Combe in Wiltshire. For those of you not familiar with the venue, the 1.85 mile circuit is based on the perimeter track of a former World War II airfield and was opened for racing in 1950. The airfield, opening in May 1941 and decommissioned in 1948, was a fighter base for Polish airmen.

Famous racing drivers who used the circuit included Stirling Moss, Mike Hawthorn, Roy Salvadori and John Surtees. In 1997 the track was altered and two new chicanes were introduced in order to slow the cars down.

In 2005, as appears to be the way things have gone with lots of motor racing venues, a noise nuisance order was issued thus preventing the more powerful cars competing there. Those using the track will know the obligatory noise test procedures that are now undertaken on each vehicle using the track to ensure noise levels are kept within limits.

I had been watching the forecast with interest in the week leading up to this year's event and could see

dry sunny weather on each day of the week except the day we were having the Track Day. Typical.

Quite a few participating members had chosen to stay at either the Travel Lodge or the Premier Inn in Chippenham for the Sunday night before, me being one of them. Arriving at 6.30pm and parking up, lots met in the bar for food and a chat. It really was very sociable.

Monday morning dawned damp, but this was soon to be replaced with downpours. I always trailer my car to the events nowadays, mainly to enjoy a comfortable long drive home and to ensure I can get the car home if the worst happens and it breaks down. With the car off the trailer it was off to register and sign the necessary paperwork that the organisers put together. Stickers and wristbands fitted, the noise test followed. I know my car passes as I have ensured my repackable silencer complies. I still always carry a 'can' with me just in case I need to fit it.

Looking around the car park there were a selection of Midgets and Sprites there. As well as the powerful K series and Zetec Midgets and Sprites, there were 1275's, 1098's and an Arkley with a 1.4 K series engine. This was a non members car but interesting to see in the mix, Whilst there weren't



as many Midgets and Sprites there this year as at Donington, the event was still well supported.

By now it was raining heavily. The briefing was provided to all participants and the sightings laps started. These aren't too bad as progress around the track is slow and so my Track Day tyres coped well. However in subsequent session laps it was a different story. The back and front ends were very lively and caution was needed. Others experienced this too with some spinning out but not thankfully incurring any damage.

Being an MGoT event, they are relaxed about taking passengers out. I took a few out including Alex Gleed, Chris Madge, Michael Davis and Kate Le Chevalier. I think they enjoyed it. There were some incidents with a few spins and some minor damage to one of the cars, but no one was hurt, just a bit of pride perhaps.

By lunchtime the rain had eased and when the afternoon open pit session started, the track was drying out. That was great news for my tyres and for me, the car performing impeccably and clinging to the tarmac really well. Whilst lining up to go out, a couple of American spectators came up to me and commented "Gee man your car sounds great, it makes a noise just like a Stooker aircraft". I must confess that this isn't a comparison I would be proud to shout about, but it does have a distinctive sound at full chat. Who knows perhaps the gearbox or the diff is about to let go!

By 3.30pm I had had enough and conscious of the 3 hour drive home, I called it a day. I and the car had survived.

It was great meeting up with friends and fellow musketeers and I am certain we will be doing it again next year, somewhere.



LOUISE DALTON AND HER FROGEYE

Louise and Giles Dalton and their car 'Bertie' have joined the Midget & Sprite club at the recommendation of Alan Anstead. How did this come about?

Louise has always had a love of small British sports cars, particularly the Frogeye and owned a Midget until 2008 but had to sell it and time moved on.....



Has anyone seen this Midget?

10 years later and the Sprite bug resurfaced. Now married, we thought it would be a good idea to see what might be available and affordable. A trip to Mike Authers' facility in Oxfordshire, "just to have a look" and the next thing you know a red Sprite in need of attention was purchased. Two weeks later it was brought to Devon to begin its new life.



Bertie has arrived

The history of Bertie is yet to be researched. What we do know from Mike is that it was an unfinished project and unfinished is the operative word. Whilst a good job had been made of replacing or repairing corroded panels pretty much everything else has

or is being looked at and sorted out. As someone who left the motor trade

'BERTIE'

30 years ago, for me it is as if time has stood still. Sadly, the same cannot be said for my allegedly good looks.....

Since the arrival of Bertie much work has been completed by both of us and we've had 1,000 trouble free miles too. At the time of writing this, new parts are awaited (clutch, exhaust system, radius arm bushes and other bits and pieces) and once fitted the car will be back on the road. It was during research into the clutch (which isn't standard) that I came across Alan on one of the internet forums. It wasn't long before he got in touch to discuss release bearings and all things Sprite. His enthusiasm for the club was recommendation enough and here we are. Thank you, Alan.

Back to the car. The plan is to get the mechanicals to a reliable state and then Louise can drive it some more. Dill the dog will be keeping her company, securely restrained but enjoying the wind in his ears. We are hoping for an Indian summer.



Looks Nice

For the future, Louise has expressed her desire to try hill climbing or sprinting, or both. We're looking forward to attending some meetings (club and race) to see what goes on and what others have to say about competing. Whatever happens, Bertie is going to be driven!

Given the enthusiasm and friendliness of those we have already spoken with I think we're going to enjoy it.

Giles Dalton, 25th August 2019

MOLLY THE MIDGET



I've always been a fan of the Midget, the sleek, curved body when most cars of that time were becoming more angular, it was going against the grain and not following the standard that other manufactures were creating and I think that's probably why it appeals to me. I've never been one to follow the crowd. I bought my midget aged 19 with my first few months' wages having decided to take a year out before going to university much to my mother's dismay. My initial interest for the car was to learn about how cars work, however I feel my creations have far outreached my initial intentions.

My MG, Molly, was an original looking car in a worn but working condition. This however got me thinking, why spend all that money making a car look like all the others that came out of the factory? So instead of restoring I set to work planning to recreate what I would image the dream midget to look like. To the purists out there I apologies but my idea of the perfect midget didn't include big square rubber bumpers. My idea was to create a car that emphasised its natural curvature not covered it up. This meant removing items that took away from the obvious attention of curves.

I started by removing my bumpers, and fitting a chrome grill. This became the start of things to come, because when I removed the bumpers what do I do with the original mounts? And the big indicator holes? Simple, lets learn to fiberglass and filler and that's what I did. This inspired me to then removed the exterior door handles, locks and get infills that I then filled in to place under the lights, however following all this filling and rattle can spraying the car was becoming mismatched, so it's

time to fully respray and so I had my first attempt at a full car respray having purchased a compressor cheap on Ebay. I then converted the front headlights to LED's with RGB halo's which double up as indicators and the rears to modern LED bulb.

The wheels are a common discussion which people are fascinated by. My midget has got MG Abingdon wheels on, not a straight forward swap my any means, the midgets standard PCD is 4x101.4 which is close but not quite 4x100 that the Abingdon's come in. This required 35mm PCD adapted to get to fit so that they would fit.

I recently took my younger sister to her year 11 Prom, something she insisted on. This was a big moment for me because I knew it was something she had wanted to do and in some regards was a little bit of a showing off opportunity arriving in her brother's car as opposed to most people arriving in hired cars. This was also a good photo opportunity considering prior to this the car hadn't really been out in the public eye following a lot of the work having been completed. The most impressive point throughout this very exciting day was the fact my mother had even suggested how impressed she was with the way the MG looked. A compliment not to be forgotten from my harshest critic!

You can follow more of the MG's progress as she continues to flourish on Instagram @MG Molly76

ON THE ROAD AGAIN

If you think I'm excited about having my engine rebuild complete, you should see how thrilled my lodger is that the block is no longer on the kitchen table!

Rewind sixteen months, and I'm sitting by the side of the M1, watching Highways England tow my little blue 1979 Midget from lane one of the active motorway to the nearest roundabout. She was very broken – a seized cam, seized crank, snapped timing chain, and a lot of swarf in the sump. Basically, scrap, probably caused by an oiling problem – well known as the Achilles heel of the 1500.

The rebuild began – only marginally disrupted by moving house, changing jobs, having to give up my workshop...

I realised that the block wasn't much use, especially as I physically couldn't remove the camshaft from the engine. Helpfully, I had a spare Triumph 1500 block sitting in the new garage – earmarked as the base for a coffee table. After an inspection, it was decided that I'd have this overbored to +010" and use it as a basis for the new engine.

Whilst the block was off at Cotterell Engineering in Clay Cross being machined, I set about acquiring components. New pistons, rings, all gaskets, oil pump and uprated oil pressure valve were sourced alongside an oil cooler, thermostatic sandwich plate and spin-on K&N filter in the Moss Motors 35% off Christmas sale – ho ho ho! A new camshaft was sourced from Canley Classics – the Spitfire 1300 profile ground onto a large-journal shaft as the 1500 block doesn't use cam bearings. This profile gives a mild increase in power and torque and is perfectly suited to all road going engines. You allegedly get the best of both worlds - better 'driveability' with no real loss in fuel consumption.

The crank required some machining after the oil loss incident, and so it was sent to Woolmer Classic Engineering in Bedford along with the clutch, flywheel and front pulleys. Rich arranged the crank grind and a full balance of the assembly, which was complemented by my own work balancing the pistons and rods back on my kitchen table...

After a lot of research into the best bearings to use, including a lengthy thread on the MASC Facebook group with thoughtful input from fellow 1500 owner Malcolm le Chevalier, I decided to go with tri-metal bearings supplied by King Bearings – principally on



the advice of the machinist that did the grind on the crank journals.

A quick strip down and inspection of the cylinder head revealed it was in fine condition, although the rocker shaft was showing signs of wear. A shiny new shaft was sourced from David Manners in Oldbury, availing of their MASC discount. The head was re-assembled, and given a coat of heat-resistant Jazz Blue paint to match the block.

It was all getting rather exciting – I could start to smell petrol, feel the wind in my hair, hear the roar of the exhaust. . . unfortunately the engine was in about a thousand parts in my kitchen and the car was still sitting sad outside.

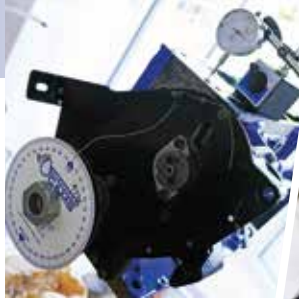
Not wishing to hang around, I set about cleaning everything thoroughly with a paraffin gun and pipe-cleaning bushes. I sneaked the engine stand into the kitchen whilst my lodger was at work, and started re-assembly.

The workshop manual was followed religiously, with all tolerances and tightnesses being treble checked to ensure everything was within range – and it all came together perfectly. Copious amounts of jam-like assembly lube were used on all moving components, and a smear of sealant was used on water-tight flanges around the core plugs and water pump.

After a quick YouTube refresher on how to time the cam, the new duplex timing chain was fitted and front end of the engine sealed up, followed by the rear crank seal, backplate and sump being bolted on, and the cylinder head torqued down on uprated ARP studs. A new friction plate for the clutch was sourced and aligned, tightened down, and the engine craned into the empty bay.

A bit of a wiggle, and twenty minutes of up and down of the gearbox jack and home-made load leveller, and the engine slid smoothly onto the first-motion shaft. Bolting up then took place with the help of my pit for access underneath the lowered car, with metric M10 nylocs being used to hold the starter in place as it's tricky to get to, to make sure they're done up properly – don't ask me how I know!

The standard HS4 twin carb setup was mated to the head, along with a 4-2-1 extractor exhaust system – which makes the two difficult lower nuts ever so slightly easier to access, although not by much! The pit was used again to connect the rest of the exhaust system, using motorbike exhaust clamps as a more reliable alternative to the U-bolt method – which tended to scrape on the road!



A fully charged battery was dropped in and after building up the oil pressure and double checking the timing, all the plumbing and all the electrics, she fired up! The Richard Woolmer Running-in Recipe was followed to the letter, passing an MOT with flying colours in the process.

After the first oil change, the carbs were reset using the 12-flats method and balanced using a Gunson tool, and a few tweaks to the timing has her running a treat – although a trip to the Notts & Derby fish and chip night was swiftly curtailed after an oil pipe failure! No damage done, luckily, and two days later we completed a 150 mile round trip across the Peaks to Chester to the first car show I've managed to get to in two years!

Since then, the car has been used on sunny days as much as possible – including a trip with the missus to Matlock to make up for breaking down the week before! She is very happy to reside in a small garage by the side of the house when it's raining (the car, not the missus). I've even bought a machine polisher and took an online course in "detailing" – and the spray-can paint job now looks better than ever!



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TREASURER'S SUMMARY REPORT FOR THE YEAR 2018/2019

The Club's Directors and Committee have approved the full accounts for the Club and these will be presented at the AGM where I will report in more detail. If you would like your own copy of the account please email me at djs.king46@gmail.com and I will send them electronically. The figures below summarise the accounts for the year April 2018 to March 2019, showing last year's amounts as a comparison.

The highlight of our year was the Spridget 60 celebration held at Wroxall Abbey in August; a runaway success despite the efforts of the weather to dampen the Sunday celebration show. The weekend started on Friday evening with an indoor BBQ, followed on Saturday by a run into Gloucestershire, with 100 cars taking part, and a Gala Dinner, ending on Sunday with a static show with various entertainments and trade stands. There were over 250 cars on the show field despite the very heavy rain, including some rarely seen and of great importance in the history of the marques. Our thanks go to Stuart Watson and his team from the Heart of

England region for organising this event. They worked very hard and a Highly Commended award for the event at the Practical Classics Restoration Show at the NEC in March 2019, where the Club again had a popular stand, was a delightful recognition of their efforts. The cost of the weekend was subsidised by the Club by an amount of £ 8,845, using some of our surplus for the benefit of members.

As well as the usual stands at the NEC shows and Silverstone Classic, the club was represented at many local events and runs up and down the country and a number of areas organised special shows as part of the Spridget 60 celebrations. The Directors want to thank again the Area Representatives for their part in keeping the local groups active, and all those who give time and effort to ensure the club continues to function and meet the needs of the members. Most areas were provided with event shelters during the year, to help with club displays at local events, at a total cost of £ 5,400.

MIDGET & SPRITE CLUB LIMITED Company No 06422998

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 MARCH 2019

	Notes	2019		2018	
		£	£	£	£
INCOME					
Members' Subscriptions	1	34,207		30,529	
Advertising Revenue		4,626		3,365	
Regalia Sales	2	1,516		544	
Spridget 60	3	14,878		0	
Miscellaneous		164		846	
			55,391		35,283
EXPENDITURE					
Mascot Magazine Printing		16,364		15,835	
Mascot Magazine Postage		8,563		7,181	
Subscription Collection Fees		606		715	
Administration & Area Organisers		897		921	
Area expenses		59		326	
Spridget 60				0	
Events, Shows, Promotion	3	23,723		767	
Regalia Costs	2	1,501		958	
Insurance		1,147		1,270	
Adv cost		465		758	
FBHVC		498		438	
Postage		1,408		932	
Donations Made		0		550	
Company Expenses	4	423		914	
Equipment	5	5,392		24	
			61,665		31,589
(Deficit)/Surplus for the year			-6,274		3,694
Add: Balance brought forward			26,783		23,089
Balance at 31st March 2019			<u>20,509</u>		<u>26,783</u>

MIDGET & SPRITE CLUB BALANCE SHEET AS AT 31 MARCH 2019

	Notes	2019		2018	
		£	£	£	£
FIXED ASSETS					
	6		1		1
CURRENT ASSETS					
Regalia Stock		1,450		1,979	
Debtors		750		156	
Prepayments		1,414		1,979	
Cash at Bank	7				
		<u>33,819</u>		<u>49,978</u>	
			37,443		54,092
CURRENT LIABILITIES					
Creditors	8		<u>16,925</u>		<u>27,310</u>
			<u>20,509</u>		<u>26,783</u>
RESERVES					
Income & Expenditure Account			<u>20,509</u>		<u>26,783</u>
			<u>20,509</u>		<u>23,089</u>

Notes:

- Subscription income increased following an increase in the number of members.
- Regalia sales and costs increased because of Spridget 60 regalia.
- Spridget 60 income and expenses, specific to this event.
- Company expenses include room hire for AGM and cost of annual return to Companies House.
- Equipment costs shows the cost of event shelters for areas.
- The asset value of £1 relates to the old marquee.
- Cash at bank is lower than in 2018 as we no longer hold Spridget 60 deposits.
- Creditors consist of members' subscriptions and advertising revenue received in advance and, in 2018, deposits held for Spridget 60.

David King
Treasurer
July 2019

RADIATOR CONNECTION REMEDIATION

I wanted to test the radiator removed from my car but found the hose connection stubs were both somewhat distorted which frequently occurs if subject to overtightening, the use of low grade hose clips or the clips being incorrectly positioned.

As a suitable size 'rounding' tool was not to hand it was a simple matter to check the required size and to machine from a length of one inch round bar using a lathe top slide setting of 50 to give an inclusive angle of 100. Diameter at small end was set for 3/4" and a parallel length was knurled for improved grip in use. Completed tool was subjected to heating and quenching in oil to give a blackened finish which affords reasonable corrosion resistance.

In use the tool is lightly driven into the bore of the offending stub pipe and worked free before repeating the operation a couple of times until the required circular profile is restored.

This clearly worked as subsequent hose connections made for leak and pressure testing purposes proved to be satisfactory.

It was additionally noted that the seating surface for the seal on the pressure cap was somewhat degraded and a further tool was made up using a suitable length of threaded rod together with a couple of nuts and large washers. Abrasive discs were cut from a medium grade abrasive or suitable pan/paint preparation/cleaning pad. A quick spin in the rechargeable drill using light pressure promptly restored the seal face to an acceptable condition.

Attached photographs show tools and end results.

© Steve Keil NW Area 4698



ROCKIN' & ROLLIN' 1275'S

The poor old clutch carbon release bearing is becoming much maligned in recent times. In reality over the years it has born the test of time. Not only has it been used in the A.H.Sprites and M.G.Midgets that we are all familiar with but also in numerous makes and marques for it was not just BMC who fitted them to their many models of motor car.

Is the modern carbon release to blame for the alleged common failure. Has the specification been changed to create more profit, has its more recent manufacturer misinterpreted or misunderstood the specification, or is it that modern motorists, perhaps unused to Classic cars, ride the clutch or perhaps sit with the clutch pedal depressed when stationary in traffic?

More recent cars of all manufacture have undertaken vast changes in their design and construction and the clutch release has developed accordingly.

'Twas about three to four years back then: an acquaintance Lawrence Slater made a roller release bearing as a substitute, seeking more longevity and reliability, for the carbon release bearing on his 1275 M.G.Midget. He had tested his design, that incorporated a major motor manufacturers roller release bearing, with satisfactory results. Lawrence had made spigots from cut down bolts and a baseplate from laminated steel sheet and although his creation worked well it didn't look pretty.

I set out to make a similar better looking device which when finished was shown to Lawrence. Lawrence then suggested that others might like to fit my roller release, as a direct replacement with no modifications necessary, to their 1275 A.H.Sprites and M.G.Midgets.

My prototype was constructed of spigots turned on a 1953 Myford Lathe, which were then, in the absence of a milling machine, cut to shape and filed to finish, whilst the backplate was made from sheet steel which took quite a bit of intricate filing to seat the actual bearing. The spigots were then welded to the backplate. All quite time consuming!

When first shown at a Kent Masc Club meeting Clive Talbot took a close look and became much interested. He suggested that spigots might be CNC machined and the backplate laser cut and he had the contacts to be able to get that done. Not only that but Clive arranged for engineering drawings to be made of my prototype from which a laser printed



backplate was formed to 'prove' that all measurements were correct.

The next step was to make a welding jig so that any future copies would be assembled in correct alignment. More work for the Myford!

I made the first copy of my original concept, for a club member, in March 2016 with more following destined for many members at home and abroad. Needless to say that my Sebring Sprite Rep has one fitted which has performed faultlessly for many thousands of miles also at home and abroad.

Alan Anstead

Kent Rep. 01322-384050 (answer-phone)



UPGRADING TO MODERN INDICATOR FLASHERS / LED BULBS

There are many good reasons to upgrade to a modern indicator flasher unit. The obvious reason is that you will need to do this anyway to upgrade to LED indicator bulbs. However there are also some other benefits too:

1. A more precise on/off ratio (meaning the bulbs are on for longer in each cycle, hence more visible)
2. No change in frequency if an individual bulb fails
3. Allows a simple addition of 'hazard warning light' functionality, as none of the early sprite/midgets have this function.

All original flasher units work in the same way – when the indicators are switched on the current flowing through the flasher causes an internal heater coil to heat up, and after a second or so the heat generated causes a bimetallic strip to bend, breaking the circuit. The bimetallic strip then cools again, reconnects the circuit and the cycle starts over. Because the cooling and heating times are different the bulbs are off for longer than they are on – if you don't believe me take a closer look!

For this system to work correctly the expected current through the heater coil (ie the current flowing through the two indicator and dash bulb) must closely match the heater coil specification – if a single bulb fails the total current flowing through the heater will change and the bimetallic strip will then heat/cool at a different rate (or not at all).

According to Horler (p 106) hazard lights made their way to the US in 1967, but only became standard feature in the UK in 1973, when the extra rectangular hazard warning light finally appeared at the end of the dashboard. These late cars had 2 different bimetallic flasher units, one for normal use (heater rated for 2 bulbs + dash bulbs) and one for hazard use (heater rated for 4 bulbs + dash bulbs). The hazard switch also cleverly switched between permanent live/switched live as required for each function. So if your 1500 indicators are not working always first check that your hazard switch contacts are not corroded or broken - and do not buy a modern replacement switch (as the quality is just awful), try to rebuild/fix the original instead.

As LED bulbs do not pass enough current for the heaters the original flashers do not work at all

with LED bulbs. Modern replacement LED flashers therefore work in a different way, an internal timer circuit switching a relay on/off.

The flashers are generally a straight swap and so quite easy to change, but as they contain an electronic circuit they do need an extra vehicle earth connection, so round flashers get an extra earth wire and the rectangular 2 pin flashers now get a third pin for the earth contact (photo 1). Make sure you purchase the correct polarity – your car is 'positive earth' if the '+' side of the battery connect to the chassis. Remember on the 1500 midgets (that already have a hazard switch) you will need to change both of the original flasher units, the second is well and truly hidden up inside the dash (removing the speedo helps access).



Modern flashers below the bimetallic types. Note the extra earth wire on the modern flashers and large pipe clip used to secure the round type.

Adding Hazard Lights Without a Standard Relay

The modern flasher unit will happily work with 2 or 4 (or even 0) lamps connected, so one modern flasher unit can now be used for both normal indicator and hazard functions, with either traditional glass or modern LED bulbs. Joining the 4 lamps together for a hazard function is easy, particular on mk1/2s where there is a double bullet connector conveniently placed close to the flasher unit (beside flasher on the frogeyes, under dash for later cars). Only 3 of the 4 available bullets were originally used, so a switch with two wires ending in bullets can be simply pushed into the spare green/white and green/red connectors. When this new switch is off the indicators will work normally, when the switch is on all 4 lamps will flash together when either indicator position is used. Crude but effective, this is all you really need to add a 'poor mans' hazard function (figure 1a).

However it is better for the hazards to also work when the ignition is switched off, and to do that the flasher unit must be supplied from a permanent (unswitched) fused supply. If you are happy for your indicators to always work when the ignition is off you can simply change the flasher supply across to a permanently live source. To do this disconnect the green wire and replace with a new permanently live wire e.g. run from the horn fuse (which is normally a purple wire, but on frogeye is coloured brown/green).

Alternately use a DPDT (double pole double throw) switch instead as shown in Fig 1b - one side of the switch is used to join the bulbs together, the other side of the switch is used to swap the flasher unit supply source from the original green (switched) supply to the permanently live new purple wire.

As Dr John E. Davis has explained in previous issues, a 'full' hazard system can be created via using a standard relay and small push switch. However it is also possible to duplicate this functionality without a relay by using a single TPDT (triple pole double throw) switch, and this is the system I now use on my Frogeyes. Figure 2 shows the full final circuit and photo of the switch in place, tucked away behind the bulkhead. A single hidden 12mm hole is the only modification required to the bodywork.

Clive Seager clive@seager.me

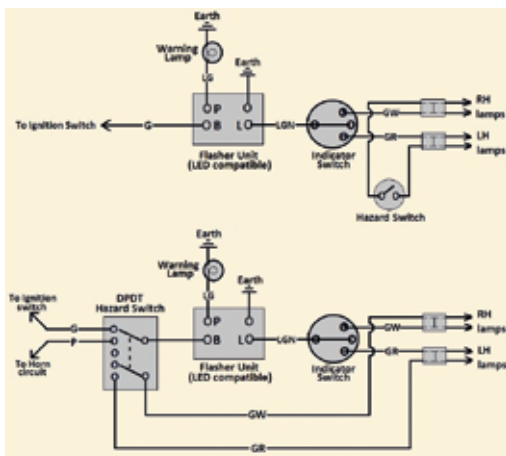


Figure 1 – Two simple hazard options. With the DPDT switch option one side joins the lamps, the other switches between permanent (purple) and the original switched (green) live.

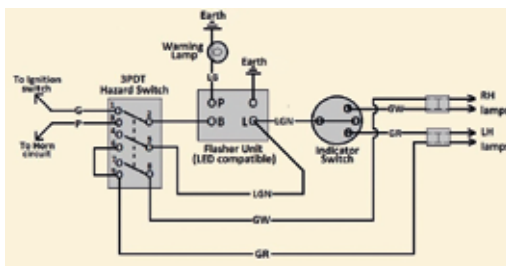


Figure 2 – Full hazard system using a triple pole switch.



To the right of the new hazard switch is an inertia switch for the electric fuel pump.



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FROM THE BOWELS OF BRISTOL



Following our successful mission to infiltrate the village of Imber on Salisbury Plain back in August, we were again called to duty in September.

Our leader, Field Marshall Sir Mike Davis, rallied the troops for another cross border mission into territories unknown. Again, our brief was to infiltrate, observe, and report back on the effects of Tourists invading key targets in the west country. This time, our expedition would take us into Somerset, best known for Pitchfork battles, Cider, The Wurzzels, Glastonbury Festival, queues on the M5 and Cheddar Gorge. The latter would be our target, should we choose to accept, which of course, we did.

September 8th was to be our mission date.

Sir Mike duly assembled a task force of 9 Spridgley things and their crews at the Wishing Well for a pre mission inspection, briefing and a good tyre kicking.

As per our previous mission, we took an evasive route to avoid detection, speed cameras and pot holes, although, some pot holes ambushed our plans and gave our fulcrum pins a good rattling, fortunately, without loss.

Our numbers were strengthened on route when Claire joined us with her rare Sprite Mk11 (HAN7). As we closed in on our target, a Sprite MK1 and our secret weapon, a Tifosi Rana brought our number up to 12 active units.

Sir Mike, leading from the front, chose to sneak in from Priddy, Wookey Hole and then into Cheddar itself. Our worst fears were soon realised – Tourists. Thousands of them. We had no option, we could only manage one slow pass, no opportunity to go around again due to the vast numbers and the slow speeds that tourists inflict where ever they go. We would be sitting targets to the tourists and the car park mafia. All we could do was gain altitude as quickly as possible through the Gorge and head off to safety. Once clear, we descended through Burrington Coombe, past the Rock of Ages, or was that Francis Rossi riding a bike that we passed?

Safely clear, we stopped at Chew Valley Lake for a lunch time head count and de-brief. Thankfully, all Spridgley things and their crews were all present and correct, damage reports being minimal.

Our return to base saw Spridgley things peeling off to their own individual bases.

A job well done, we had set out to encounter Tourists, we did just that, without loss to our number.

Another fantastic day out thanks to Mike's careful planning, various reccies and good comrades in Spridgley things. Where ever next, we are ready for it.

As always, we meet on the second Wednesday of each month at the Wishing Well, Wapley Road, Codrington, Bristol BS37 6RY.

Terry Horler.





Whilst competing in a sailing event in Cornwall (finishing unceremoniously in Penzance A&E) we managed to visit Trebah, for a time the interesting family home of Donald Healey and viewed the commemorative Cornish serpentine sculpture of the froggy commissioned by the Austin – Healey club of Great Britain.

Capel Manor Gardens Enfield proved to be a very good event particularly as the weather obliged with wall to wall sunshine, this venue was recommended by Nigel and Diane as they had previously visited the wonderful gardens but not at the classic car event.

Three other local frogeyes were located and they were informed of the membership benefits of our club.

There was also a rather fine looking big Healey which turned out to be a Mk IV model built by All Electric Garages in the 90's with 3.9lt V8 Rover engine and many modern upgrades.

An engine removing tackle has been passed around club members lately, owned by Chris and used by Mick Hall recently to replace his engine and clutch, and at our club meeting was passed over to new member Rob Langley to sort his midget clutch problem.

Although having to care for Tricia recently we are pleased to hear Mick's car is eventually being completed and will return to the fold soon, and that Tricia is improving so we wish her well to join in the car trips.

The event at British Motor Heritage noted last month has been cancelled, but this could still be a trip for the future.

I am informed that Nigel and Diane have offered to arrange a ten pin bowls match at the Pidley complex including a meal afterwards, this is to be in November - watch this space.

Try to avoid a big groan – but we have booked our club Christmas lunch at The White Swan for 15 December 12:30, can we rely on Mick to provide 'entertainment' ?

Graham Kirkup





Central members have certainly been clocking up a few miles over the recent weeks.

Along with events further afield we have also been driving to local events too, like the Moira evening meeting. It was here I met Tony Phillips who had arrived early and was displaying his 1964 AH Sprite. Tony became a member last year after purchasing the car from an enthusiast in Yorkshire. He has since discovered the car has been registered with MASC for nearly twenty years. Tony has been completing restoration work on the car which is now immaculate. The engine compartment he cleaned with an old toothbrush and plenty of elbow grease. The car painted in Old English White sports a red hardtop and Tony has received many positive comments and compliments from the local shows he has already attended.



Travelling further afield, John Powis and Geoff Mears made the trip down to the ACE cafe on the outskirts of London. Geoff is particularly fond of the house speciality, Bangers and Mash, a good reason for the two hundred mile round trip he tells me. It was John's first trip to the ACE cafe. Filling up at the petrol station ready for the return journey home his car would not start. Probably due to the drive down in very hot weather. I'm sure most of us at some stage have had that awful feeling when your car fails to start up first time. However, not a problem. Geoff was on hand to offer a gentle push start to get his car running again and John returned home safely despite a very minor hiccup.



This year was also one of the warmest Bank Holidays in recent times. Dave Sewell, Ian Boneham, Malcolm Sheppard and I had booked a day out at the annual Plum Festival event in Pershore. Meeting on the outskirts of the town centre we drove into the Abbey park in convoy. We parked up near a wild flower meadow under trees sheltering us from the glaring sun and the magnificent Pershore Abbey in full view behind us. The town centre was packed with stalls selling all manner of foods not only plums. The sight of hundreds of classic cars arriving and parking up in the town centre drew huge crowds and created a great atmosphere.

Central members also managed to squeeze in visits



to the newly formed Northampton and Lincolnshire area meetings. Gary Morris managed both of these along with the Notts/Derby fish and chip run to Matlock in Derbyshire and a return trip to the Gaydon Motor Museum in Warwickshire. When he purchased his car last year he had no idea what an impact it would have on his life. Maybe he is trying to see how many counties he can cover in his first year of ownership. He certainly is enjoying his car and all the benefits that being a MASC member brings.

Dave Warren

Central MASC

Email to central.masc@live.com



11th August Hennock Car Show was well attended by our Devon Masceteers which was a delightful country show with all country show pursuits, various side shows, book tables etc. The weather held well at the show but on the drive home the sun went in and it started to rain, but it had been a great day out.

16th August Chagford Classic Car Show was attended by two members, Colin Lennox-Jones & Dave Clarkson. Thankfully the weather held and they had a great show.

19th August Ullacombe Farm Classic Car Show & Breakfast Run, provided a great run which was well attended and topped off with an excellent full English Breakfast. This was the first time we had been to the farm for breakfast and it was so good, we are going to do it again.

8th September Kingsbridge Agricultural Show was attended by two members, Colin Lennox-Jones & Dave Clarkson. I was unable to attend, but by all accounts this is an excellent village show with all things agricultural related.

May I take this opportunity to welcome Ian Tappenden and his 1500 Midget and hopefully meet him at our next monthly meeting at Court Farm Abbotskerswell on Wednesday October 9th.

Chris Wood 5130





It seems to be all about 'trains and boats and planes' this month. The Dorset Area plucked up courage to go over the border into Devon for the annual Wings and Wheels show held at the delightful Henstridge airfield.

Although the 'three Spridgeteers', messrs. Gully, Vallins and Stebbing arrived early, the place was already rammed with classics and we were lucky to be in small cars with the organisers squeezing us in together, conveniently a few feet from the ice-cream van!

The weather was fantastic and as a result not only were there hundreds of classic cars but also over 100 aircraft flew in, including many classics such as Auster, Tiger Moth and Luscombe models.

A highlight of this event is that the aircraft park is opened up to the public at lunch time and you can get a close-up look at the aircraft and talk to the pilots.

All in all a great day out and also spotted elsewhere in the parking were Derek Ralls and Roger Powell.

In Bournemouth there is a regular Sunday event, Classic Cars on the Prom, which attracts classics in droves, usually situated on the pier approach. But sometimes they relocate to Christchurch Quay, next to the river, and during the Bournemouth Air Festival that was their location.

Dorset Area attended and the organisers found us a prime parking spot under the trees next to the river. After settling down we could watch the river traffic of small boats or wander round the hundreds of classics on show. Colin and John opened their Frogeye bonnets and someone passing commented that they looked like the game Hungry Hippos.

Again, a grand day out with good weather and like-minded people. Attending another show in the area recently I was approached and asked if I would like to display my car at the Bournemouth Air Festival. As a lifelong aviation enthusiast how could I resist?

Penetrating the security on the day we found ourselves parked up on the East Cliff directly on the centre line of the flying display area. The flying was very good and the only lowlight in the day was when there was a sudden

downpour at which point I realised that in carefully packing the car, I had omitted the hood and tonneau!



Mrs. Gully was less than impressed and after a few minutes the kind owner of the parked Austin Metropolitan next to us invited us to sit in his car and stay dry whilst he opened an umbrella and was outside.

Such things only happen in the classic car world! After the shower passed he even leathered my car off. Thank you sir – you truly are a gentleman!

As the season draws to a close I am aware that many members attend local shows but rarely report on what goes on – shame. Last weekend I was at the Harman's Cross show which combines entry with the opportunity to travel on the locomotives of the splendid Swanage Railway. Although never a train spotter I do appreciate the work which goes into maintaining and running these massive machines – I have enough trouble looking after the Frogeye!



Midsomer Murder Weekend

After rain of almost biblical proportions the day before, the day of the Midsomer Run dawned dry and improving.

Eleven brave cars took to the road and met for the briefing and breakfast at a Fosseyway garden centre just outside of Morteton-in-Marsh – would we all return?

Alan and Rosemary had car problems before we even left the car park and had to return home for repairs. The rest of us made it a couple of miles down the road before we joined a road works traffic queue. The decision was made to re-route along the A44 instead of the A40 – so much for route planning and testing the route!

We still went through some lovely villages including Woodstock. We had a picnic lunch at Waterperry Gardens where Rosemary and Alan having repaired their Midget managed to re-join us. The sun started to shine and we carried on for a pub stop before through some of the Midsomer villages and venturing down to Mapledurham and then back through the lovely countryside to the Chequers Inn at Wooburn Common. Beautiful rooms and

food. The winners and runners up of the quiz were announced – Mo and Phil won a “do it yourself” murder mystery game and Lara and Alan who won a rather ripe Barnaby Blue cheese.

It was too good to last. Sunday dawned with heavy rain. We set off unperturbed with the roofs up exploring more of the Midsomer county, fortunately by the time we got to Thame the sun was out. After leaving Thame we made a slight error and took advantage of somebody drive in drive out drive which came in handy - apologies to them. Roger & Alex were braver than most and took their roof down a bit prematurely only to get very wet a little further on. We continued meandering thought the countryside to Bicester where we then relinquished our responsibility for the group. All returned safe and sound and seemed to enjoy the weekend.

Linda

Coventry Leofric Lions Classic car run.



After a number of years the Coventry Classic Car Run is back in a slightly different guise. Starting out at Coombe Abbey near Coventry with breakfast batches and croissants, we then travelled through some Warwickshire villages ending up at the War Memorial Park in Coventry. We had four club members including Dave Puzey in his Frogeye for its proper maiden trip with no problems at all. About 170 cars took part in all and I do believe this event will grow over the next couple of years. Very well organised and most enjoyable afternoon spent looking at the cars.

Dave

Hi Neil,

Just back from a day out at Dorrige Park Classic Car meeting, Sun out, roof off , 6 Spridgets there 3 Masc members. So break out the picnic, with great cake.



Les & Elaine, MASC, HOE. 1500 MG “Bluebell”





The month had barely started when the phone rang with more calls for assistance

At the end of a total restoration a home built 948 engine would fire up but was not showing oil pressure. The fault appears to be with a spin on oil filter kit from a major AH / MG parts supplier. I have not had an opportunity to examine the parts to see where the fault lies. All that trouble and not from a supplier that gives a club discount. The engine now runs with oil pressure.

For anyone wanting to convert to a spin on filter, for an A-Series engine model, fit a TAM2097 filter head with MSF166 filter from Minisparts (London) where Masc members can get discount. A useful tip for any of the basic A-series engine types is to retain or source the 948 Sprite spacer that fits between the filter head and engine block: it conveniently places the spin on filter body in the direction of the hole in the 'chassis' floor for retrieval when doing oil changes. An alternative to lying on the floor to retrieve a spin off filter is to take off the front outside wheel and retrieve the filter through the open triangle in the 'chassis' wheel-arch. Minisparts will also sort out any gaskets; bolts, or studding that you require to complete the job.

Next day it was from a member further north converting a Frogeye to discs. A 'pedal like porridge': an expression attributable I believe to Terry Horler in a past edition of Mascot. Morris Minor rear 3/4" bore slave cylinders are required (part no 4241-287 is now superseded by RBK106) to complete the conversion so referred to David Manners / Morris Minor (Birmingham) Ltd who also give discount to Masc members. I also suggested Goodridge automatic, UNF thread, bleed valves, that I use on my cars, to make bleeding the hydraulics a one man job.

Whilst mentioning discounts and savings. The sixty year old boot liner in my Frogeye was heavily patinated as a car dealer might say. Totally worn out in reality! I thought that whilst replacing it the rear bulkhead and its facia carpet was beginning to become a little thread bare so that I would replace both. Another supplier's excellent pictorial catalogue showed two different kits but both contained pieces that I did not want and did not want to

unnecessarily pay for. I telephoned Ahead-4-Healey. My kit was agreed with the boot-liner cards excluded. With Club discount I saved, that is correct, saved £63! against that other catalogue price.

Just when I was thinking 'beat that' Geoff Allgood made an even better saving (cost £83 instead of £213 in that same catalogue mentioned before) by purchasing a Borg & Beck clutch kit, for his 948 Frogeye, from a Morris Minor shop. It pays to shop around!

Next a call from the Southwest for one of my 1275 roller release bearings to be sent post haste to a professional garage where the member's Sprite has need of a replacement for its broken carbon item. That was followed by an e-mail from beside the sea in Sussex for another. Moving into the next century I will have to make to more to keep up with demand!

Might I suggest you make a note of the aforesaid suppliers for when you need parts or accessories for your Spridget. Thanks to the generosity of Nigel Dilnot-Smith Kent members can also get discounts at certain Kentish motor factors.

Many, but not all, problems encountered by members both young and old; new and of long standing, together with many upgrades and useful accessories have been written about in previous editions of Mascot. Those articles are available, with index, on the Members Only section of the main Masc website.

Kent Area welcomes members from surrounding areas, and further afar, to its monthly meetings the dates of which can be found on the Kent Area website www.masckent.org that is maintained by Rylan Williams and sponsored by Fisher Services, an MG garage / parts supplier at Bell Green, Sydenham, South London who have a dedicated page on the site.

Next a call to sort out several problems on a Kent members Frogeye one being a quick swop from 'quick release' to standard handbrake. Does anyone want a fly-off handbrake? A possible 'bore wash' problem, on newly machined cylinders, will be a 'wait and see'. John Clark's 1275 clutch slave cylinder was leaking as the 'rubber' seal inside was failing. There are two types of slave cylinder to be found for 1275's where internals are concerned.

If the internal set up is a piston; then seal; then seal spreader and spring it is possible without touching anything else to replace the seal, in situ: useful for a roadside breakdown. However, if the internal set up is a piston with the seal riding 'pick-a-back' then spring there is insufficient space to get the piston out. This is the set up JC had but having a spare slave cylinder he chose in the end, and declining my offer of assistance, to just swap slave cylinders as both his fitted and spare had been converted to 'quick release'.

And so the calls continued as the month progressed! Issues with core plugs, fitting shockers, replacing rockers and then a query from a non-member, with regard to 1098 clutch release bearings, resulted in Devon Area soon making welcome new member Giles Dalton with his Frogeye.

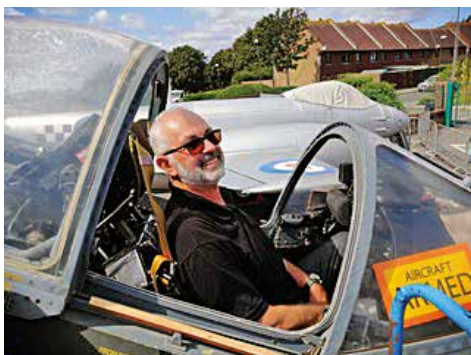
With regard to core plugs on my last visit to Washington D.C. I purchased a temporary core plug. Available for various sizes if a core plug should fail or come out a roadside repair can be effected by placing this device in the relevant hole and tightening its central bolt until it grips and seals within the block. Hopefully it will never be needed.

With all of these repairs going on it would be reasonable to suspect that there were no cars actually being driven but nine cars turned out for the 'Old Boys' mid-week run to Tangmere WW2 aerodrome, and aviation museum, arranged for us by Geoff Allgood.

Brian Harrison a volunteer engineer at Tangmere facilitated our trip and arranged for each, and all whom wanted to, to sit in the cockpit of a Hawker jump jet and then a ride in / on a Ferret armoured car.

Our convoy, comprising members from Kent, Surrey & Sussex, started at Edenbridge Waitrose. Not all found it easily! Once away our convoy was split by a large commercial van. Wrong time and wrong place! A twisting hill and a crossroads. With vision obscured where did the main group go? With hindsight: not straight on! Both groups, now travelling different routes, came together at a roundabout some miles further on. Upon arrival parking had been saved for our group. Bob Wallis (Sussex Area), with Frogeye, awaited our arrival.

Tangmere has such a vast WW2 history. Apparently in 1916 a pilot Geoff Dorman was flying in fog and force landed in a Sussex field. He reported the suitability of the field for landing and eventually it became Tangmere. R.A.F Fighter base, Fleet Air Arm & S.O.E. departures and arrivals. There are aircraft and engines. Many an individual history,





some of heroism and some of betrayal, of life and of death, displayed with medals and precious artefacts. The end came for Tangmere, as it was, in 1970

I could happily have stayed all day but we had but a couple of hours.

A late lunch was taken at Goodwood Aerodrome where we watched the arrival, and departure, of a WW2 Harvard Trainer (some were later armed and used by the Indian Airforce as fighter aircraft). We dispersed on our individual routes home. My mileage was 169 but I expect others did more.

Then to our Sunday meeting at The Angel, Addington Green, on the 24th of the month. Regular attendee Graeme Williams was granted a 'leave of absence' as he and wife Linda celebrated their 50th Wedding Anniversary on this day. Fifty Years! Oh how the poor woman must have suffered! Well done to both!

It was too hot to be out in the sun for long. Plus it was the day before a Bank Holiday so I did not expect a great turn out.

Surrey residents Mark & Caroline Jackson travelled about 60/70 from home, in their Mk2 Midget, to be with us. Caroline had forgotten her 'Factor 50' so was wrapped up against the sun with her Ray-Bans the only clue to life inside the parcel.

Ian Goodchild also crossed the county line to pay a visit from Surrey in a RWA Midget.

Geoff Allgood strolled in having failed to meet another deadline with his Frogeye project. Following our "Old Boys' Tangmere air warfare museum

visit that Geoff had organised Geoff told us of the recovery of a Hurricane fighter from the field at the bottom of his garden.

Pilot Officer Colin Francis was discovered in the wreckage. As Geoff's home is inaccessible to all but the most intrepid explorer a memorial stone is to be erected, where it might be seen, in a local village.

Neil Gardiner spoke of places that he would like to visit, in his Midget, in the future Mel & Barb Collins, were in there usual Midget whilst Richard and Linda Beer; Ron & Marilyn; and I presented Frogeyes.

Ian Barber arrived late to show off his new 1.5 Su's, complete with ram-pipes, he now having a spare pair of 1.25's sought after by Keith Warboys whom had departed but five minutes earlier.

Alan Anstead

Kent Rep

01322-384050 (answer-phone)



This month I went to see Geoff Mason, one of our members who has been building a Frogeye Sprite for the last 18 months. Thinking I was going to see a nearly finished car, I was pleasantly surprised to see that it was finished. Geoff bought the car as a project, the car was badly rotten and badly bodged with four layers of floor layered over each other. He did the all the body work and paint himself at home in his garage. The car looked great and drove great when he let me take it up the road. His frogeye has an 1098cc engine bored out to 1130cc, cooper head, roller rocker-shaft and swift tune cam and was well set up so pulled away smoothly. He re-built the rib case gear box and the diff himself. The car is finished in Speedwell Blue with a black interior and looked amazing and is a credit to Geoff.





Holiday commitments depleted the turn out for our third meeting, but our numbers were boosted by a contingent of four members from Central; three of whom were able to travel in convoy to and from our gathering. Long-standing MASC member Ian also popped over from Brixworth with his young son, so seven cars was not a bad showing.

Discussion topics were varied from Spridget-related themes such as LED panel lamps and Frogeye bonnet locks to the likely derivation of vernacular phrases - most of which will probably prove to be fake news!

The VSCC cars had been and gone by the time most of us got there so there was a little more space available in the car park and we didn't have to push start anything.

Mungo and I have been racking up the miles this month. First there was the annual Fish and Chip run to Matlock Bath in Derbyshire organised by Notts & Derby. I met up with a group from Central and we travelled up in convoy. After our meal and a short respite at a local hostelry I followed Greg & Anita back to my neck of the woods as they knew the way back. However, the A38 was closed for overnight road works so we were forced to rely on external navigational assistance to complete our journey. To say that our route home was unconventional would be an understatement. Still, I made it home before the worst of the threatened rain arrived.

Next I attended a meeting organised by Silverstone Social Car Club - a local classic car group recently featured in Practical Classics. The event was held in the playing fields behind Roade Village Hall with all manner of vintage and classic vehicles attending including a steam powered car and more modern exotica. There were even a few other Midgets. Tip: don't expect anyone to take any notice of your car if you park it next to an immaculate Honda S800 coupe driven by a pretty girl. OK, the car was probably irrelevant.

Finally I took the opportunity to travel over to Bourne to catch up with Jason Elliott and the new Lincolnshire Area crowd. I checked the route before I left home and wrote out a list of waypoints so that I had a fair idea of where I was going when the SatNav tried to take me on a more grown up road. This list was then attached to the windscreen upright using my Spridget60 peg. "Peg Nav"

worked pretty well at low speeds but above 50mph it fluttered around wildly so work will be required to perfect this solution.

After a pleasant meal and good conversation it was time to head home. The nice SatNav lady kept directing me towards the A14 but each time I ignored her. She got her own back a little later as she sent me on a more direct route which turned out to be little more than a farm track.





As we write the report we are also getting ready for our trip to France for Circuit Des Remparts in Angouleme. We are away for two weeks, so it's quit a task fitting Shelley's clothes into Mandy, our Frogeye and means we have to travel without a spare wheel. We do have a couple of spare inner tubes under one of the seats, along with some other spares that we think we might or might not need. They are tucked into the sides of the rear wings.



There are 6 cars going from the North West Area, catching the Portsmouth to St Malo ferry on the 5th September with 4 cars meeting up and driving down together and Mike & Karen going via Hull. Shelley and I are going a couple of days earlier and staying at Wareham in Dorset. We will meet the others at the Ferry Port.



That said, we had another busy month on the 10th August when we had ten cars brave the weather and arrive at Miller Park in Preston, where for the second year, we won the best club stand. We received a lovely glass trophy to mark the win. We must say a big thanks to all that arrived to take part and travelled 50 or so miles, in not the best of driving conditions. It takes a lot to put us off turning up for an event that we are booked in for! A hardy lot us Sprigeteers. It's the cars fault, as we just love to drive them !



On the 24th to 26th August we had a few cars go to the Oulton Park Gold Cup event. I went on the Sunday, which was a very hot and sunny day with some great racing to be seen. In the past years we have always had a good turnout for this event but the organizers have changed how we need to book for tickets and it has to be said they have not made it very easy and clear, so numbers where down. I think it has put people off. Bernie loves this event, but missed this year as he had a major electrical problem at home that needed his attention.



We arrived back from France at the end of September, so most of our club events will be over for this year though we do have our annual Halloween Run on the 3rd of November which is always well attended and is a fun climax to the year.

In the past few years we have started having a Christmas Lunch get together. This helps to attract more members that have to travel further. This has proved very popular and again this year we are going to the Mere Golf Hotel with 40 plus folks joining us.

Quite a few of us will also be travelling to the AGM on the 26th October at RAF Cosford, always a good opportunity to catch up with members from around the country. We look forward to seeing you there.



Neil & Shelley North West Area.



An active month of events reported here by Richard Wharmby and Ian Cooke

East Midlands Classic Vehicle Club Show at Newark on Trent. 4th Aug

A great variety of classic cars present at this annual event. A few MASC members attended and we picked up a new member Van Tran who has since joined the club after buying an MG Midget. I'm sure he'll be venturing to our monthly meet very soon.



Brollies down and out with the picnic

Ilkeston Classic Car Show. 11th Aug
We experienced a damp start to the Ilkeston Classic Car Show, so a visit to the local Wetherspoons for breakfast was in order. An interesting mix of classics included a group of coaches displayed by local tour company Bartons. A fly past by the BBM Lancaster brought the sun out and the crowds.



Richard, Anthony and Tims cars on the Market Place

Richard Wharmby, Facebook Coordinator

The Griffin at Papplewick

The bi-monthly gathering of vehicles on the field next to The Griffin always brings out the crowds and a varied selection of cars when the weather is fine. One of the Volvos claim to fame included a signed photo of The Saint himself, Roger Moore.



A Sainly pair of Volvos

Fish and chip run – August monthly meeting



This was the third year we have met at The Riverside Restaurant in Matlock Bath for fish and chips, and it continues to grow in popularity, with 28 in attendance. Emma drove down from Sheffield in her K-Series Midget, and we had a contingent of cars from Central, led by Dave and Bernie Warren. Northampton area was also represented - Andrew Parrott was so hungry he drove a round trip of almost 200 miles for his chips! It was also good to meet newcomers Jim and Julie, custodians of Mark Boldry's frogeye. To wash it all down we drove a few miles to the neighbouring village of Starkholmes to visit The White Lion pub, where our 16 cars filled the car park.

Ian Cooke, Notts and Derby area coordinator
ilcooke@btinternet.com





Up here in Scotland we have a fair number of cae shows and events throughout the summer months which a number of members attend individually, however as a club we do not seem organise ourselves to display our cars. That said, last year we had a Midget & Sprite stand at the Boness Hillclimb which the same 4 members repeated this year, well I say 4 but I had to pull out at the last minute, so there was only the trio of, David, Dennis & Peter, (2 Frogs and a Midget) each looking impeccable with the backdrop of the club gazebo and pendants. The Boness Hillclimb seems to get larger by the year and is a good event, incorporating a motor sport event, a car large car display and an open paddock area, where you can peer at some unbelievable machinery. The weather was good and Dennis said there was a lot of attention given to the cars and they gave out a number of Mascot magazines to interested parties.

At last the new garage is at the stage that it is wind & watertight and has just the little finishing touches left to complete. The next stage is to decide how to fit-out the interior, I have already bought the floor paint and my brother-in-law has pointed me in the direction of a product called Unistrut for shelving and it looks fairly flexible and strong, so I think I will look further into this.

Of course a garage has to have cars in it, and to this end I have been busy realising my dream of owning the cars I have always wanted throughout my life.

Last month saw me purchase a 1934 Austin 7 Box saloon and a 1975 Jensen Healey. I definitely did not need any more restoration projects and both of them are reasonable condition and certainly ready to drive., the Austin 7, I will enjoy tinkering with, and currently it is the one grabbing all the attention amongst family and friends. However I have been impressed with the Jensen Healey, it has tended to get a bad press however once the I acquire the final car for my stable, (a big Healey) it will be interesting to compare the two.

Currently the 3rd bay in the garage is full of spares, my niece is teaching me the selling skills of e-bay (I know, you are all saying it is dead easy), but my wife used to do all this kind of stuff, as I am a lazy sod, but I am on a steep learning curve now.



DEAR MASCOT...

HI MY NAME IS DARRELL PICKUP,

Just purchased 5080kc.

A 1959 with a Lenham body.

Not much info on history of car any help from members would be appreciated.



Some interesting discussion concerning the use of Facebook in recent times.

Certainly, it is much used and has some benefits when used sensibly and properly.

However, we do seem to have arrived at a point as to whether it is of real benefit to the club or a threat to the longer term sustainability of the club.

When MASC began in 1983, social media was a term that most of us had not heard of, indeed, the club was running for many years before it became involved with this rapidly developing technology. Since then, the use of social media has spread the word of our existence and been a valuable new tool to have in the box.

However, can the very thing that has helped us in the past be a threat to us in the future? I believe we need to strike a balance.

We are a traditionally constituted club, we have fee paying members, we have an elected committee, we have a hard copy magazine, we are all equal shareholders in a club that has its own, very special character. We all know who we are, we use our real

names and are responsible and proud members of a club that fully supports our interests in our traditional sports cars.

Many, more recently formed 'interest groups' do not follow this criteria, you simply sign up to them online and trust that they serve your best interests. No elected committee, often administered by faceless administrators who apply their own powers, good or bad, to how things are run. Don't get me wrong, when done properly, they can be very good, but it is something of a lottery as to whether this is the case.

In many instances, the postings on the various forums are from faceless 'members' who have nothing better to do than add meaningless comments just to get their ratings up. Providing their postings are not offensive, then there seems to be no real power of editing to remove the dross of useless comment.

Hence, we really need to keep a firm grip on our roots. As proud owners of our cars, we must maintain the character and quality that MASC has provided for so many years. The online 'clubs' simply don't do that in my opinion. Social media they are, but social in the traditional sense of the word, I don't think so. The many friends that I have made through being a member of MASC are real friends. Can we really be friends of people we have never met, or indeed, even know their real names?

I can see that this may be a controversial subject, we are a traditional club supporting a traditional sports car, but we live in the 21st century and have to take advantage of what is good today. Hence, we must strike a balance of what we value from the past and how we adapt this into the future.

For me, owning a car from the 1960s means preserving something from the past, I think the club should reflect that in its ethos, it's character and in the presentation of its Magazine.

If I owned a Tesla, then by all means, embrace the 21st century and all it can throw at me, I would just have to think of a good name instead of my real one!

Regards,

TERRY HORLER

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



- 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 Grahame Gibbins at grahame_gibbins@hotmail.com
- 2nd Tuesday **LONDON AREA (CONGESTION ZONE).** Meet at The Ace Cafe at 7:30pm together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garyfrogeye@gmail
- 2nd Wednesday **DEVON AREA.** Meet at Court Farm, Abbotskerswell, TQ125 NY Devon. 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@colcloughsonline.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. 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 **LINCOLNSHIRE 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.anstead@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 Anstead enquiries@midgetandspriteclub.com
- Last Monday **WILTSHIRE.** Meet at The Barge Inn, Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or email andyspeedbox@gmail.com
- Last Wednesday **HOME COUNTIES NORTH WEST** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the Chequers Inn, Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email mike@mgahan.demon.co.uk or on 07850 488636.
- Last Thursday. **SOMERSET AREA.** Non-regular and occasional meetings and runs arranged throughout the year. Please contact Colin Chorley email: chorleycchorley@aol.com for further information. Northern Irelanderbertholmes25@hotmail.com. If enough interest, will arrange a meeting.
- South West Wales Non-regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: david@hill.be

MARKET PLACE

FOR SALE: 1969 Midget rolling body shell complete with doors, all welding done, rebuild not finished. Asking price is £600. Car is in west Wilts. Mike Worsdworth Tel 01225 287 970, Email: janner826@gmail.com

FOR SALE:- Garage clean out job lot, Small bag Spridget spares, O/S/R Arch repair panel, 2 sill end cap supports, Woven Picnic Basket 20inL x 13in W x 9in D, Nice on boot lid. £35.00 the lot. Contact lesjeans@hotmail.com



Postscript:

Steve Clark sent this in to me. "Just to show we are still alive and kicking in Oxfordshire, with an eclectic mix of cars, plus plenty of long standing characters from the Midget and Sprite community, meeting up for a good chinwag. A photo from a recent meet and a reminder of past summers, with the landlords Range Rover always insists in getting in the photo! Meeting up regularly on the 1st Wednesday of the month at the Black Horse pub, Gozzards Ford, just outside Abingdon. "



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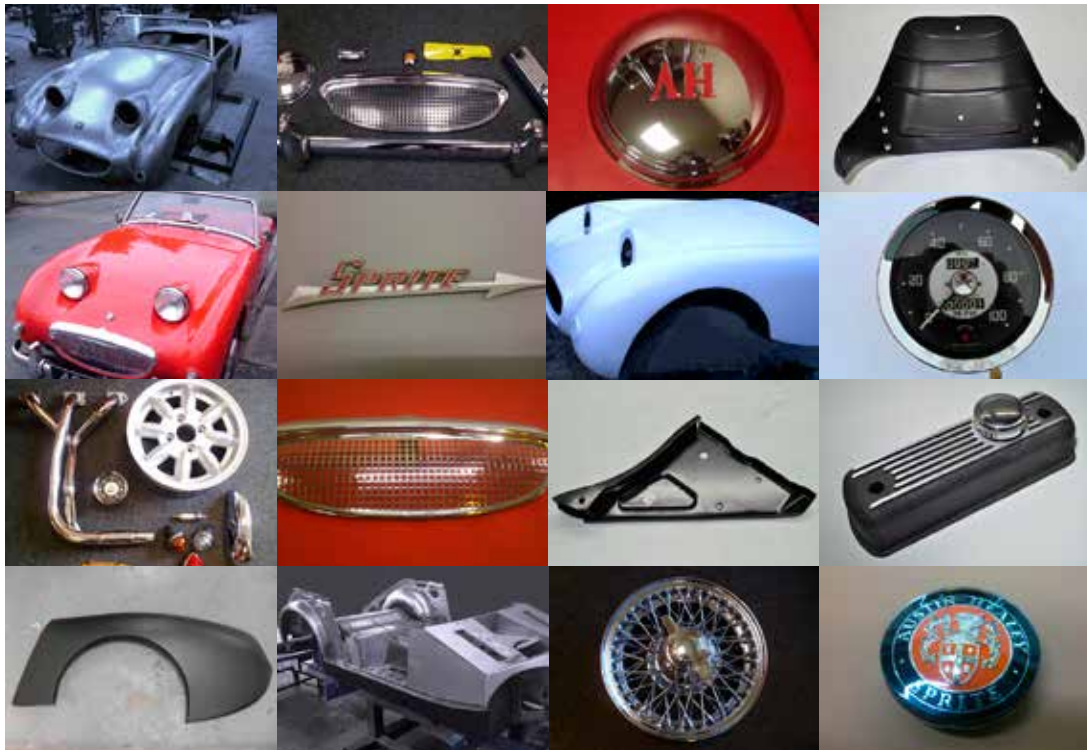
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