

# MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 421 APRIL 2019

£3

## KENT MEMBERS MEETING AT THE CROWN INN



OUTSTANDING CLUB  
MAGAZINE OF  
THE YEAR 2018  
HIGHLY COMMENDED



[www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)

**GEOFF HUNTER** DOWN UNDER

**ENGINE REBUILD** BY PAUL HAWKINS

ALSO IN THIS ISSUE: BRAKE CONVERSION • DYNAMO MODERNISED • DAZZLE DIMMER ANYONE?

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# WELCOME

## TO THE APRIL EDITION OF MASCOT

NEIL THOMAS

editor@midgetandspriteclub.co.uk



Hello MASCeteers, I hope you are all keeping well and have your cars ready for the lighter evenings? It's a wonderful time of year for getting out and about. I love taking my cars out around the lanes of Pembrokeshire, driving down to a little sandy cove somewhere, a quick walk on the beach, skimming a few flat pebbles, having a beer in a coastal pub like the Point House at Angle and then heading home, hood down, heater on and dodging rabbits (snap of fingers and WAKE UP).



Saturday 9<sup>th</sup> March saw the MASC committee come together for their quarterly meeting, this time near Stroud in Gloucestershire. It was a very purposeful

meeting, with lots on the Agenda and took a good six hours to progress through. Without doubt, the most important issue discussed was the website. As many of you know, this has presented significant challenges to the club over recent weeks. Stuart, our membership secretary, has had a tough time as the renewals and new memberships have been severely disrupted. I must confess, I have experienced significant challenges myself and was certainly wondering if there was going to be an April issue of MASCOT. Thankfully I was able to rely heavily upon technical articles I had 'banked' from previous submissions, but I suspect there are emails out there in the ether somewhere, destined for me, but never received. Very frustrating. If I have missed your emails, I am sorry and also sorry for the imbalance of articles this month. Please get in contact with me to let me know if something hasn't featured. You will also know as I always acknowledge members emails upon receipt. Having discussed it with the committee before I penned this editorial, MASC wish to apologise to all our members for this problem and we want to reassure you that we are taking the matter extremely seriously. Please be patient with us.

We have also had a bit of a change around in advertisers and don't blame Brexit! Businesses change their priorities and the need for advertising can reduce. However, joining us soon is Halls Garage (TIFOSI) from Bourne. I am delighted that they have joined us as they are Spridgeteers through and through. I know lots of you already deal with them and if not, please do so.

I must confess that I cannot believe the speed of change in our society. Before long, there is no doubt, we will all either be driving electric powered cars or know someone that does. Driverless cars are just around the corner too. One really interesting development has been the development of stealth technology. Please read the article in this issue entitled, For Better (IN)Visibility. It truly is amazing.

Well that's all for me for this month. Have a great April, avoid the showers and enjoy your Easter hols.

**Neil**

### KENT MEMBERS MEET AT A REGULAR HAUNT, THE CROWN INN AT SARRE.



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

**FRIDAY 12TH  
OF APRIL**

# EVENTS CALENDAR 2019

- 28 April Drive it Day - Notts and Derby area will be starting at 9.30 from the Sainsburys car park in Ripley. (Contact: Ian Cooke - [ilcooke@btinternet.com](mailto:ilcooke@btinternet.com))
- 3-5 May Donington Historic Festival
- 5/6 May Vintage and Classic "steaming event" at Papplewick Pumping Station.  
Contact: Ian Cooke - [ilcooke@btinternet.com](mailto:ilcooke@btinternet.com)
- 9 June Wollaton Park "Autokarna" - Nottingham's largest classic car event of the year at which MASC will have their own paddock area. Call Stewart on 01159 226782
- 26-28 July Silverstone Classic

Send your events details to [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)  
Area Reps, Please remember that you can now add your monthly events on the Club's website.  
Please contact Mike [webmaster@midgetandspriteclub.co.uk](mailto:webmaster@midgetandspriteclub.co.uk)

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

## REGALIA

All available on line, along with other items at:  
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# THE RACE IS ON...



DONINGTON  
HISTORIC  
FESTIVAL

FRI 3<sup>RD</sup> SAT 4<sup>TH</sup> SUN 5<sup>TH</sup>  
MAY 2019

## TO ORDER ONLINE

- 1) Go to: <https://shop.msv.com/DisplayCar/ClubRegister/DP-19-Historic>
- 2) Select our club from the list shown and click on its name. If you already have an MSV account, login. Otherwise, create an account.
- 3) You'll then be presented with a page showing the conditions for displaying a vehicle - click the box at the bottom to say that you agree, then you'll be taken to a page that asks 'who are you displaying with?' Select 'With a club' then select our club name from the list that appears and press 'Continue'
- 4) Select the day or days that you wish to attend and press 'Continue'
- 5) **CAR DETAILS:** Add the details of the vehicle/s you will be bringing\* to display on the club stand.
- 6) **TICKET SELECTION:** Follow the process through to ticket selection. **IMPORTANT** - the online club ordering system automatically puts one adult entry ticket for your chosen day/days into your shopping basket before you get to the ticket selection area. So please only select any additional entry tickets that you may need when you get to ticket selection.

- 7) In the shopping basket you will see any additional tickets you have chosen showing as entry tickets and your driver entry ticket will show as a vehicle display pass (shown at the price for your entry ticket).
- 8) At this stage everything will still be shown at full price - press to go through to checkout, then enter our unique club code

### DHF\_PD26PRY

in the Promotion/Voucher Codes box, which will apply the 50% club discount.

All entry tickets, including the driver ticket, will be sent out immediately but the vehicle pass (which is only a parking pass this year) will be sent out separately, two weeks before the event.

## TO ORDER BY PHONE

Call the MSV ticket hotline 0843 453 9000, give the club name and booking code **DHF\_PD26PRY** and you should receive the 50% club discount. Please also request a display parking pass if you are planning on bringing a vehicle to display on the club stand (note, the parking pass will be sent out two weeks before the event. Entry tickets will be sent out immediately.) \*Calls cost 7 pence per minute plus your phone company's access charge."



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FEBRUARY> MARCH 2019

# NEW MEMBERS

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

5850	Constantinos Constantinou	London	Sprite	Mk 1
5851	Nigel & Ann Stockwell	Worcestershire	Midget	1500
5852	Roger Hooper	West Midlands		
5853	Andreas Carlberg	Sweden	Sprite	None
5854	Clark Flanagan	London	Sprite	Mk 1
5855	Andrew Eves	Durham	Midget	1500
5856	Nigel Westall	Norfolk	Midget	None
5857	Peter Isselmann	Germany	Sprite	Mk 1
5858	Graham Davis	Powys	Midget	1500
5859	Alexander Askew	Essex	Sprite	Mk 4
5860	Stanley Hogg	Staffs	Sprite	Mk 1
5861	John Jones	Durham		

This is my wife and I sat in "Daphne" on the day we decided to buy her. She was previously owned by a member of the Mid Wales Classic Vehicle Club, but he was reducing the size of his fleet and



a RWA Midget was a car I have always wanted. To buy her I had to sell a Lomax 424 we had owned for 2 years. My wife's comments were "Oh look, it's got doors and windows.....and a heater!" Now had her for 6 months and following a head gasket failure I've had the head skimmed and hardened seats fitted and have just had the original distributor rebuilt and electronic ignition fitted; thank you The Distributor Doctor. Also found that someone fitted the wrong feed to the oil pressure gauge after the pipe cracked and pumped lots of oil on the garage floor; complete "proper" kit about to be fitted.

All has to be done by April as I am running a Drive It Day run and also intending to do some runs with my other Club, Boundless/CSMA.

Graham Davis from mid Wales

Below is Stan Hogg's red Frogeye. Stan has only had the car a few weeks and is looking forward to doing a proper photo shoot with the car.



Here is Peter Isselman's white Frogeye. Peter lives in Bremen, Germany.



# SNAP! OF THE MONTH

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



*Family members using Mk3*



*Rob Lewis's anchor*



*Richard Starnes then*

# SNAP!



*Paul Kitson sleeping on the job*



*Richard Starnes now*

# PRESS RELEASE BREXIT CHECKLIST



The Federation recognises that you might be considering taking your historic vehicle across the Channel, or into the Republic of Ireland, this year.

You might be concerned about what will be different if the UK should leave the EU on 29 March 2019 without any deal having been achieved.

In anything concerning this subject, in the first instance you should consult Government websites. As departments develop their plans, information is posted online on a regular basis.

The following are areas which the Federation considers you should think about if you are intending to travel, either as a driver or passenger.

You should consider your insurance, both vehicle and personal.

The Insurance Directive will cease to be effective and there could be changes to how claims would be dealt with. Ask your motor insurer.

You may require a Green Card to visit EU countries, and not all EU countries accept the same Green Card. Your motor insurer should know the various rules

Your European Health Insurance Card will no longer be of any effect. Thus you should consider establishing that your insurance cover includes full health insurance, including, if required, cover against the occurrence of existing medical conditions.

You may need any driver to acquire an International Driving Permit

You will require to show a separate GB plate even if your vehicle is identified as being registered in the UK by the EU 'GB' number plate.

The Roadworthiness Testing Directive will no longer apply. You may wish to submit your vehicle to an MOT test, even if it is exempt, so that you will be in possession of evidence that the vehicle has passed a roadworthiness test if local law enforcement requests.

Not all local Low Emission Zones currently exempt historic vehicles. There may be some which exempt only historic vehicles from the EU. You will need to check locally.

This advice must not be regarded as complete or accurate; it is offered only as a useful checklist. If you have specific questions, we will try to help, but in the current uncertainty, we will not necessarily know the answer.

## **For media enquiries, please contact:**

**Geoff Lancaster, 07860 562659,  
commsdirector@fbhvc.co.uk**

## **Editor's notes**

*The Federation of British Historic Vehicle Clubs exists to maintain the freedom of its members to use historic vehicles on the UK's roads, hence its campaign message: 'Yesterday's Vehicles on Tomorrow's Roads'. The FBHVC has over 550 member clubs representing over 251,000 individual owners.*

# TECHNICAL ARTICLES 2016 - 2018

Article	Author	Month
<b>2016</b>	<b>2016</b>	<b>2016</b>
Sump Baffles	Steve Keil	January
Sump Repair	Steve Keil	February
Adjustable Oil Pressure relief valve	Steve Keil	February
In Defence of Dynamos	Dr J.E.Davies	March
Forward hinged bonnet	Mike Pearson	March
Front Wheel Bearings	Graeme Williams	March
Indicator relay	Alan Anstead	March
Flywheel Brake	Alan Anstead	March
Optimise Handbrake	Philip Sellen	April
Replacement rubber seals	Steve Keil	April
Rear brake adjusters	Steve Keil	May
MGB & A60 Shock Absorbers	Alan Anstead	May
Defending Dynamos	Dr J.E.Davies	May
Blind Nuts	Steve Keil	June
Defending Dynamos	Dr J.E.Davies	August
Bleeding a Sebring Clutch	Alan Anstead	September
Heater pipework connections	Steve Keil	October
Nuts, Bolts, and washers	Dr J.E.Davies	October
Steering Rack pinion seal retainer	Nigel Baston	October
Brake Caliper Piston Orientation Adjustment	Steve Keil	December
<b>2017</b>	<b>2017</b>	<b>2017</b>
Door Sill Drains	Alan Anstead	January
Defending Dynamos: Part4.	Dr J.E.Davies	February
MLS (Multi Layer Steel) High Performance Gasket	Alan Anstead	February
Side Tappet Chest Covers	Philip Sellen	March
Early Fuel Gauges	Dr J.E.Davies	April

Article	Author	Month
Lightening 1500 Midget Rubber Bumpers	Maurice Pyman	April
Early Fuel Gauges (2)	Dr J.E.Davies	May
Fuel Gauges (3)	Clive Seager	June
King Pin Needle Roller thrust washer	Steve Keil	June
Early Ignition Switch Clamp	Clive Seager	July
Electric Windscreen Washer for Frogeye	Ron Corry	July
Reconditioning Steering Rack inner Ball Joint	Steve Keil	July
Restoration of Crankshaft Pulley	Steve Keil	July
Handbrake Rod Modification	Alan Anstead	August
Modified Timing Chain Cover	Alan Anstead	August
Vyback Rear Windows	BLMC Tech" sheet	August
Heater Taps	Rob Rose	August
Rebound straps	Clive Seager	August
Gudgeon pin removal	Steve Keil	September
Rear brake clips	John.E.Davies	October
<b>2018</b>	<b>2018</b>	<b>2018</b>
A Shocking situation	Alan Anstead	January
Pull a wishbone	Alan Anstead	February
Battery cut out	John.E.Davies	February
Bleed valves / indicator buzzer	Alan Anstead	March
Refurbishing lever arm dampers	Malcolm Chevalier	April
More on Early Fuel gauges	Phil Sellen	April
Tilting engine lifter	Steve Keil	May
Supplementary Oil Seal	Steve Keil	May
Early ignition switch clamp	Alan Anstead	May
Wishbone Faults (letters P37)	Alan Anstead	May
Good quality suspension wishbones	Alan Anstead	June
Remote bleed system	Alan Anstead	June

Article	Author	Month
On bleeding the clutch	John.E.Davies	July
Bent wheel studs	Steve Keil	July
Oil Temperature sensor installation	Steve Keil	August
Fuel vaporisation issues	Mike Barker	August
Wishbones update	Alan Anstead	August
More on slave cylinders	Clive Seager	October
Make a blast cabinet	Steve Keil	October
Wiper motor overhaul	Alan Anstead	October
Toward safer brake lights	John Davies	November
Improving the horn circuit Pt1	John Davies	December
2019	2019	2019
		January

# TRACK DAY CASTLE COMBE 2019



## Track Day at Castle Combe 9th Sept 2019

Last October, MASC members had a great day out at Donington when they attended a Track Day there, which

for many attending was their first time ever on a track. MGOT had facilitated this event and had set aside a whole session of 25 cars for the day for us and we filled it. Everyone loved it and called for us to put another Track Day on for them.

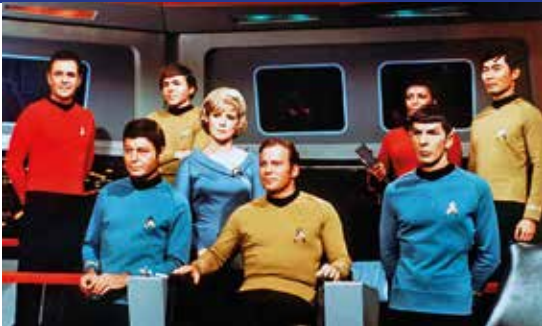
Well, Nigel Silman, chairman of MGOT has been in touch and is going to keep us another whole session, but this time at Castle Combe race circuit. This will be on Monday 9th September 2019. Castle Combe is a great circuit, different in nature to Donington, but still challenging and fast. It has a great restaurant there and of course is next to Merlin Motorsport which has lots of nice shiny bits to adorn your car with.



Booking for this event isn't open yet, but keep an eye out. It is most probable that those who did it last year will be on Nigel's mailing list so will get notification automatically. For those who weren't there last year, then go to the MGOT website at [www.mgs-on-track.com](http://www.mgs-on-track.com), sign up and you will receive the email notifications. I'll be there as I love Castle Combe.

**Neil**

# FOR BETTER (IN)VISIBILITY...



From cloaking devices that conceal spaceships, to Harry Potter's hand-me-down disappearing blanket, or even the One Ring and its power to conceal its wearer, invisibility is a staple in science fiction and fiction in general. However, scientists have been hard at work to bring such a technology into reality. Joining the research and development of cloaking technology is Japanese car manufacturer Toyota.

The company have acquired a patent from the United States Patent and Trademark Office (USPTO) for "Apparatuses and methods for making an object appear transparent".

The patent describes a cloaking device designed to turn vehicles' A-pillars to the left and right of the car's dashboard invisible, improving road visibility for the driver. Seems ironic that a cloaking technology would improve visibility, right? Toyota thinks that it's the way to go, especially since A-pillars have become rather large following crash-safety standards. The wider they are, the more they end up obscuring a driver's vision.

Going further than this however, researchers have developed a new device that works in a completely different way, hiding everyday objects under everyday conditions.

They explain "we see objects because light bounces off them in a particular way before landing on your retinas and they get their colours by reflecting more light of that particular colour. The basic concept of cloaking objects involves finding ways to disrupt that process and build them into devices or metamaterials."

Over the years, most techniques involve bending light waves around the object. Others work on a principle called "temporal cloaking." In this situation, light at the leading edge of a wave is sped

up, while that at the trailing half is slowed down, creating a gap in the middle. If something were to move through that gap, no light would hit it, letting it pass through like parting the Red Sea. At the other end, the gap is closed by slowing down and speeding up the light waves, and an observer would be unaware that the object was there at all.

Conventional cloaking solutions rely on altering the propagation path of the illumination around the object to be concealed; this way, different colours take different amounts of time to traverse the cloak, resulting in easily detectable distortion that gives away the presence of the cloak," says Luis Romero Cortés, lead author on the study. "Our proposed solution avoids this problem by allowing the wave to propagate through the target object, rather than around it, while still avoiding any interaction between the wave and the object."

The new device is called a "spectral cloak" and is made using two commercially available components, placed in pairs on opposite sides of the object. First a dispersive optical filter forces different colours of light to travel at different speeds, then that light hits a temporal phase modulator, which changes the frequency of the light based on when it passes through. That lets the team manipulate the light to avoid reflecting the colour of the object and once the wave has passed through, those components work in reverse to restore the original state of the light.

As editor of MASCOT, I have been fortunate enough to trial one of these devices. These photos show the results. Of course, the number plate must stay visible as it is an offence to drive a vehicle on a road without a number plate.



# VISIT TO OZ



During a recent visit to Brisbane I made contact with Mark Boldry and Anita Lachowichz, whom many members will remember as former Committee members emigrating to Australia nine or so years ago. Anita was Treasurer before incorporation and Mark the Technical Adviser. This was a post that he retained, thanks to the internet, whilst in Australia enjoying life repairing and restoring BMC, BL, and Rover products at Classic Car Clinic in Helens Vale, near Baggera Waters, about 40 miles from Brisbane. I'm happy to report that both were in fine fettle, possibly due to the sunny climes and healthy life of the Gold Coast area of Queensland throughout these last few years.

Notwithstanding "The Good Life" we will soon see them back in GB as they will return to Yorkshire in May and pick up where they left off, with every intention of again taking a much more active part in the club.

You may wonder why, with the temperatures we get in this country? Will they remember how to use antifreeze and operate heaters instead of air conditioning you ask and will they get accustomed to our lead free cost when it is around 55 pence per litre in Brisbane?

Located on the same highway to Mark's premises, about two and a half miles from Brisbane, is an MG garage called what else but "MG City" which houses "Abingdon Motors", a busy family enterprise owned by Matt and Colleen Spoljarevic together with their son Kayne. Of course, I had to poke my nose in didn't I? I received a very cordial welcome however. Here they specialise in all things from Longbridge, Cowley and Abingdon and are very busy employing a team of obviously very skilled



mechanics in basic servicing to full restorations of all pre and mainly post war examples of T models plus A, B, and C together with Mini Cooper S's. Interestingly Matt has a unique single seater racing car in the style of a Fangio type Alfa which he used to race until it became uncompetitive. Also under construction is a replica of "Old No One" based on original factory drawings and specification. Inevitably there was a Frogeye undergoing some surgery to get it to run right ----- ignition or fueling problem. Been there, done that, haven't we all?

**Geoff H.**

# BOOT-LID MOUNTED SPARE WHEEL



In our various Midget touring holidays together over the last 30 years or so, it has always struck me how practical the luggage space in our cars is; or at least it would be were it not for the spare wheel hogging half the boot. Although I can never remember having a puncture in 100,000 or so MG miles, going any distance without one seemed foolish, yet putting one's additional holiday luggage on an external wrack seemed a poor compromise to locking it away. At the time (late 1980s) spare boot lids were around £15 from the specialist MG breakers yard in Staines (Richardson's- remember them?). So I bought one of these with the aim of constructing a way of securing the spare wheel to the top. I could then have a "touring" boot lid to swop over to for jaunts to France, etc.

I cut, drilled and bolted together 1inch x 1 inch mild steel angle, which was and then welded in place on the underside of the lid by the local garage. (The garage owner was sympathetic to the cause, having been a former Frog-eye owner in his youth. He reported he would drive with the tonneau cover over the passenger side. His future wife would lie

under it with her arm dangling loosely over the side of the door from underneath. Apparently he gained some sort of unsavoury gratification for leading other motorists to believe he was transporting a dead body, but that is his business.) The centre of the frame had a hole drilled that matched one of the same diameter made in the centre of the lid (where the badge would sit) and a length of treasured rod (from B&Q) was bolted to the frame, with nuts also each side of the



boot lid skin. The top of the rod was cross drilled to accept a small padlock and I turned a boss to fit the wheel centre, so it did not slide about, then sprayed it to match the car (I had access to a lathe and a compressor/spay gun; for a social worker, I didn't think I did such a bad job for a first attempt.) Concerned about the weight and stress on the body where the support strut joins, I used a second one attached to the opposite side; (I pop-riveted a small bracket I made to the body to bolt the strut to, matching the original on the other side). This arrangement did work quite well, but it was not very easy to release both sides in tandem, and on our last trip, I simply took a piece of wood to prop the lid up with in the centre. Not so elegant, but rather easier to use.

Finally I went to Don Trimming in Erdington and asked them to make a cover for the spare, with a zip opening on the top to access the padlock. I don't recall what it cost (not very much) but I was rather proud of the result. In use I place a piece of old towel under the wheel to protect the paint.

I hope the photos make the arrangements clear. Whilst I do not enjoy the prospect of swapping lids over, actually doing it is a fiddle of a few minutes only, and the result achieves what I had aimed. However at the Wroxall Abbey meeting this August I saw a much more elegant solution on a car owned



by a gent from Northern Ireland. He had adapted a boot rack with a "D" shape modified upright. Such racks can be removed and the bolt holes blanked off between trips, removing the need for spare lids/cursing not getting the ruddy thing sitting properly, etc. So if I had my time again and knew how on earth he had done it, I would copy his idea.

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# THE TRIALS AND TRIBULATIONS OF A PERFORMANCE ENGINE REBUILD



After several fabulous HRCR Scenic Tours in 2016 trying to keep up with a friend in his Westfield, my poor RWA 1275 was struggling. I'd known for a while I was down on power and suspected the piston rings were the cause. Having checked the compression and found it to be around 125psi, I knew then it was just a matter of time until something went seriously wrong.

Wrong happened quite quickly. On the next HRCR event, the rear scroll seal leaked heavily and drained my engine of oil in only two hundred miles. I suspected the leaking piston rings created high pressure in the lower engine and this was blowing the oil out. I decided on a 'quick fix' and pulled the engine to fit a Peter May scroll seal, clean the crankcase breather and fit an oil catch tank. The clutch had suffered with oil leakage so I replaced everything with a new Borg & Beck kit. Hopefully this would help the engine hang on until the end of the year when I had the time for a full engine rebuild.

Engine back in, I took it for a test run. 35 miles later, the new thrust bearing exploded. I managed to limp to Midland Classic Restorations. When I got out, I noticed a big pool of oil forming under the car. Let alone had the clutch blown up, the scroll seal was still leaking!

Explaining the situation, I told the garage to fix the scroll seal as best they could and fit a Peter May clutch roller bearing. While at it, upgrade the suspension with competition half shafts, race lever



arm suspension, fast road anti-roll bar and polybush throughout. In for a penny, in for £2.5k!

I ran the car for the rest of the year and participated in several more HRCR and Owen Motor Club events. I even had the honour of driving a close friend to his wedding and having my little MG in a lot of his wedding photos. Happy days...

On the last event of the year, a driver came up and mentioned, "Following your car was like following James Bond", "Really? I wasn't going that fast", "Nah, it was the smoke screen when you change down". It was time for 'The build'.

## The Build

In mid 2017, I purchased a second engine and gearbox from eBay. My intention was to build this as my new engine and simply swap this for the engine in the car. I wanted lots of usable low down torque rather than a racing screamer. Classic tours, regularity and general road use pointed towards an engine range of 1500 – 5000rpm rather than a track biased 3000 – 7000rpm. I also needed to stay below 1300cc to stay within MSA class. We



are lucky that parts are so available and we have so many options, but it's easy to get carried away. I'm sorry to say I literally spent months pouring through books, forums and comparing technical specifications of everything from engine bolts to camshafts, valve seat angles to distributor advance curves. (IT geeks eh!)

Having been brought up around cars and engines I'm was reasonably confident in doing much of the build myself and enjoy swapping my keyboard for a torque wrench. After much investigation, I decided on Bromsgrove Engineering (as used by Car SOS) to perform the engineering work. I'd stripped the engine and taken it down to them to have a look at and discuss my options. The guys guided me on what was possible but more importantly, sensible.

The engineering didn't go quite to plan:

- My MG Midget Gold Seal donor engine, didn't have the original toughened crankshaft, it was a standard one. (Typically, British Leyland had factory refurbished the engine with whatever they had on the shelf that day)
- I was going to use the ported and flowed head I'd been running for 6 months on my current

engine was coked up due to the leaking piston rings. The head would need de-coking and polishing!

2 weeks later I picked up my new engine, the guys had done a lovely job. Over the next few months I did a full nut and bolt rebuild, with every part either refurbished or replaced. Finally, the engine looked resplendent in original gloss black, silver fittings and blue silicone hoses.

I opted to fit the new engine in one piece rather than gearbox then engine. I'd done this several times previously but this time, for whatever reason, the new engine just wouldn't sit on its mounts. I could get one side in but not the other. After much swearing, I admitted defeat and dropped the propshaft. The engine and box slid in to place first time and I simply reconnected the propshaft. My stubborn refusal to remove the shaft had cost me engine bay paintwork, crushed fingers and two days. Lesson learned...

## Time To Fire Up

I checked and double checked everything before turning the key. My son stood by with fire extinguisher and my wife with celebratory bottle of fizz. With trembling hand I turned the ignition...

Woooooow, woooooow, woooooow.

The engine turned over with the speed of a snail. Checking, the battery was good, 3 earthing straps



and a known good starter motor. Hmmmm... time to ask for help on the Facebook MASC forum. It's full of helpful folk who are always happy to suggest and support. This time I spoke to Nik A, who it turns out builds race engines for a living! (Nik was brilliant all the way through my build and without his help and support I'd have given up)

After chatting with Nik, it became clear that the standard starter motor wasn't going to cope with

the new engines high compression and would need changing for a geared high torque starter. £200 later and the new starter spun the engine quickly.

With the engine spinning, a horrible screaming came from the engine bay and lots of smoke. With my son about to drench the engine bay in powder, the noise suddenly stopped. I quickly released the ignition key and went to have a look. A shredded fan belt and engine bay full of rubber bits was the result of the noise and smoke. Strange as it was a new belt, but hey, we've all experienced poor quality new parts. Visually looking at the pulley alignment it looked Ok. Try again; new fan belt fitted, engine spinning, more screaming and smoke and snap. What occurred to me at this point was that the new performance water pump was from a 1275 Mini but I'd be assured it was the same as the MG, turns out the pulley sits a little further out than the MG one, about 8mm. That 8mm was enough to put the 3 pulleys out of alignment and too much strain on the belt. So, radiator back out, replace water pump with performance MG pump, radiator back in. Surely it would start now?

Turning the ignition key the engine spun quickly and coughed a little but refused to fire up. I resisted the urge keep turning over, even though the oil pressure was good. I checked everything, static timing seemed good, plugs were firing, fuel was coming through. Over the next 3 weeks with advice from Nik A and Rich Weaver I checked and rechecked. Timing, plug leads, distributor cap, etc, etc. The engine refused to fire, it would cough and splutter but not catch. The only thing I hadn't rechecked was the cam timing which would require stripping the engine. As a last resort before a strip down, Nik suggested changing the fuel, "I've had it once where the petrol went off. It's a long shot but give it a go". So I dully drained the fuel from the tank and





lines and filled up with fresh super unleaded.

This time, turning the key gave an instant acceptance and the engine sprang to life! OMG, I couldn't believe it, no screaming fan belt, no cough splutter and backfire, just instant fire up and smooth running. After weeks and weeks of trying checking and rechecking it was the fuel! I can only put it down to the red hot summer as the fuel was only in the tank for about 9 months.

### Finishing Touches

With the engine firing up first ask on the key, I decided to add some 'bling'. I purchased a laser cut stainless steel radiator shroud with MG cut in to it. Whilst fitting the top radiator bolt sheared. I'm sure I could have drilled and threaded it out given enough time and patience, but I was out of both. I opted to buy a new alloy radiator. All of this for the sake of making the engine bay look pretty! Time to stop messing!

### Finally

The engine is now running smoothly and I'm waiting to get it to Aldon Automotive for a rolling road session. I'm hoping for around 90bhp with high flat torque curve.

### Lessons Learned?

Be realistic about what you want from your car and engine. It's easy to get swept away with technical specs and performance options

Performance costs. In my case, the engine has cost over £3.5k

Try to find some knowledgeable people who have done it before and have a proven track record. Don't be afraid to ask for help (Again huge thanks to Nik A and Rich Weaver)

It's easy to get swept up and blinded by options and technical specs. Time spent prevaricating is time lost on building and driving





Don't give up, check and recheck. When you get frustrated, walk away, have a cup of tea and come back another day

When you eliminate the possible, whatever is left, no matter how improbable must be the truth (In my case, the fuel!)

### My Engine Spec:

1293cc balanced engine running 11:1 compression

High Compression pistons, Skimmed lighten flywheel, Lightweight adjustable vernier gear, Performance bearings, Performance oil and water pump, ARP Bolts

Polished and ported head with extra head studs  
MED HT scatter camshaft (255 duration, high lift)

MED 1:5 roller rockers

45 DHLA Dellorto Carb

Peco inlet manifold, Manifold LCB with twin box exhaust system

Alloy radiator with electric thermostat fan

High torque starter motor



# BRAKING NEWS! STOP THAT FROGEYE

## – IS A DISC BRAKE CONVERSION THE ANSWER?

I completely renovated and rebuild my 1959 Frogeye Sprite 936AOM in 2000 (Articles in Mascot Issues May & June 2014). Earlier this year I decided the front suspension needed sorting out and despite wanting to keep the car as original as possible, I also decided to fit front Disc Brakes as well. Since the modifications I planned were fitments in later models I felt it was an acceptable upgrade.

The car had always had an annoying ‘bump steer’ but lately a very sloppy front suspension as well. I needed to look at the shock absorbers and decided I should fit an anti-roll bar as well. The other factor were the brakes. Although the drum brakes were working well, I never really felt comfortable in modern day traffic. How many of us leave a nice gap to the car in front, for someone to overtake you and fill up that lovely space. Frustrating isn’t it? If I was going to install disc brakes, why not add a servo as well! More about that later.

### So first the suspension modifications.

I had acquired over the years some used disc brake suspension parts, but in a poor state. This did however give me the basic parts required to start. The disc brake stub axles needed new kingpin bearings and kingpins. Having cleaned and repainted the stub axles and fitted new bushes I needed to ream them out. Since I did not have access to the proper stepped reamer (and certainly couldn’t afford to buy one) I used two adjustable reamers, one 19/32”-21/32” and the other 23/32”-25/32”. Obviously well aware of the need to ensure both bores were in-line, I checked both fit and alignment regularly until I achieved an acceptable result. I was pleasantly surprised with the outcome.

Before I fitted the wishbones I needed to convert them to accept the anti-roll bar brackets. Trying to find the correct dimensions to drill the mounting holes was a challenge. Happily my friend Malcolm could measure his. It was then that I discovered I had different wishbones on each side of the car. One was an early one whilst the other was a later modified strengthened one. Again, luckily a search of my collection of various parts in the garage, found another later version, so I renovated it and swapped them over. Once the new location holes were drilled on both sides they were ready for rebuild. New wheel bearings were fitted to the stub axles.

The next job was the shock absorbers. The nearside one needed replacing so both were replaced. It did occur to me that since the car had been in a major accident just after its renovation in 2000, the suspension was heavily damaged. Maybe one of the shocks had suffered a bent arm and was not noticed on the insurance repair? I had read plenty of articles about ‘dodgy renovated parts’ but decided to take the risk and part exchanged the old set of shocks for renovated ones. Experience so far suggests it was worth the risk – they work fine. As a quick diversion at this stage I should say that I did ‘service’ the rear shocks at the same time, replacing the fluid with Penrite Shocker Oil No1. Again this proved very satisfactory. Back to the front.....I could now fit both suspension assemblies onto the car, complete with their disc brake calipers



and new brake pipes. The final task at this stage was to fit the new 9/16" anti-roll bar and its fittings, knowing that the mounting locations were already fitted under the front crossmember for the poly bushed mounts.

## Next came the hydraulics.

Disc brakes require a different twin bore master cylinder than drum brakes. The bores are reduced from 7/8" to 3/4" dia. to increase the hydraulic pressure to the caliper pistons. At this stage I recommend any member contemplating this upgrade to read a number of very useful articles on this subject, all in previous issues of MASCOT (which you can access on-line thanks to Alan Anstead's excellent index). These are in MASCOT Oct 2007 and Jan 2008. I also found another useful source of info on-line at [www.gerardsgarage.com](http://www.gerardsgarage.com). The net result was that I bought a new 3/4" twin bore master cylinder from AH Spares, which I had already confirmed was manufactured in the UK by AP. There was however a problem, the Push Rods supplied at the same time, were wrong. AH Spares were not aware that the Push Rods are 1/2" shorter for the disc brake master cylinder than the drum model. This is explained in articles I mentioned, which I gave to AH Spares, who promised to do something about it in future. As a matter of interest, the articles discuss the real reason why the new rod is shorter than the earlier one. I subsequently discovered it is required because the angle that the push rod goes through, when the brake or clutch pedal is depressed, means the rod would foul on the lip of the smaller 3/4" bore but does not foul on the 7/8" bore.

As already noted in these discussions, the clutch side of the Master Cylinder would be better if it stayed the same bore as it was, but it doesn't. The result is the clutch pedal movement needs to increase. This is easily achieved by adjusting the Master Cylinder actuating push rod into the fork end. The clutch pedal needs to be higher (further from the floor) so that there is enough travel to fully operate the clutch.

The same principle applies to the wheel cylinders on the rear drums. Because the existing cylinders are 7/8" bore they need to be changed to 3/4" bore to keep the same travel. I found this out later because with the existing cylinders, the brake pedal hit the floor before the rear brakes were fully on. An easy solution is to fit Morris Minor cylinders that are identical but with a 3/4" bore.



I installed the Servo on the nearside footwell box, ensuring it was positioned as per the instructions. This resulted in running new brake pipes to and from the servo along the bulkhead across the top of the battery. Since on my engine there was no vacuum pipe adapter on the inlet manifold, I had to tap a hole into the existing boss (taking the manifold off to avoid contamination going into the engine).

Final job on the hydraulics was to bleed the brakes and clutch. This became a nightmare. No matter what I did I could not get a good brake pedal. It went straight to the floor but pumped up to a good pedal on the subsequent push. As I mentioned earlier, changing the rear cylinders helped but not enough. At this point I contacted our MASC Technical Adviser Mark Boldry, who responded straight away with loads of advice...thank you Mark. Imagine my surprise when I discovered he lives and works on the Gold Coast in Australia! Even more of a coincidence was that I knew that area of the Gold Coast well, having swapped a house for 6 months with an Australian couple, back in 2000. Mark was not an advocate of using silicon brake fluid, which I have always used with no problems before, but I decided to revert to DOT3 as he advised. He also was not an advocate of a Servo either, accepting it reduces the brake pedal pressure but does not improve braking at all and removes the 'feel' to the brakes. I did subsequently take the servo out of the system to see if that might be affecting the 'long pedal', but it wasn't. So, since I really only wanted the servo to reduce brake pedal pressure (for a man getting on in years and certainly past my motor sport days) I put it back in the system. Mark also advised that drum clearance (adjustment) is critical and indeed on checking my rear drums, they were on the wear limit, so I fitted new ones (not expensive anyway).

Having done all these 'adjustments' I still had a long pedal. I decided to repeat a process I had used earlier to isolate the problem. It was a multi-step process including clamping the flexible hoses in different sequences and clamping the rear brake cylinders in turn. This eventually led to the conclusion that the problem was with the front calipers. On inspection, whilst the disc pads clamped the disc as they should, they retracted much further than they should. There is no return mechanism on the pads, they are slackened off from the disc by a reduction in pressure and small tolerances between the rotating disc and the pads. My pads had slacked off considerably more than they should.

I concluded that the seals on the pistons had effectively 'stuck' to the caliper bores. This allowed the pistons to force the pads onto the disc, but the natural retraction back to their start point, retracted the pistons further back than they should. The solution was to remove the pads and push the brake pedal very slowly and carefully to allow the pistons to come further out from their cylinders (as they do when the pads wear), freeing the seals in their

respective bores. Then, pushing the pistons back into the cylinders and re-fitting the pads – solved the problem. ....I had a good hard pedal first time. I must admit, I had seen that problem explained on an on-line blog about brake bleeding problems, but dismissed it as an unlikely solution. ...how wrong can you be. So some advice to anyone fitting new calipers that have been standing a long time on the shelf. ....get some movement into the pistons before you put the pads in!

### **Finally the road test.**

The first test drive was fantastic. All the bump steer had gone, the ride was much improved, especially round bends and the brakes much more effective. After a few long trips in the last few months, the brakes have bedded-in nicely. During my visit to Wroxall a left turn 'back on itself' took me by surprise and required a very hard stamp on the brake pedal to get round. That proved this modification was worth it, even my wife commented how effective the new brakes were!

I only wish I had done it earlier. The Frogeye was always a lovely car to drive, but the transformation after these changes has been much better than I could ever have wished. It makes me want to drive it all the time. ....but I still try to avoid the rain and bad weather, who doesn't.

Dave Sewell MASC Member 4880 - Central



# THE DYNAMO HAD TO GO



As regular readers of Mascot will know both my cars (Sebring Rep and Frogeye) get used long distances across Europe and at home. Both cars have been called upon to give service on damp gloomy evenings at home when the ammeter advises me of the need for ample amps to keep the headlamps, wipers, heater, and Sat Nav etc working even whilst sitting in traffic with the engine idling. Abroad a hot sunny day may call for the dynamo, not to feed headlamps, wipers, nor heater but if stuck idling in traffic to feed an auxiliary fan I have fitted to provide cooling to the radiator.

Many of our cars are fitted with Dynamos that when in situations calling for electricity will be left struggling as the Dynamo cannot keep pace with consumption and the battery will slowly go flat. The ammeter, if fitted, will be showing discharge and the ignition light may be glowing.

Some years previously I had converted my Sebring Rep to an alternator. An easy conversion. I gutted the RB106 Regulator of everything under the cover and topside of the baseplate then joined the A, A+ and D terminals on the underside. All the wires stayed in their original positions except for the smaller of the two wires at D that goes to the ignition light is transferred to the F terminal. The conversion can be made by just removing the regulator, and joining the wires, but I retained mine to keep some semblance

of originality. Whilst, apart from one hiccup, the alternator worked well it just does not look right sitting where there should be a dynamo.

For some years now there have been Alternators available that look like Dynamos but at exorbitant cost. However about two years ago Kent member John Clark discovered a cheaper alternative Dynamo looking Alternator the 'Stealth Dynamator' supplied, at discounted price, at NEC Classic Car Show, by Bad Boy Classics. John successfully road tested his, on his 1958 Frogeye, over several thousand miles. I was duly impressed and my Sebring quickly followed suit. I must add that both John and I chose the Dynamator that has a rev-counter drive at the rear as suits an early Sprite or Midget.

Coming nearer to date this year I ventured alone, in my Frogeye, to Le Mans Classic this year. Hot weather and chaotic traffic greeted at the circuit. With sun blazing down on car and driver I had the auxiliary fan on overdrive as progress was at a Snail's pace. I was fortunate suffering only one hour of the chaos whilst others abandoned all hope after sitting for three and one half hours of suffering. I chose to return to my hotel, about forty miles away, after dark to enjoy a top down nighttime drive. The car's headlamps lit the way. Crickets in the fields provided music for my ears.



I was alone on the road except for the occasional tractor.

It was late, nearing midnight, and I stopped on the edge of a small town on route to refuel. The townsfolk were at slumber. There was silence except for the petrol pump refreshing the Frogeye's fuel tank. Task completed! I climbed into the drivers seat pulled the ignition knob and the starter struggled and failed in its attempt to spin the engine. To my fortune leaving matters for a few minutes and trying again caused the engine to burst into life but not before I had made a decision to fit a Dynamator to this car.

For the Frogeye I followed the previous route as taken when fitting an alternator to the Sebring

Rep except that in this instant I joined the A and A+ terminals underside but placed a fuse topside between them and the D terminal.

The Dynamator will accept the Mk1 & 2 Sprite, and Mk1 Midget, rev-counter reduction gearbox but an original rev-counter drive cable is too short whereas a pattern item fits the bill being a bit longer.

The wires fitting an original Dynamo are connected by nuts whilst the Dynamator is served by 'Lucar' push fit terminals.

**Alan Anstead, Kent Rep.**



**Robin Lawton**

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# A DAZZLE-DIMMER FOR FROGEYES



Many modern cars have a fancy light-sensing feature which automatically dims the dashboard display at dusk, others have a switch or dial which enables brightness to be adjusted manually. All SatNavs have a day/night switch to prevent us being blinded at night. But when the cheap and cheerful Frogeye Sprite arrived in 1958 it possessed no dimming abilities whatsoever. One of the very few criticisms of the car in early road test reports was 'driver dazzle at night' from the large green direction indicator warning lamp on the dashboard.

While the Mk2 Sprites and Mk1 Midgets share this same large warning lamp, the factory solved the dazzle problem for these later cars (models HAN6/7 and GAN1/2) by adding a small resistor to the light switch. No official factory solution was ever offered for the early AN5 Sprites (which have a quite different light switch) and so many Frogeye owners must still be suffering dazzle, a problem likely to increase with time as ageing members of MASC begin to collect their pensions and make ever more frequent trips to Specsavers. In an earlier 2-part article<sup>1</sup> on this matter I did suggest ...

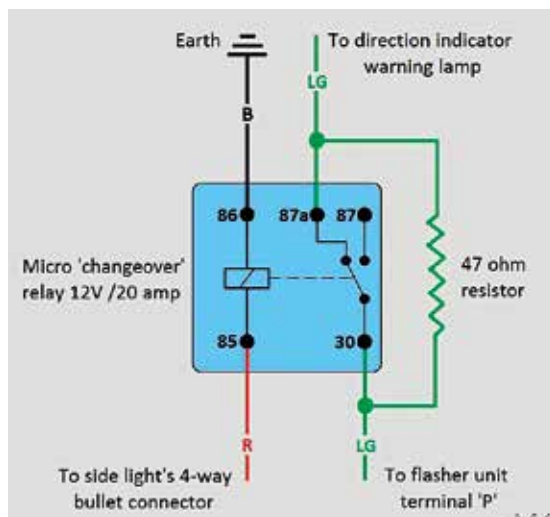
"... [that] Frogeye owners fed up with being blinded at night ... [could] ... add the dimming feature by inserting a suitable in-line resistance into the wire which serves the warning lamp, appropriately short-circuited by a modern relay powered by the supply to the side lights ..."

... but as far as I know no-one has ever actually tried to do this. Here we revisit the matter in more detail, in the hope that at least one Frogeye owner will be sufficiently motivated to give it a go, noting

1. MASCOT April 2005 page 28; MASCOT May 2005 pages 27-28

that the warning bulb must be an original filament bulb, not a modern (non-dimmable) LED bulb.

To add the dimming feature to a Frogeye one needs a 47Ω resistor rated at 2 watts or more and a 5-pin micro 'changeover' relay. This relay is not quite the same as the simple 'make and break' 4-pin relay recommended for the brake lights<sup>2</sup>, the horn circuit<sup>3</sup> and the flasher switch<sup>4</sup>: it has an extra pin labelled 87a. The four pins 85, 86, 87, 30 are the same as those for the 4-pin relay (i.e. pin 30 is connected to pin 87 when the relay is energised etc.). The extra feature of the changeover relay is that pin 30 is connected to the extra (5th) pin 87a when the relay is not energised<sup>5</sup>.

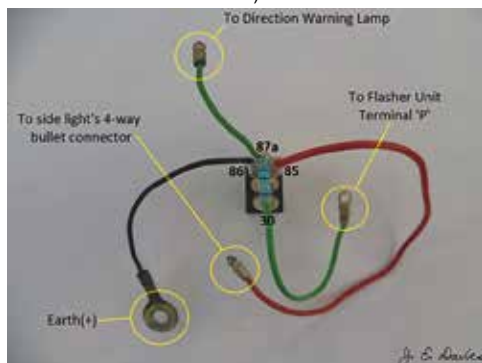


*Circuit diagram: when the relay is energised, terminal 30 will be connected to terminal 87, not 87a. If the relay contains a diode, terminals 85 and 86 should be reversed if the car is wired with negative earth*

How to wire this relay is best understood by referring to the circuit diagram: the relay should

2. See MASCOT Nov 2018 pages 20-21
3. See MASCOT Dec 2018 pages 21-22; Jan 2019 pages 24-25
4. See MASCOT Mar 2019 pages 22-23
5. In relay language, pins 30 and 86 are 'normally open' or 'NO'; pins 30 and 87a are 'normally closed' or 'NC'.

be inserted into the light-green (LG) coloured wire which runs from terminal 'P' at the flasher unit to the direction indicator warning lamp, using relay terminals 30 and 87a. The resistor should be connected across these same terminals. Relay terminal 85 should be connected to any red wire in the side-lamp circuit and a convenient way to do this is via the spare hole in the 4-way snap connector joining three red wires together, located near the flasher unit in the engine compartment. Relay terminal 86 should be connected to a convenient earth (e.g. the one which secures the flasher unit to the bulkhead).



*If a bullet connector terminates the light-green (LG) wire attached to relay terminal 87a, the relay can be completely wired at the bench. In this case, another bullet connector should be attached to the original LG wire (and a single snap connector used to join the LG wires). In this photograph, the wires, bullets and earth eyelet are all period-correct, scavenged from an old original wiring harness.*

When the light switch is off, the relay is not energised, the resistor is short-circuited via relay terminals 30 and 87a and the warning lamp shines with its original (maximum) brilliance.

When the light switch is on, the relay is energised via the feed from the side lamp circuit to terminal 85. The connection to terminal 30 inside the relay 'changes over' from terminal 87a to terminal 87 and the short circuit (between terminals 30 and 87a) is lost. The current to the direction warning lamp must now pass through the resistor and so the lamp dims, as required.

Under the bonnet, things can be kept neat and tidy by (a) preserving the original colour-codes for the new wires (b) using wires that are no longer than necessary (c) using cable ties and (d) properly documenting the changes for future owners of the

vehicle. A small piece of 'Velcro' or a cable tie can stop the relay flapping about and a little black insulation tape can protect any bare resistor wires.



*Under-bonnet view of a Frogeye (photo courtesy Gary Lazarus) showing the 4-way snap connector of the side lamp circuit, the light green ('LG') wire to terminal 'P' of the flasher unit and the flasher unit's earth connection. A bonus is that this photo shows how the factory installed a Lucas 6RA relay if twin wind-tone horns were fitted.*

Although a quick poll has indicated that there is not much enthusiasm for this dimming feature, Graham ('Twisted Shafts') Kirkup<sup>6</sup> has bravely allowed me to install a dimmer on his Frogeye. We must all hope that he doesn't break a half shaft before he can give us a dimmer review in his next Cambridgeshire Area Report. We must also hope that he stops risking pneumonia (or worse) by refusing to use the weather protection in his boot – but that's another story.

Dimmer sceptics should note that this subject is a safety-related matter: the factory acknowledged this fact when it very quietly added that 47Ω resistor to the special light switch<sup>7</sup> of all Mk2 Sprites and Mk1 Midgets (a total of 57436 vehicles). While it is perfectly possible that the owners of these later cars never noticed the sophisticated dimming feature, it is also possible that, if this feature had been removed suddenly, their immediate reaction on operating the indicators for the first time at night would have been 'Oh boy, that warning lamp is a bit bright!'

**John E. Davies (Member 3443)**

**jed2@cam.ac.uk**

6. See MASCOT Oct 2012, page 21

7. This special switch is a 3-position, 6-terminal Lucas toggle switch, model 57SA, part number 31837 with an internal 47Ω resistor connecting terminals #1 and #2



Some recent adverts in motoring news are rather worrying, particularly if 'the management' get sight of them. Apparently one could build an extension to your house, have a new bathroom or kitchen simply by releasing equity from your classic motor – what next?

Thanks to Diane for arranging another great evening playing tenpin (in Peter's case ninepin) bowling at St Neots eat'n'bowl centre, where Diane was supreme in the ladies section, Chris toppled reigning champ Nigel by one point and as a first, Graham beat Maggie who has requested returning to the Pidley bowls venue where he has been unsuccessful in the past.

Peter and Holly shamed us all by arriving in their proper car, an MG midget Mk3 in an unusual dark almost black colour as seen in photo's at Sywell props and pistons event.

Last month I reported talk at our February area meet of big Healeys with Rolls Royce engines, the Healey 4000 and I have quenched my own interest by finding out a little more, however I do not profess to be an expert and no doubt someone may have more factual info on the subject.

There are in existence three such machines with a fourth possibly out there somewhere.

These cars were fitted with the RR FB60 engine as fitted in the Vanden Plas Princess R 4litre for production in 1968.

The big Healey 3000 was cut in half longitudinally with a six inch additional width added and re-engineered to accommodate the RR engine, and referred to as the Austin-Healey 4000.



One of the cars originally Donald Healey's personal car was owned by Mr John Gray and is now in Australia. A second car an automatic owned by Mr Arthur Carter, and the third prototype TNX 65G was re-discovered in 1974 by Joe Cox and bought by his father Peter, but now languishes in The Healey Museum in the Netherlands.

The car proved popular with good handling but moderate performance, and would have been more desirable with the twin cam RR engine, which would have challenged the Jaguar E type for costs and performance, that cut across the grain with Sir William Lyons who promptly cancelled the production of the 4000 in favour of the E type.

As for the Aston Martin version all I can find relating to it is that Tickford from Newport Pagnel, who produced body shells for Healeys, were eventually taken over by Aston Martin.

Last month I noted that Chris and I are to organise a run from Morrisons, Camborne car park via Jordans Mill, Bedfordshire, taking in Ireland, but reading Terry Horler's article it is possible there may be a hard border here, we will find out, but please note the date is Easter Saturday April 20 and not the 10th as reported.

There will be a tulip run on 'drive it day' Sunday April 28 with a nominal £5 charge/car in aid of a charity.

Finally a photo' of our Cambridgeshire members dancing with joy at successfully completing works on their spriddgely things all that day.

**Graham Kirkup**





The March monthly meeting was certainly something to sing about. Keith Jewkes had arrived at the meeting with what seemed like a crash test dummy as his passenger. In fact Keith had stopped on the way to purchase an acoustic guitar he had bought online earlier in the day. Wrapped carefully in a white plastic sheet he had made the journey with the package sat upright along side him making pedestrians take a second look as he passed by. Choosing not to leave his prize purchase out in the car park he came into the meeting as budding rock stars do, strumming a few chords to make sure it was in tune.

Andrew Parrott had made the long trip from Northampton all the way up to Tamworth and was soon contributing thoughts and ideas to the meeting. One of his ideas was to hold a mid week run out once the weather improves. This obviously struck a chord as members gave their approval to the idea immediately. Talk began about when and where to meet and where to go. Someone suggested holding the drive in the afternoon before our monthly meeting so those partaking could arrive earlier with the option to enjoy a meal together. Others thought a lunch time would be another option with perhaps a country pub stop. If Central members have other ideas or would like to join in then let me know. At the next monthly meeting I will try to set out a first date to get the ball rolling.

At this time of the year meetings are always dominated by talk of upcoming events. Dave Sewell had arrived with thoughts on a future drive out in Leicestershire and Rutland. We have now agreed

on Sunday June the 30th. Details to follow with a probable start from Sharnford near Hinckley. Last year Dave had also suggested we looked at attending the Pershore Plum Festival on August the 26th. I have now heard back from the organisers and will start collating a list of anyone interested in going. Entrance fee is £4 payable in July.

The topic of Drive It Day on April 28th has been on the agenda for some time and several ideas had been proposed. It was decided with a show of hands that this year we would conclude our morning drive at The National Memorial Arboretum in Alrewas, Staffordshire. The day will start with a 10.30am departure from the Tame Otter followed by a scenic drive through South Derbyshire. I am pleased to say Martin Parkes has kindly agreed to plan a route which will finish at the NMA around 1pm. The NMA is a very moving experience. If you have not been before I can highly recommend a visit. Should you like to join us for the day please let me know so I can inform the NMA of numbers attending.

**Dave Warren**

**Central MASC**

**Email to [central.masc@live.com](mailto:central.masc@live.com)**



*Keith Jewkes playing guitar.*



*The National Memorial Arboretum.*



We were hoping for a breakfast run in March, but unfortunately the weather was so inclement that it was too uncomfortable to venture out in our Sprites & Midgets. This photo was taken last August 2018 just to remind everybody what it was like!

I am afraid that I am scratching the barrel in this month's issue as we have not been out and about in our little cars, hopefully we will be from now onwards.

We in Devon would like to extend a warm welcome to Steve & Shirley Humphreys and their Mk1 Sprite being new members of MASCOT, looking forward to meeting you both, hopefully at our monthly meet at Court Farm nr Newton Abbot and various local shows.

Chris Wood 5130

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**ADRIAN FLUX**



We all have dreams... As we approached the Dorset AGM in early February I hoped for nominations for the Committee, more ideas than you could shake a stick at, and an interested audience...

In the event we had a full committee attendance, together with some better halves - lured there by the promise of lunch after! But it was a positive AGM, receiving reports from the Treasurer and me, both reports reflecting how much effort Committee members had put into the club year during 2018 and showing the result for the benefitting charities to which we gave a total of £2000.

I thank all of the Committee on behalf of our Dorset members for their efforts and, with no new nominations being received, the committee for the coming year is essentially as for 2018. Dave Brooks decided to stand down but is remaining active and will be organising a Sunday morning road run for us in the summer.

After the AGM we talked about new ideas for activities for the members and then all enjoyed a great lunch. The idea was floated by Dave Stebbing that we perhaps gather informally at the Charlton Inn for Sunday lunch once a month. Further details will be announced.

For many years we held a well-supported annual car show (see typical pictures from 2006 and 2009

at the then popular National Trust Kingston Lacy) but it seems to be increasingly difficult to pull these together.

The reasons are various. People no longer want to just 'picnic in a field' with their cars, venues have cost and health and safety issues and in some cases simply do not want us. But the search continues...

The two main upcoming events are the MASC Dorset Area 20th Anniversary Dinner on Saturday 23 March and the, now extended, Jersey weekend at the end of May.

Dave Stebbing has worked hard to secure a good package and having negotiated a 4-for-3 night deal at the hotel and a free upgrade to seating on the ferry the cost has now gone down and we have an extra night's stay at the hotel.

**That's all folks! John**

## New Area Rep

Well I didn't expect this, but I'm willing to give it a shot. First thanks to Steve for the last 2 ½ years as area rep for Heart of England. He has brought a different approach to previous reps and I hope to follow on with these and bring some new ideas in particular to encourage the Wednesday evening to be more social events so the members to bring their spouses to the pub. Also I want to encourage more group members to organise some runs for our little cars.



For those that don't know me, I've been a Frogeye owner and member of MASC since September 2004. I have only ever driven the one Frogeye but I've loved every minute of it. It may have been the slowest car in the club for all that time but watch out this year - the little one has had a head and exhaust makeover so it might get up some of those Cotswold hills better.

My wife Linda and I have, on 2 occasions, helped Stuart and Cybil Watson organise the national events, the MASC Weekend in 2015 and Spridget 60 last year. Both have been great fun to organise and everyone has seemed to enjoy the events.

Other things about me. I retired (early) in December 2017 from Jaguar Land Rover following 30 years in engineering. That was after an Apprenticeship at Wickmans and then a spell of 7 years at the GEC. I've been married to Linda (a regular club attendee) for 35 years, we have 3 children all grown up. Oh yes and we like our cruises, when you read this we'll be on one.

## Enough about me. What of the club?.

I have already spoken to a few people who regularly attend the Heart of England meets and a couple have said they would help with some of the organising. Thanks to Lara Warburton and Malcolm Le Chevalier. My plan is to get a diary of events published for the year, which will be split into 3 sections, Hof E organised events, supported events and other events of interest. We had a well attended March Meeting with around 40 attendees, a bit of a record for us.



## Classic and Restoration show NEC.

First event of the year is the classic car and restoration show at the NEC, which at the time of writing this hasn't happened yet. The event is organised by Alan Pritchett who does a sterling job for the club every year. Thanks Alan.

## Award nomination

As well as Best Club magazine (well deserved) the club has also been nominated for an award for the best club event for the Spridget 60. I'll report back in next month's magazine to let you know how we got on.

## Drive it Day



Lara Warburton has volunteered to organise a run for the group for Drive it Day. The route looks fantastic starting from Stretton on Dunsmore with bacon butties and following a picturesque and interesting route of around 90 miles though South Warwickshire Northamptonshire and Oxfordshire ending at the Red Lion at Hunningham for a pub lunch. I'm really looking forward to this one. Thanks Lara

**Dave & Linda**



### East Kent Meeting Sarre 17th Feb 2019

Last year's Beast from the East seemed a distant memory as 12 months on our monthly get together bore witness to a warm sunny day with 19 diners and 5 Spridgets in attendance. Credible excuses by a number of others with cars needing minor repairs or Mots before the start of the season were quite acceptable but would have swelled our numbers even further. Not sure whether much talk was on cars but certainly discussion on our May Tour to Norfolk took place (what do we call it on the rally plaques?) plus plans for a fore runner to "Drive It" in April taking in the roads running around the South Kent coast, Dungeness to Deal. Whilst the May Tour is fully booked, everyone is welcome on the Coastal Run just let me know. Next meet 10th March – see you there.



#### John Clark East Kent Co-ordinator

Old Boys mid-week run. This month we joined Surrey Area for a run to Dunsfold aerodrome to see the Reg May Museum. A thank-you to ex-Kent patrician Gavin Rowles for organising. Several runs are in the planning stages with the Churches of Romney Marsh, Tenterden Railway, Medway Queen, Rye Harbour and more to follow our March run to Gatwick Aviation Museum, organised by Vic Barker. Our Sarre meet, in April, will be cancelled with a coastal run, organised by our East Coast Co-ordinator - John Clark, substituted. The proposed run out on Drive it day has been cancelled for lack of support so that the meet at the Angel will go ahead as per the norm. (AA)



### West Kent Meeting Angel, Addington Green 24th Feb 2019

Well! I awoke from my slumbers and looked out of the window and what did I see - Fog! I live by the river Thames at a place from whence explorers have set sail never to return - Scott to the Antarctic and Sir John Franklin to the North West Passage. Perhaps it is what is known as a Ghostly fog? After the passage of a couple of hours there was a slight lifting. Sprite or modern? I chanced the Sprite and was rewarded, once a short distance from home, by beautiful blue skies and a bright winter sun.



Others had taken advantage of the weather. Mark & Caroline Jackson visited from Richmond - not 'Old Dixey', but Surrey. They had braved the M25 / M26. Another visitor from Surrey was John Gibbons in his Frogeye.

Darren Tyre and Maria came in their freshly rebuilt E-Type Jaguar and very nice it looked too. Graeme Williams brought his newly acquired Sprinzel Sebring Sprite replica. Graeme's father was one half of the famous 'Williams and Pritchard' whom contributed to the bodywork of the originals and bodied many other sports and racing cars. The rest of us contributed to an excellent line representing the many marks of Austin-Healey and M.G. Midget.



An added bonus was that hearing of us via the grapevine prospective new members payed a visit in their 1969 Midget owned for some thirty seven years. (AA)



On the 17th February 2019, we in the North West area had our annual Valentines Day Run, this is our first run of the year and a very popular event, always attracting a good turn out. This year was no exception with 14 cars making it to the Avro Heritage Museum at Woodford. This was organized for us by Chris & Annette and didn't they do well as they managed to get us into the enclosure where the Vulcan Bomber stood. We parked our classics all around and underneath the plane and some great photos were taken.

After spending some 2 hours looking around the museum, which is well worth a visit, we proceeded to the next phase of the day. This was a run Chris and Annette had sorted out for us journeying through the Peak District via The Cat & Fiddle, Chapple-en-le-Frith, and included some lovely and very interesting roads finishing at The Gun Inn at Hollingworth. They really knew how to look after us with our own room ( they must have had car clubs before ) as we are on the whole an intelligent and well mannered group but only on the very odd occasion we have been known to have become just a tad rowdy bunch of classic car enthusiasts ! Chris had arranged a quiz just to keep us awake and the winner, after a tie-break, was Bernie & Lynne a well read and intelligent couple who are extremely good at getting high scores at our quizzes. Shelley took one look at the questions and decided she didn't want to play! The rest of us took part, but had no hope of winning sadly. As a well deserved prize, Bernie and Lynne were ceremoniously presented with a nice bottle of bubbly to recharge their



batteries and help them have a good sleep after the trauma of the Quiz ! Not that I think any of us would need it, all that fresh air after almost hibernating over the last few months. The food in the Gun Inn was very good and the chips were to die for, must visit there again. The finishing touch of the day was the weather, we were having the most incredible sunny and warm days rather like we had jumped from winter to Spring overnight, so most of the cars had their tops down.

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





Wollaton Hall Autokarna



Papplewick Pumping Station  
(red frogeye in front)

## Drive it Day



## Drive it Day on Sunday 28th April

Meeting at Sainsbury's car park in Ripley for a 9.30am start for a Run around Derbyshire and Staffordshire, ending at the National Memorial Arboretum near Alrewas.

A suitable morning coffee stop will break up the driving.

"Autokarna" at Wollaton Park on Sunday 9th June

Nottingham's foremost classic vehicle event, where we again have our own MASC paddock area for pre-booked cars.

Those of you who have been before should have received an invitation to enter this year by now, or you can get entry forms at [www.pwa7c.co.uk](http://www.pwa7c.co.uk) before Easter.

It would be great to get more cars from other areas this year.

Vintage and Classic "steaming event" at Papplewick Pumping Station on Sunday/Monday 5th and 6th May.

See the wonderful twin James Watt beam engines in full steam inside the ornate Victorian buildings, with associated tours of the underground reservoir.

Last year our members enjoyed the wonderful May Bank Holiday weather, picnicking on the lawns surrounded by the classic cars.

Call 0754 700 0020 to pre-book for your free entry.

**Ian Cooke**

**Notts and Derby area coordinator**

**[ilcooke@btinternet.com](mailto:ilcooke@btinternet.com)**



On a recent Sunday afternoon, Dennis and I went along to a meeting arranged by the organisers of the Bo'ness Hillclimb. The meeting was to give some information to all of the clubs who wished to have a display of cars on the Sunday. Although having a bit of a financial crisis, the organisers are hoping that this year's event will be the biggest yet.

The theme of this year's event is going to celebrate the 60th anniversary of the appearance of Jim Clark at the Bo'ness Hillclimb and the weekend will be based around that. Saturday will feature a road tour of approximately 100 cars travelling to the Jim Clark museum in Duns, along with the Saltire Rally ending at the same destination. Sunday will see around 530 cars on display in the show-field.

The Hillclimb itself is spread over the two days and it is hoped there will be a display of actual cars driven by Jim Clark in his career and there will be a specific 'Jim Clark Class' in the Hillclimb itself. It was a good event last year and we intend to have a club stand again this year.

I enjoyed reading Colin Cane's article on Monte's Grand Adventure, it was a pity that I did not get to meet Colin but it was really cold and after having a good look round I departed to find a warm local boozier for a heat and a wee goldie. For years now I have attended the start of the Monte

Carlo rally Historique, both at Paisley and Clydebank. Each year after the event I say to myself, 'get the Rusty one finished and compete in this event next year'. Last year one of the competitors, Scott Fanning, who works as a mechanic in Arnold Clark just round the corner from my house, competed in the main event to Monte Carlo in his Hillman Imp, he passed by the house recently and said he had a memorable time and regaled me with the whole story.

It also made me think that I need to stop involving myself in other projects and concentrate on getting back on the Rusty One restoration. This month saw me devoting far too much time to fabricating a 'bubble hut' to house the Isetta. I have just the doors left to weld up and that should create some space in the garage to enable welding work to proceed on the Frogeye, at last.

I also did manage to strip, clean and reassemble the Bing carburettor off the Isetta and take the engine to be rebored and have the cylinder head worked on, so progress is being made.

**Graham**



# MARKET PLACE



**WANTED:** Wanted: Can anyone help me obtain the following copies of Mascot, April 2018 and August 2018.....many thanks, Ian Phillpps, email phillpps@aol.com

*Editor's Note: Hi Ian, drop me an email and I'll help you out with this request, Neil.*

**WANTED:** Ashley Hardtop for a Frogeye Sprite - the bulbous one. Any condition considered. 07919 816870 or Email dyke-jason@hotmail.co.uk

**FOR SALE:** TIFOSI Rana frogeye sprite kit for sale with two MG Midget donor cars, one for the mechanical bits and the other for the tub. £3,650. For further details ring 01332552276(Derby)

**FOR SALE:** MG Midget MK3 original factory tonneau cover, stored for many years, perfect condition, £85.00. Contact Andrew on 07508 898817, or e-mail awquine@gmail.com

**WANTED:** Complete wire wheel type narrow case rear axle for midget or sprite, 1/2 elliptic set up. Case, Diff, half shafts and splined hubs most important parts. If other parts missing I have them on my steel disc axle. Contact Colin 07903397886



**FOR SALE:** Original screw terminal LUCAS dynamo for Frogeye Sprite, dated November 1959. Fully reconditioned and tested. Complete with correct fan and pulley. With correct 'Lucar' connectors, this dynamo is also suitable for Mk2 (HAN6) Sprites and Mk1 (GAN1) Midgets. £150 + P&P. John E. Davies (Email: jed2@cam.ac.uk).



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

## COMMITTEE

CHAIRMAN  
GENERAL SECRETARY  
TREASURER  
EDITOR

AREA REP'S DELEGATE  
MEMBERSHIP

GENERAL MEMBER

YOUNG PERSONS REP  
FACEBOOK COORDINATOR  
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(EXCEPT MK1 SPRITES)  
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CENTRAL  
DEVON  
DORSET  
ESSEX  
HAMPSHIRE  
HEART OF ENGLAND  
HOME COUNTIES  
NORTH WEST  
KENT  
LINCOLNSHIRE  
LONDON  
NORTH WEST  
NOTTS/DERBY  
OXFORD  
SCOTLAND  
SOMERSET  
SOUTH WEST WALES  
SURREY  
SUSSEX  
WILTSHIRE  
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**ALSO SEE THE CLUB NIGHTS SECTION FOR NEW AREAS AND CONTACTS**

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

### MEMBERSHIP RENEWAL:

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

# CLUB NIGHTS

- 1st Saturday **YORKSHIRE AREA.** Now meet at Chequers Pub in Bilton in Ainsty (which is just to the West of York) on the third Thursday evening of every month from around 7PM – more information at <http://yorkshiremasc.blogspot.com>
- 1st Tuesday **ESSEX AREA.** Now meet at The Green Man, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3LB. For further details contact Gary Knight, Tel: 01376 562172 Mob: 07932 077305 email: [gknights@live.co.uk](mailto:gknights@live.co.uk)
- 1st Wednesday **CENTRAL AREA.** Now meet each month 8.30pm onwards at the Tame Otter, Lichfield Road, Hopwas, Tamworth, B78 3AF, 8.30 pm onwards Contact: Dave Warren, Tel: 07831 101850. Email: [central.masc@live.com](mailto:central.masc@live.com)
- 1st Wednesday **OXFORD AREA.** Meet at the Blackhorse Pub, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Graham Gibbins at [grahame\\_gibbins@hotmail.com](mailto:grahame_gibbins@hotmail.com)
- 2nd Tuesday **LONDON AREA (CONGESTION ZONE).** Meet at The Ace Cafe at 7:30pm together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 [garyfrogeye@gmail](mailto:garyfrogeye@gmail)
- 2nd Wednesday **DEVON AREA.** Meet at Court Farm, Abbotskerswell, TQ125 NY Devon. 7.30pm Michael Ellis [Michael\\_Ellis@live.co.uk](mailto:Michael_Ellis@live.co.uk) and telephone: 07414 279074
- 2nd Wednesday **HEART OF ENGLAND.** All welcome at the Green Dragon, Sambourne, Redditch B96 6NU for 8.30 start. To check “what’s on” please email Steve Newton on [newton-gemini@sky.com](mailto:newton-gemini@sky.com)
- 2nd Wednesday **NORTH WEST AREA.** Meet at The Kilton, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue. Neil McLeod email [neil\\_mcleod2@outlook.com](mailto:neil_mcleod2@outlook.com) Tel 01772 466648 Mobile 07921 089680
- 2nd Wednesday **BRISTOL AREA** will meet at Wishing Well, Wapley Road, Codrington, Bristol BS37 6RY. From 8.00pm – or earlier for a Curry enjoyed in peace! Contact Terry Horler 01454 881770 [rebelwithasprite@hotmail.com](mailto:rebelwithasprite@hotmail.com)
- 2nd Thursday **NOTTS/DERBY BORDER AREA.** The Hunters Arms at Kilburn, DE56 0LU (just off the A38) from 7.30. Venues may change through the summer months for country runs. Ian Cooke 0115 938 3838 [ilcooke@btinternet.com](mailto:ilcooke@btinternet.com)
- 2nd Thursday **CAMBRIDGESHIRE AREA.** Meet at The White Swan, Elsworth Road, Connington, Cambs CB23 4LN from 8pm
- 2nd Sunday **EAST KENT GROUP.** Meet at the Crown Inn, Sarre, CT7 0LF from 12.30hrs Contact Area Rep [alan.instead@btopenworld.com](mailto:alan.instead@btopenworld.com) or John Clark group co-ordinator [jrclark@sky.com](mailto:jrclark@sky.com)
- 3rd Tuesday **SCOTLAND.** Meet at Houstoun House Hotel, Broxburn, EH52 6JS. Meetings start at 7.30pm. Graham Smith 0141 954 8276 email: [smith.grahamf@yahoo.com](mailto:smith.grahamf@yahoo.com)
- 3rd Tuesday **SURREY.** Meet at The Blue Ball, Deans Lane, Walton-on-the-Hill, Tadworth Surrey KT20 7UE. 7.30pm onwards. Contact Mike Gorman, [gorman698@btinternet.com](mailto:gorman698@btinternet.com) Tel: 01737 552256
- 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](mailto: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](mailto:andyspeedbox@gmail.com)
- Last Wednesday **HOME COUNTIES NORTH WEST** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the Chequers Inn, Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email [mike@mgahan.demon.co.uk](mailto:mike@mgahan.demon.co.uk) or on 07850 488636.
- Last Thursday. **SOMERSET AREA.** 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!
- Northern Ireland [robertholmes25@hotmail.com](mailto:robertholmes25@hotmail.com). If enough interest, will arrange a meeting.
- South West Wales Non-regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: [david@hill.be](mailto:david@hill.be)

# DEAR MASCOT...

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## DEAR MASCOT

I wonder if the readers of 'Mascot' can help me? I bought my 1958 frogeye after my wife passed away just over three years ago after forty years together, partly because I needed something to get me out of the house and partly because my wife had one when we first got married and we went on our honeymoon to Cornwall in it.

Recently I have been trying to find out what happened to the car but, unfortunately, I don't have any pictures of it and I can't recall the full registration although I do know that it ended 'LPK'.

The car was a Mk.1 Sprite although it did not have it's frogeye front, it had been fitted with a fibreglass front shaped much like an 'E' type with the large bulge down through the middle, and a hard top was also fitted, it had been hand painted in a non standard dark blue ( Woolworths gloss probably).

My wife, who was Glynis Mayled then, owned the car from around 1974 until it was replaced by a Mini which I rebuilt when I worked at Jack Barclays in around 1978.

I have looked on the website that lists frogeyes and there are several with registration numbers that end in 'LPK' so I wonder if the owners of those cars would be kind enough to check their vehicle histories to see if they had been previously owned by Glynis?

The car was structurally quite sound when we sold it but it will, no doubt have been restored by now, if it still exists, so it's colour could quite well have been changed as it would certainly not have stayed in brush painted blue gloss!!!

It would be great if the car could be traced and I would be very grateful for any help.

**DEREK HARRIS.**

Membership No. 5202.

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## DEAR FOLKS,

Firstly thanks for the outstanding product called Mascot; I anticipate seeing it every month. This may be late to the party but I have 2 observations on the February issue.

Mike Bennett gave us a great article but I fear he has fallen prey to the old "it must be true because.." trap.

1. The offset design of the con-rods in the A series does NOT cause the pistons to move quicker down the bore vs. up the bore! Consider: The crank throws describe a circle as the crank rotates. The speed of the circle is constant at constant rpm. The piston has exactly the same amount of time to make the trip up as it does going down.

As to the "air pump" phenomenon, it's not really true in the A. Again, consider that for the two pistons coming down pushing air into the crankcase, there are two other pistons pulling the exact same volume out of the crankcase as they make the journey up. (Single cylinder engines DO make noticeable crankcase pulses) Most of the pressure in the A crankcase comes from combustion chamber pressure getting past the piston rings.

2. Mike may in fact have an oil pump cover welded on his backplate. If so, that would be a bodge done after manufacture. Those early covers were soldered in place much like plumbing solder is done.

That avoided the risk of burning the cover and warping the pressed backplate.

I eagerly look forward to Mike's report on how well the new seal is holding up!

**Thanks again,  
W DAVID DOIRON  
...ex BMC mechanic  
Tempe, Arizona**

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# DEAR MASCOT continued...

## **ELECTRIC FANS, ALTERNATORS, AND DYNAMOES,**

Whilst I agree with Mark Boldry's article in the February Edition of Mascot about maintaining the cooling system in tip top condition I have had a Kenlowe fan fitted to my well travelled Frogeye since the early 1990s and really would not want to be without it.

The reason that I fitted it was in those days I participated in the MSA Euroclassic Tours. These tours took me to Czech republic, Hungary and most of Europe visiting many Grand Prix circuits. Daily mileage was in the region of 250 miles. The problem I encountered often in warm weather, and after a hard days drive,

( one year my navigator likened it to a road race such was the pace ) was that we usually arrived in a major town around rush hour to find our hotel. Stop start motoring; climbing water temperature gauge and high under-bonnet temperatures affecting the carburettors, often caused my temperature to rise. I fitted a saviour to the car - a Kenlowe fan (I am led to understand that Kenlowe now only supply the trade? ) fitted directly in front of / and to the radiator controlled by an on /off switch on the dashboard. I have not noticed the result of restriction of airflow to the radiator but I have noticed that my own temperature does not rise so much in traffic.

There is one downside to an electric fan if like me, at the time, it runs in conjunction with a dynamo.

In all of the years I haven't had a problem until LeMans Classic 2018.

Traffic into the circuit was diabolical. The French Police just cannot manage traffic and there was plenty of it. Poor John Le Mar spent somewhere in the region of three hours trying to get into the circuit before giving up. My own journey was not so arduous but still I spent an hour travelling but a couple of miles. The fan was working well on cooling the engine but the dynamo was not replacing the lost energy.

That evening I deliberately left my departure, from the circuit, late to enjoy a drive back to my Hotel, some forty miles distant, in the cool and dark. Headlamps were required. I stopped at a deserted 24/7 filling station to replenish fuel and there was but enough 'oomph' left in the battery to kick the engine into play. Phew! I didn't want to spend the night in the car but happily it fired.

I have now fitted a Stealth Dynamator supplied by Bad Boy Classics. This is an alternator concealed in a lookalike dynamo body. Kent Masc East Kent co-ordinator John Clark has proven the conversion over a couple of years and I have run one on my Sebring Coupe for a while. Easily wired in it is but a simple conversion and at just over £130 not overly expensive. But what about quality. A search online found a website TTalk for MG TDs / E / F etc where one of their members had stripped down a Stealth Dynamator to find that some internal parts appeared to be of a quality fitted to Mercedes cars.

**ALAN ANSTEAD**

**Kent Rep.**

**Contact details at rear of Mascot.**



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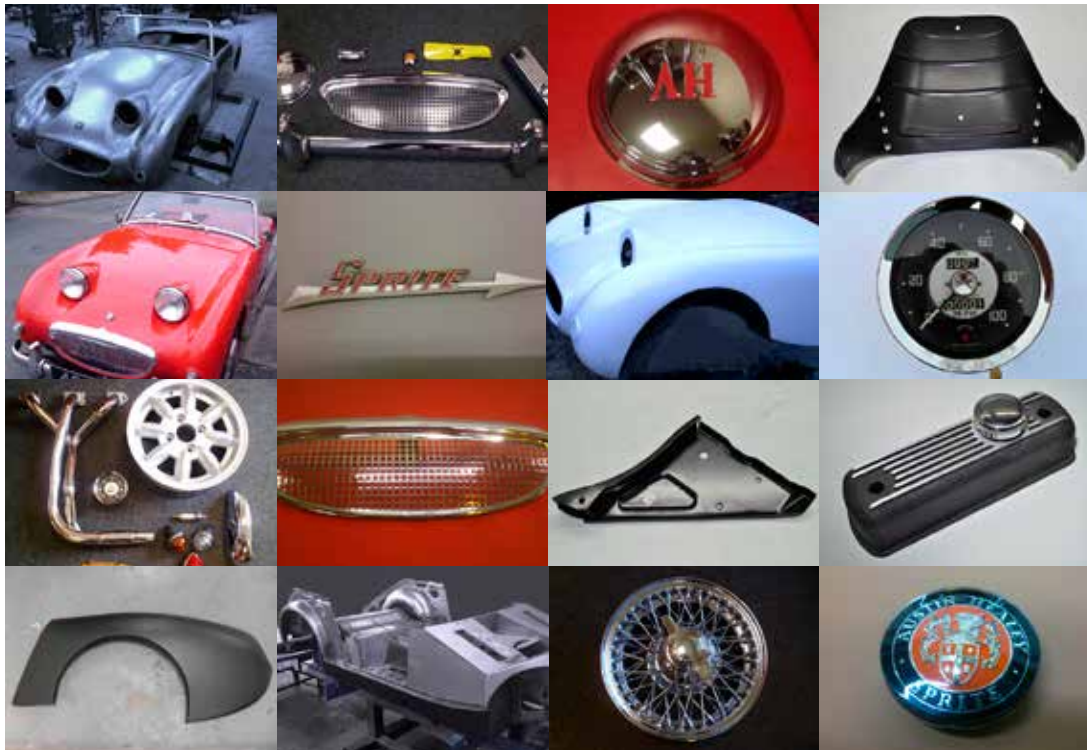
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