

# MIDGE MAGAZINE



Autumn  
2019



Peter's Midge

MOBC. the Midge Owners and Builders' Club



## Hello All.

A rather slim and somewhat delayed magazine this time, apart from a slight shortage of contributions, I've had a rather busy life generally and while still standing I seem to be getting less time to stand still. Bit of a challenge there as these constructions take time. A few anomalies like a failing camera and a very slow computer haven't helped. Both resolved now I think, but mostly just stuff that happens when you are busy. Learning a new car has detracted from Midge time, and you'll know how family keep making quite unreasonable demands on a Midge's time.

I did manage to build a ten foot wide three part garage door out of galvanised steel and re-purposed wood, so the Red Midge has its own garage as winter approaches. The caravan having vacated the premises.

I have also found a towing A frame and a tow-bar for the EV, so I should be able to move semi-road worthy Midges for pre MOT evaluation or conceivably tow one to more distant sites. If anybody has experience or advice on the use of such things I'd be interested.

JH.



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Welcome to Ian MacKenzie, Kieran Harwood

Stories and photographs to Secretary Jim Hewlett at [jim@jimhewlett.com](mailto:jim@jimhewlett.com) or The Old Manse, Tarbrax, West Calder, West Lothian, UK EH55 8XD

## 'Normous Newark June 2019

Michael Taylor in auto-jumble heaven.

The final day of June found me motoring along the busy Lincoln bypass in my Midge, Tilly, giving other passing classics a cheery wave. I was heading for the regular auto-jumble at Newark show-ground. The organisers have borrowed the epithet "normous" from the former kit car shows that I used to attend there in the '90s. I passed by Norton Disney, home of Walt Disney's ancestors. There's a plaque to that effect in the



village church. Soon, the brown sign for the nearby Newark Air Museum hove into view and I turned into the enormous, 200 acre show-ground.



A steward directed me to the classic vehicle show area, where interesting cars, bikes, commercials, kits and customs are displayed. I parked up next to a beautifully restored Morris traveller and set off to explore.

There were hundreds of stalls. I bought a set of welding magnets and an aerosol chrome paint. Many stalls were specialist: barn find car panels and grilles; auto electrics; polishing hardware; motoring books/manuals; toy vehicles. A lot were what the French would call vide granier - general junk from the garage or loft. However it's well worth a pick through. I've found some real treasure in past years.



On return to Tilly for a picnic lunch, I came across the Morris Traveller crew, a couple of retired gents from Chesterfield. They listened with approval to my account of travels in the Highlands and Hebrides in my own traveller, back in the early '80s. Knowledgeably, they picked up on Tilly's Herald/Spitfire heritage, from the tell-tale front running gear.

I had another mooch around the stalls, before a last cup of tea and a read of my book, a Morse mystery. By 3.00 pm, most traders had packed up and gone, so I set away for home in the sunshine.

Newark Showground is sited at the former RAF Winthorpe Airfield, to the east of Newark. The autojumble is held on 10 Sundays throughout the year. It's a great day out for the car or motorbike enthusiast. Its stalls provide a huge

selection of parts, tools and restoration services in a friendly, relaxed environment. For more information, simply Google" Newark Autojumble".



Continued from the previous magazine. Mark starts building a new body. It appears the new plans aren't quite the same shape as the old plans



I am using 'parliament' hinges which I am shaping to suit the body. I used these on my original build in 1986, so, being pleased with the look, I am repeating the exercise. I don't think a fabric body finish lends itself to external hinges, but that's my choice! When the doors are sorted, then I expect to treat the tub, before fitting the 4mm ply bulkhead side pieces.

I saved the aluminium cover that was on my old footwell top panel and offered it up to the new panel... There is a 10mm difference either side... I also pulled out an original full size pattern of the back panel that I have kept since about 1987. It is just over 1" narrower than the new pattern but the same height. The upper bulkhead panel (J) has also got the incorrect measurement so that it doesn't match the top of the bulkhead sides (D)



The latest mismatch between the new tub and the bonnet fit has seen me having to shave the ply either side of the front flanks to match the angle to the grille. The first offering saw the bonnet sides hitting the front bulkhead and not being able to close to the bulkhead sides. I have shaved the 19mm marine ply down to 10mm at the front edge and it all fits now. Thank heavens for electric planes and belt sanders...



On another note, I am about to drill the footwell top for the pedal assemblies. A temporary seat fit so that I can see where my size 10 feet go has reminded me how little foot room there is! Still, my feet were the the same size all the time I was racking up about 100,00 miles in it's previous existence, so I shall repeat the fitting dimensions.

When everything has been satisfactorily fitted on a dry run, then I shall strip it down to the tub and seal it all.

I am wondering what else will raise it's awkward head!

*Carry on Mark, an inspiration to us all.*

*There will probably be more in the next Magazine. JH*

Peter's boat tailed Midge, or is it beetle back? Answers on a post-card.



Keep an eye on the news-agents rack, Octane magazine are doing an article on the Midgelet.



Since Peter has gone to the trouble of having a photo shoot, I thought the least I could do is pinch a few of them, and give us all something to aspire to. A quite remarkable result, I think you'll agree. More on page 7





Chris wrote.

At the weekend I heard a few clonks from the rear offside wheel and diagnosed a collapsing rubber spring bush (well they were last replaced in 1987). I ordered a pair from ANG on EBay on Sunday and yesterday I made an extractor using threaded rod. The bushes arrived swiftly - great service! I was not too optimistic, but managed to remove the old bush and press in a new one in under an hour. It was just a precaution as it looked OK in situ, but it looked a bit sad when it came out. I was amazed at the improvement in the ride with both done. Here are a few

pics of the process.







I've been occasionally asked for a few pictures of the Herald Wiring harness. As yet I've not found a really nice one, so if you have a digital copy that is easy to read, ideally in colour then send it along and I'll put it in next time. The one below is for a dynamo rather than an alternator.

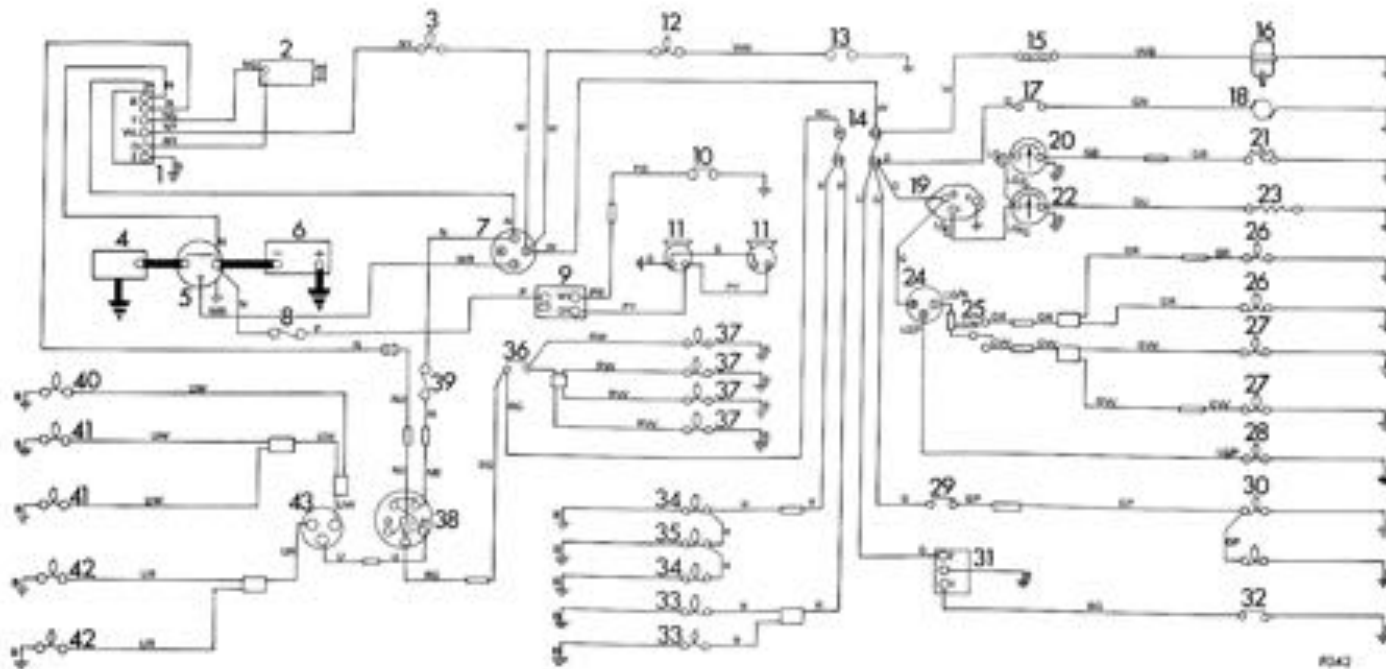
### UK 2019/20 Events

The Car and Classic site does event prediction so much better than I can, there seems little point in copying their web page, especially as they can update as the months go by. If you go to

[http://www.carandclassic.co.uk/car\\_events.php](http://www.carandclassic.co.uk/car_events.php)

You can get the information direct, that's where I get it. If something you know about isn't on it, tell me and I'll add it to our pages.

### ELECTRICAL SYSTEM



Electrical Circuit — Left Hand Steering

Fig. 61

Don't forget to tell me if your advertisement in the sales and wants page is no longer useful. Cobwebs can frustrate buyers and block the viewing of those still wanted. Here's a handy link to facilitate that.

[jim@jimhewlett.com](mailto:jim@jimhewlett.com)



Martin Meffert is trying to identify a Midge currently in Germany. It seems to be based on a Mk4 Spitfire. If anybody knows about it perhaps they could contact me. [jim@jimhewlett.com](mailto:jim@jimhewlett.com)



## What Three Words

Every day is a school-day they say, so I try to learn something new as often as possible. The latest wee gem is an app for your smart phone, I realise this will have lost half the audience but bear with me as you might find it useful. I've been using addresses and post codes to navigate Europe and particularly the UK for some years now, and some of the foreign spellings can be a bit tricky, as can some of the post codes. They quite often cover awkwardly wide areas and occasionally bridge roads so it's not always easy to navigate precisely. What I was looking for was a more precise location device, but less complicated to use than a twelve digit grid reference. Well I think I have found it in 'What Three Words'. It's an app for your iPhone rather than a desk top but it should work on other phones and tablets. I think it can use voice recognition and you should be able to navigate to the point, (which is actually a 3 metre square) anywhere on the planet and in any language. Precise enough to find your front or back garden. I don't think it has a three dimensional aspect so multi story buildings might be a problem if you have a helicopter, but few Midgees can get to the second floor so that should be OK. I discovered this app when trying to get precise locations for EV chargers on a trip south (Tarbrax (Scotland) to Winchester (Hampshire) a round trip of 800 miles. I'm getting the hang of it and I hope TomTom and similar will incorporate it so that the car sat-nav will do the whole job, but smart-phones will probably replace sat nav units soon anyway. With this and a text message you should be able to meet someone anywhere, call an ambulance to the middle of a field or get an AA man to your actual position rather than somewhere on the M6. I am parked at **Flamingo.Evolving.Haggis** at the moment, but may have moved by the time you read this. JH



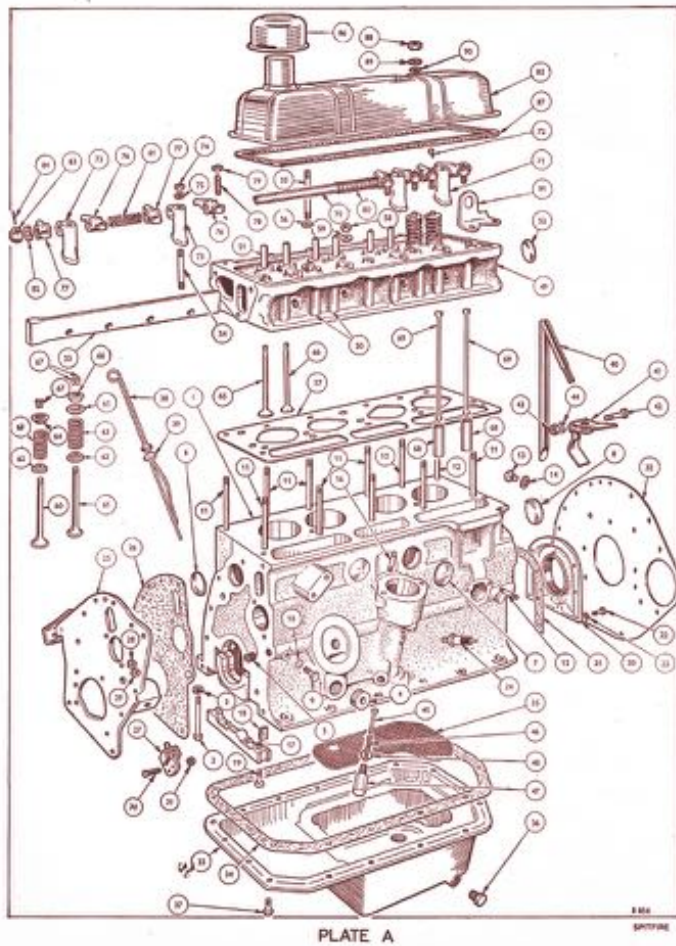


PLATE A

And a few bits and bobs to finish.

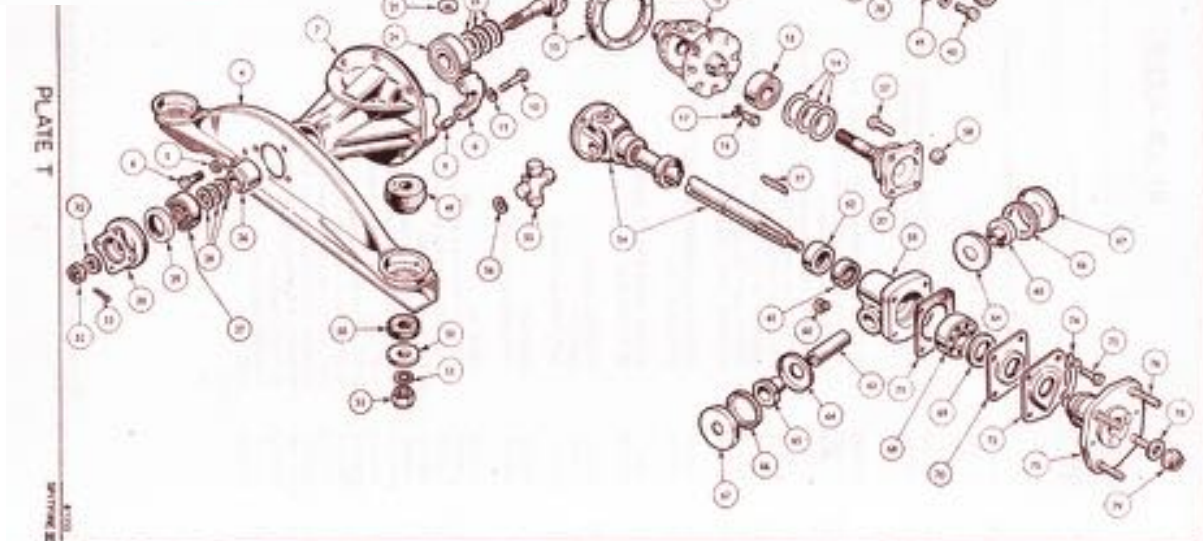
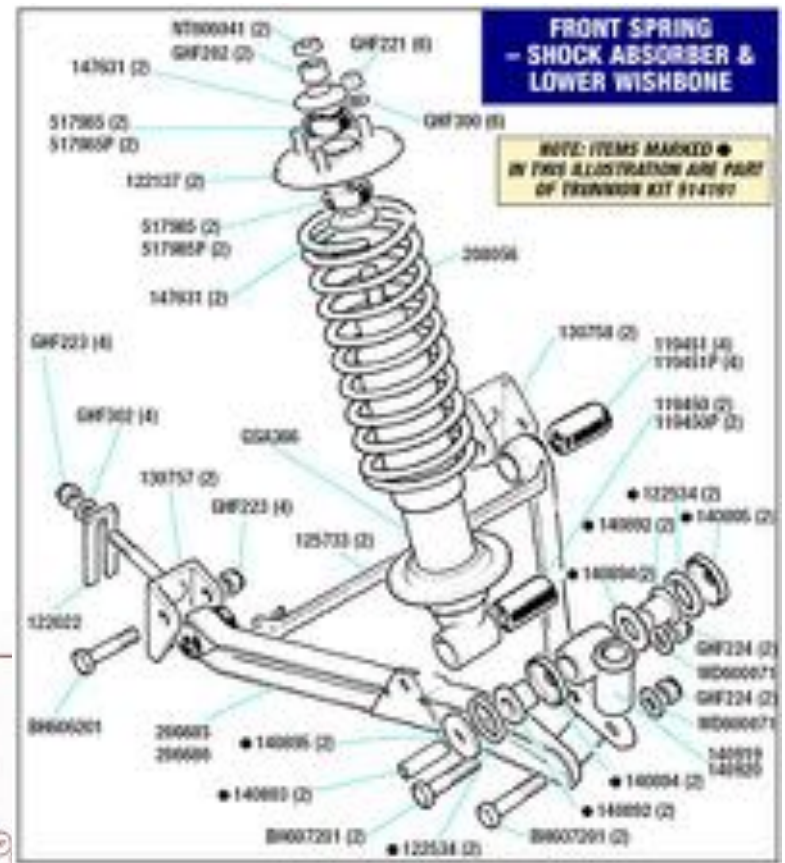


PLATE T