

# MIDGE MAGAZINE



Autumn  
2024



Simon's Midge in 2016

MOBC. the Midge Owners and Builders' Club



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Hello All.

Long ago, in the late Jurassic age I fixed up an incomplete but registered (red) Midge and bought a second, also uncompleted, that was correctly registered. There were two others, but I'll keep it simple.

The plan, if I could give it such a title, was to fix one and then sell and fix the other. I hadn't really decided which to keep and am still swithering (Scottish for indecisiveness). After a few years...has it really been that long?... I've restarted working on the red midge. To be honest I prefer working on rather to driving in. I'm more of a mechanic (albeit not a brilliant one) than a driver. I like making things work.

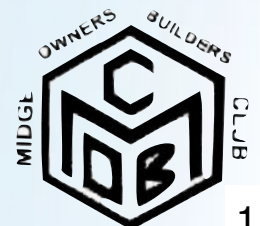
So I'd made it all work reasonably well a few years ago, drove around for a bit and sort of stopped. Life got in the way as it is wont. Logically that's the time to sell and start something else, but there were a few bits I'd left unfinished and it kinda sat there through Covid. Well, Covid definitely hasn't gone, but since it's more or less permanent, it's time to get moving. Before I sell it I'll have to run it through an MOT equivalent. It doesn't need one because of its age, but only the bravest of buyers would leap into a completely unknown motor, so I'll get it checked over by an unbiased mechanic who knows what he is doing. More on that in tailpipe Page 16.

The contributed magazine material was somewhat on the light side, despite the regular input of my stalwarts, so I didn't feel bad about regaling you with my revivification revelations, and it might even bring in a few interested parties when selling time approaches. I'll start with a few thoughts about fuel pumps.

In the meantime a small 'bug' has arisen in my MOBC secretaryship. Google who provide email services have put a blocker in so that if you have a Gmail or Googlemail address then incoming emails have to come from another gmail account or have SPF, DKIM, and DMARC authentication (No, I don't really know what they mean) but I suspect it's a way of encouraging you to use a gmail account and thereby increase their business. So if you are not getting my emails it might be that and if you have a gmail account your general traffic may have reduced. I'm going to put all the members with gmail accounts into a single sending list (you may have noticed the magazines go to MOBC group 1,2 or whatever)

So if you have a gmail account make sure you have my gmail address ([jimhewlett52@gmail.com](mailto:jimhewlett52@gmail.com)) which is where they will be coming from as well as the [jim@jimhewlett.com](mailto:jim@jimhewlett.com) in your address book so that they don't go to the junk file. I'll be able to see mail to and from both of them.

JH



## Restarting the red Midge. What I did next.

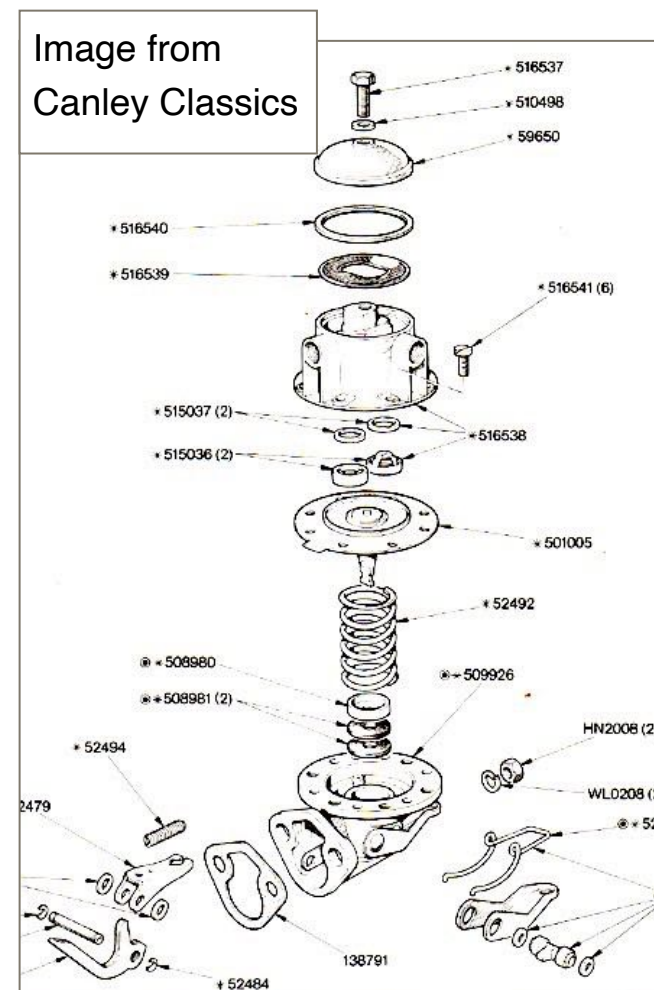
Well, getting it started was the first task. The fuel wasn't going through on the manual lever of the fuel pump. Might be a dry tank, might be runback (worn non return valves) and might be blocked Perhaps ethanol doing its thing. The front brakes had bound and no sparks at the plugs, At least the clutch hadn't bonded to the flywheel. Praise be. (I only invoke religion as a last resort but this could be looked on as pre-emption. I really didn't want to go through the freeing off I needed to do on the Ford gearbox. The battery has been on an intelligent charger so that seems ok. I cleaned the plugs, (1 and 3 sooty) cleaned the points, (stiff pivot but working electrically) checked the HT leads. (one significantly and one possibly not fully inserted) I put an electric pump in line near the tank and flushed the fuel through with fresh petrol. I think the tank had been near enough empty although I've only used E5. I do wonder who persuaded the government to put ethanol in, but I'm sure it wasn't environmentalists. I suspect the suppliers of new cars.

Rather to my surprise, after freeing the points pivot it fired up quite quickly, if rather loudly. I may have to modify the exhaust. The clutch freed off with a good shove on the pedal, the gears engaged nicely and I've not given the brakes a chance to bind again although I won't trust them until I've bedded them in. The front discs and pads look good although I'd guess some new brake fluid would be sensible. The radiator water is a bit low, the oil a bit high and the tyres a bit soft. Assuming the tyres are 'in date' there are no really worrying signs and any water in the oil will show up quickly when the engine is warmed up.

I'll have to re-do the bolts holding the chairs down, worry about the front mudguard stays and check the handbrake. Most of that wasn't my handiwork, but as it's passing through my ownership I'll have to watch for schoolboy errors. I'm perfectly capable of making them myself, but I found some really wild ideas when I re-bodied it and I want to eliminate those that I can, like the absence of any fuses, 10° of toe-in and a welded-in petrol tank. The wiring is a mix of Ford Cortina and early Triumph Herald. Fortunately I know a bit (not all) about wiring as I had learned on Minis, Morrisies, Tractors, and Austin Somersets from the 40's, 50's and 60's.

Fuel pumps first. Triumph fuel pumps, matched with SU carbs run at low pressure which is determined by the strength of the return spring behind the diaphragm. The cam compresses the spring which draws the fuel from the tank and the spring strength pushes the fuel to the carbs. This is why ford engines don't run well on SU carbs. The spring is too strong and over-powers the float valve resulting in leaks and fires, especially when the carb is over the exhaust and that's why cross flow was so popular. That is why a well seated float valve (the needle lifted by the float) is rather important, and why manufacturers reluctantly installed expensive return/overflow pipes back to the tank. In the image the cam follower pulls the diaphragm down and then the spring pushes the diaphragm back up, assuming it hasn't gone stiff, so it is on release that the manual lever pumps. The one way valves 505036 keep it all going the right way. Rimmer and Scotts and Paddock do ethanol friendly refurbishment kits. The one way valves are the important bits, if the diaphragm splits then you'll have petrol on the floor, a dead give away. Iffy valves don't tell you but just get inefficient and allow run-back.

Finally, in philosophical terms, the fuel pump isn't glamorous but is the car's equivalent of a heart and modern versions are more reliable than the 60 year old SU fuel pump but sadly most lack the helpful 'chatter' that says you are about to run out of fuel.



Lights. Yellow, dim, flickering and generally not working.

First off, Herald headlights are supposed to be dim, everything was dim in the '60s although not quite as dim as the rule that says you cannot fit LED bulbs. Properly fitted LED is better for seeing, especially when in a Midge, being approached by a modern car or even modern street lights. A friend whose name I forget has been running LED headlights on an old car for several years and hasn't been flashed for being too bright yet. However they do have one failing as described below.

Because they run a considerably smaller current, a weak electrical joint or earth connection will cause flickering which the incandescent will not, it doesn't have time to cool down from white hot. LED will, on the other hand, turn on and off fast enough to transmit digital data without you seeing it, but, when the circuit is interrupted, off is certainly off.

Flickering in incandescent lights (ignoring indicators of course) is usually a loose spring not holding the bulb firmly, particularly after a bump in the road, or a poor earth on a loose twin filament bulb. 'Yellow' bulbs are more common. If a light is dimmer than its pair then it is probably a bad earth on one of the two. Twin filament bulbs are particularly bad at this as the current finds a route to earth via the other filament and through the other paired bulb and its good earth. The faulty earth is usually on the dim bulb side and can result in the rather odd effect of one of the other lights pulsing in time with the indicator. Particularly found when cheap bulbs or fittings have been used and the off-set pins have been manufactured too short and the bulb is mis positioned by 30° to 60° of rotation.

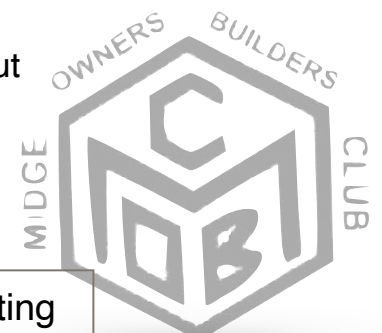
Sometimes even new bulbs fail so it's worth trying that first, but the socket it is mounted in, if from a less reputable manufacturer, can be the culprit. Cheaper is not always good enough, and occasionally downright bad. Personally I have more trust in original second hand equipment, even the Lucas gear up to about 1965. Scrap yards were a good source of old new bulbs. They (Lucas) weren't made well but were robust enough. Modern bulbs from China, incandescent or LED are often so badly made as to be useless and even dangerous. Your replacements will be coming from China anyway, just choose a reliable brand that doesn't want its name tarnished.

Flickering incandescent bulbs usually fail quickly as they aren't designed for it, whether the fault is a connection or but If the bulb is going silvery on the inside then throw it away as soon as you can. The (or a) filament is 'evaporating' and will burn out soon, usually on a dark road miles from home at night in the depths of winter when you probably shouldn't be driving a Midge anyway. Carry spares (tested) as well as fan-belts, spark plugs, fuses, warm clothing, spare tyre and a basic tool kit.

Remember, these are my opinions, not rules, advice or cast iron facts. I have many years of experience largely getting it wrong. You only learn from mistakes. If you get it right first time you don't learn much and the world loses an opportunity to laugh. I think apprenticeship is the opportunity to be shown a good, but probably out of date method.

Fuel pump addendum. Personally, despite their unreliability, over complexity and noisiness I prefer the electric SU fuel pump. People ask what the 'chatter' noise is on starting, but that's an indication of my favourite quirk. When you are running low on fuel it starts drawing air. That's the 'chatter'. When you hear it you can wave the back end of the car about a bit (I think it is called shaking your booty now) and the rapid pump will pick up a wee bit more fuel. I've managed a couple of miles like that and reached the filling station. Don't do it in front of a policeman, it worries them. You may also pick up more dirt from the tank but the filter should catch that.

You have got an ethanol proof inline filter haven't you? Fit one before shaking your tail.





Your Scribe continues.

In between other tasks I have been preparing the Red Midge for an MOT. No longer needed for legal reasons but still good for the peace of mind of seller and buyer.

One of the elements that is worth checking is tightness of the nuts that hold the splined hubs to the original hubs. I remembered that they were difficult to tighten in that the splined hubs on a Herald chassis have to fit over the studs but also over the bearing casings, and all of that has to fit inside the space inside the wire wheel cavity. The tightest bit is the space between the conical part of the hub and the wheel nuts as demonstrated to the right. I explained the problem to the MWS representative and requested some nuts that I remembered that were shouldered so that the conical bit of the nut goes into the recess in the hub plate but the hexagonal part of the nut is narrower than the 3/8 UNF original, allowing a socket or ring spanner to be used. I've made an attempt at showing the idea from the side.

The striped bit is the nut component and the dome is the counter-sunk part. The stud goes up through the middle.

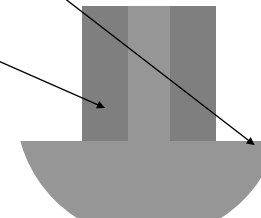
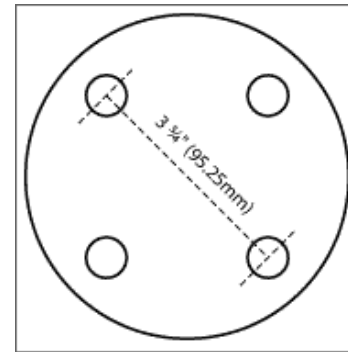
The fundamental element is that the Triumph has a 3 3/4" stud spacing which helped with minimising unsprung weight but makes the hubs incompatible with pretty well any other axle and so there isn't much room for the splined hub.

Sadly as you will see, the shiny new nuts delivered were actually the same size as the original equipment, and although beautifully made with 3/8" printed on the side, wouldn't take a ring spanner or ring socket which was the problem I started with.

I think the type I've tried to draw here isn't available now.

Since 16 of the ones I received cost £61 with VAT, postage, and things like that, I decided to return them and will look for something less 'bespoke'. Not an unfair price though considering they were hand made, but I may try [these](#) or [these](#) which appear to be cast rather than machined from hex bar, but I'll wait until the refund is in.

So that's the engine running and the brakes more or less functional, the seats are more secure. What's next? JH







Spare wheel carrier bolt. Suggested price £20 but feel free to offer more.

[julieanrob@gmail.com](mailto:julieanrob@gmail.com)



Unused and a bit rusty on the thread, should polish up easily enough. Very rare, so I'd find a way of securing it.

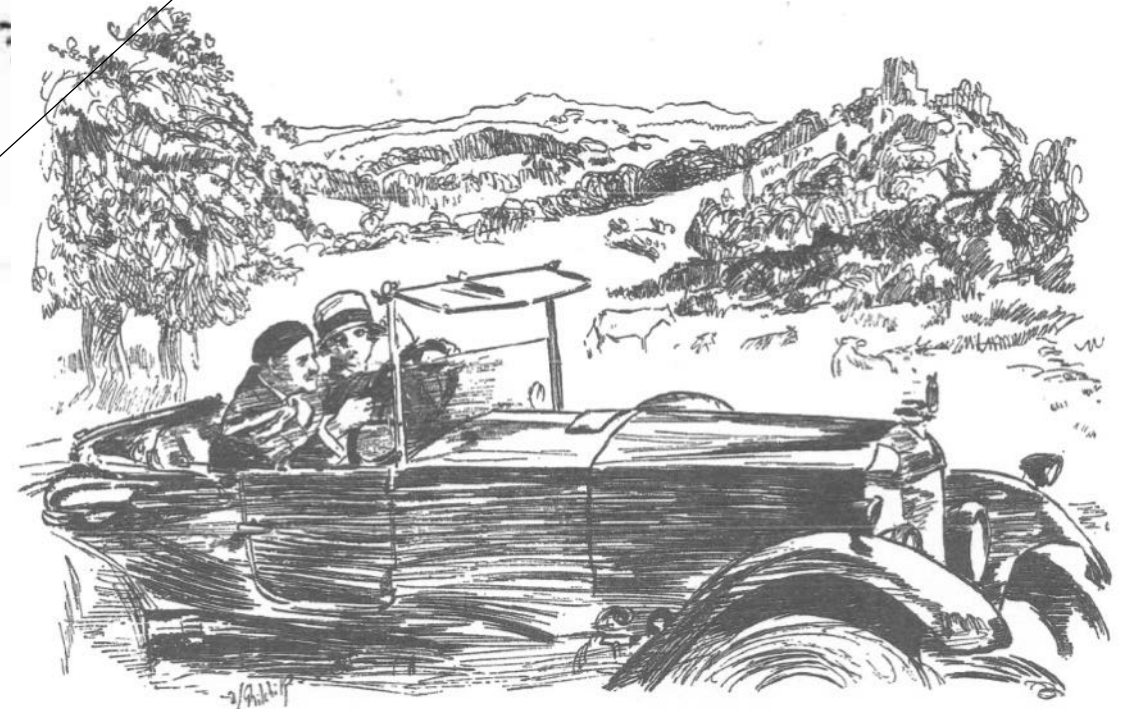
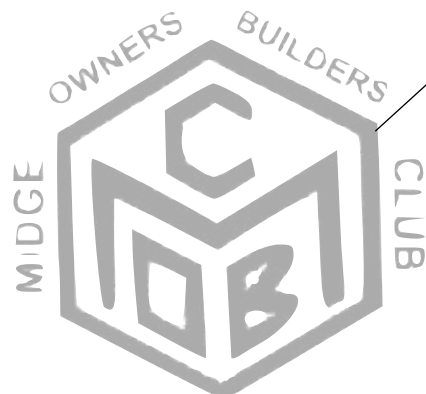
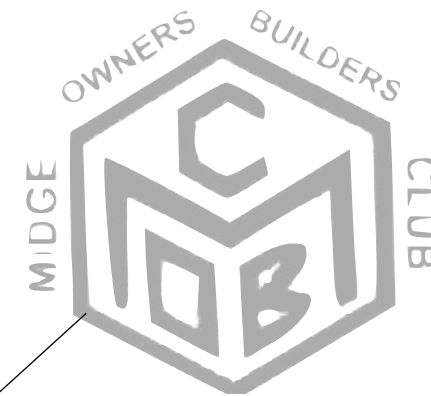
Rob Armstrong Jones sold his Midge sometime ago and in a recent shed clear out found a spare wheel fixer that he had never fitted. (The big nut with a JC motif seen above). He was looking for recommendations on how to sell it I suggested Facebook, the magazine and maybe the web pages. The Facebook page has the greatest known Midge owning audience, but the stuff gets buried by new stuff quite quickly and you do have to join (and answer the qualifying questions) to see the content. Anybody can read the magazine and the MOBC web pages, so that covers most of the active members. So here is the magazine which has an unknown number of readers but probably gets a reducing traffic after the publishing date. After compiling this I'll put it on the MOBC web-pages of Sales and Wants which is permanent until I hear that the advert is no longer needed or I need the space. So don't forget to tell me when your ads can be deleted.



John Eden found a few cartoons in the Punch Magazine compilation books, here are two more.



PATIENT WIFE (to husband, who has been taking portions of his car to pieces to remedy running trouble). "I hope, dear, you haven't had all that trouble for nothing."  
HUSBAND. "On the contrary, now that I've re-assembled it I find I've gained two spare parts."



Passenger: 'I think the country round here is extraordinarily pretty.'  
Speed Fiend: 'Is it? I must see it some day.'



## The Demon Drink. A cautionary tale by John Eden

You've been there. A hard day looms and you'd worked out what problems lay in wait, and more problems raised their heads as the day went by. But by the end, you'd broken the back of the work and tomorrow would see a resolution.

And so, to relax: a shower, some comfort food and a G&T....And maybe another G&T. Perhaps the odd extra G&T. And you reckon you've earned a Reward for your hard work. And you bet, just a few clicks away, you'll find something on the internet, so switch on and go search. Sweater? Socks? Shoes? Maybe a new socket set? You deserve better. . .

So what about a 1954 Riley RME one-and-a-half? Yes, reader, it's true and I blame the alcohol. I'd had a Riley RMA many years ago, long before the Midge, and always reckoned I might have another of these fine RMs one day. I phoned the owner, 190 miles away, who sounded a Very Nice Chap, told him I wanted it, no haggling, took his bank details and told him I'd arrange the credit transfer next day.

Next morning, I started the bank procedure, but then had a call from the bank. The caller didn't ask if I was *compos mentis*, but you could hear it in his voice. *Have you seen the car?* No, but I've seen the photographs and it looks very nice. *Do you want to take out some sort of insurance against fraud?* No, I'm sure I can trust the vendor. *Are you sure you want to proceed?* You bet. He gave up, but probably had a laugh over his coffee break, shaking his head and telling his colleagues that he'd just been on the phone to a nutter.

The Riley being so far away, I sought out a haulage company and found a highly star-rated outfit called AnyVan - if you ever want a car moved or collected, go there: they deserve their five stars. All went well - the money transferred and the RME arrived. The driver winched it down the ramps from the large van, started it up, and drove it onto my drive. Heart soared.

And I know what you're thinking. *This is the Midge Journal. What do we care about your 70-year-old Riley?* And I agree: but this where the story really starts. . .

I built my Herald-based Midge around forty years ago and sold it a few years later. Down the following decades I often wondered what had become of it - or if it even still existed - and where it might be. And, some five years ago - amazing! -



thanks to guidance from our very own Jim H, I discovered my Midge in Glasgow. Now, if you keep your Midge magazines, you'll know the rest from a piece I submitted in Spring 2022. My Midge returned, needed plenty of restoring, and is now back to its original condition. But - now I've a Riley as well. And a quandary (on p8.)



I think this was meant as a cautionary tale about impulse buying, but..... well you decide, but first read on. Page 8 follows. JH



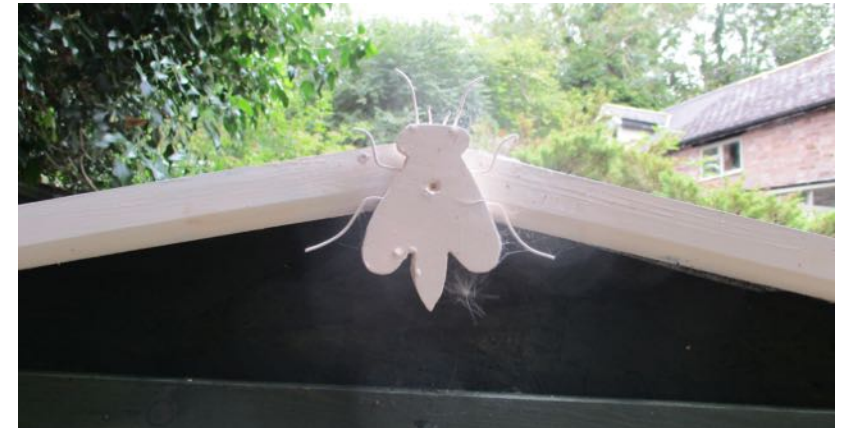


I've a big garage, but it will only take one car: the Midge replaced the 1935 Austin 10 Clifton convertible with dickey seat that I'd driven for years, but which, sadly, had to go. So – heartbreak time yet again: I was going to have to sell the Midge. The car I'd built from a dismembered Herald all those years ago. The car I'd made as authentically 1930-ish as I could – okay, I know: wishbones, coil springs, disc brakes – but, elderly gents would look at it and say *'They don't build 'em like this anymore'*. Not exactly Fruit of my Loins, but certainly Fruit of my Spanners. And, you guessed it, of course, the Midge couldn't possibly go. Hence, what to do? Well, there's plenty of room in my garden, and I've plenty of woodworking tools, so a new garage was the obvious solution. Not to be too obtrusive, it had to fit tightly round the Midge and it had to be built on a slope. Details of water mains to my old cottage are non-existent and I didn't fancy a digger producing a flat garage base with added fountain. Measurements taken, four-by-four metposts hammered into the corners, materials calculated and delivered, and off we go. You'll know the old adage: *Money doesn't grow on trees?* Well, it's wrong: money *does* grow on trees and it's called timber. Fence posts, tongue-and-groove shiplap board, battens and plywood – all at eye-watering prices and a total price pretty well the same as what I'd paid for my Glasgow-rediscovered Midge.

Well – the garage is finished and painted, the Midge is safely stowed and my head is recovered from the bruising I got from the roof battens as I continually forgot to Mind the Taper as I walked the length of it. Crowning glories added, too: the Triumph 'Globe' badge photographed, enlarged, glued to the lid off a bird seed container, yacht-varnished and fixed on the garage door. And to complete the decoration, finials at either end – a heraldic shield at the back and a flying insect at the front. Get the idea?

And back to the Riley as a footnote. The exhaust manifold was spitting a little – probably a blown gasket – so off with the manifold. Easy: I've taken off many manifolds down the years. WD40, nuts off, some with their studs, and all clear. Tap, lever, pull – and the manifold won't budge. Hm. My old Riley manual says that the heat exchanger pipe from the manifold that runs through the head to the carburettor can seize itself in place, and that I'll need special tool ST56. You won't be surprised to learn that Halford's doesn't stock them. Anybody got an ST56? J.E.

<https://rileymotorclub.org/> maybe? JH





Clazzer Micklewright has been busy despite social responsibilities

Hi Jim hope all's well. My youngest daughter got married a few weeks ago, I took my midge to the wedding. The photographer was amazed at how a self build car could be so beautiful, he took some beautiful photos, and my daughter has them for the rest of her life now, I was so proud of showing the car off to people who've not seen it before and their reaction to it was heart warming.

So much joy from not so much outlay must be well worth the effort. I'm sure when in many years time my daughter family and friends will look back on the photos and hopefully remember my little red car (Midge)

I nearly didn't take her to the wedding !!! What a big mistake that would have been. CM



**Jenny and Keiron 28th July 2024 Manor House Alsager**



Clazzer's been busy though. Midge work must continue around the celebrations, so here are the extended gear change and a shiny new aluminium transmission tunnel. Images of wedding party, seats and bonnet mascot by Ian Hancock Photography



### UK 2023/24 Events

The Car and Classic site seems to be blank at the moment so try

<http://www.classicshowsuk.co.uk/classic-car-shows-events-search/major-classic-car-show-events.asp>

or <https://www.vintagecarsofeurope.com/events>



If you want to get ahead get a hat.

Not sure where the logic is in that but if you are expecting cold ears google AVIATOR HAT. Anything from £8 to £180 on ebay and Amazon I cannot guarantee the quality though, especially at the cheap end. Some, like the one shown are Russian, on your own head be it.



Gentlemen, had a talk with the brother yesterday and we agreed that we haven't made progress on the Midge. Lots going on in both our lives and we think it could be time to pass it on to someone who can do it justice. So project anyone? PM me. Fran Johnson

Video link below.

<https://www.facebook.com/reel/466485268584658>

I ran out of oval Midge brass badges recently and find there are only 5 hexagonal ones left. I'll get some more cast when I'm down to two as the take-up is erratic but quite slow at the moment and I'd rather not have a large stock when I retire. (Autumn 2025)

Unless someone else takes the post.

The £10 badge replaces the old £10 joining fee. (Website and Facebook are still free)

If you are already a member I'll sell a hex for a mere £10 and throw in a free digital MOBC certificate. What a bargain offer! JH



Rear wings suitable for a Midge. 2 sets. I was going to use one set to mock up a prototype and use the second set for the actual usage. They do look good and swoopy. £120 for all 4

Richard Hazelgrove. See his other advert on pages 13/14



Why I bought a Midge - the influences.

Alan Collins - born 1956. A car enthusiast as far back as I can remember.

First dream car/ drive : A Morgan to the football world cup of 1974 in Germany - not achieved

First cars : Morris Minors, Cortina GT, Vivas.

Started in the motor trade in 1977 for " Arthur Daley" type used car dealers - a great education & a lot of fun. Then onto franchised dealers including Tony Brooks Ltd in 1979 - a very nice man but "challenging" Fiat & Lancia products.

Sales Manager at Panther Car Company '83 to '88. Major influence - working at car shows that included the likes of Naylor, NG, Dutton, Pilgrim, Caterham, Marlin, Merlin etc.

Partnership in garage business , 1988 to 2002 - bought & sold many classics & a Hawk 289 Cobra replica built for me.

2016 to 2021 : I built an MX5 based Replicar ( Aston Martin DBR1- slightly look-a-like ) kit car. It has now been on the road for 3 years & has been great fun & totally reliable. Also during lockdowns, I designed my own retro styling for Mazda MX5s.

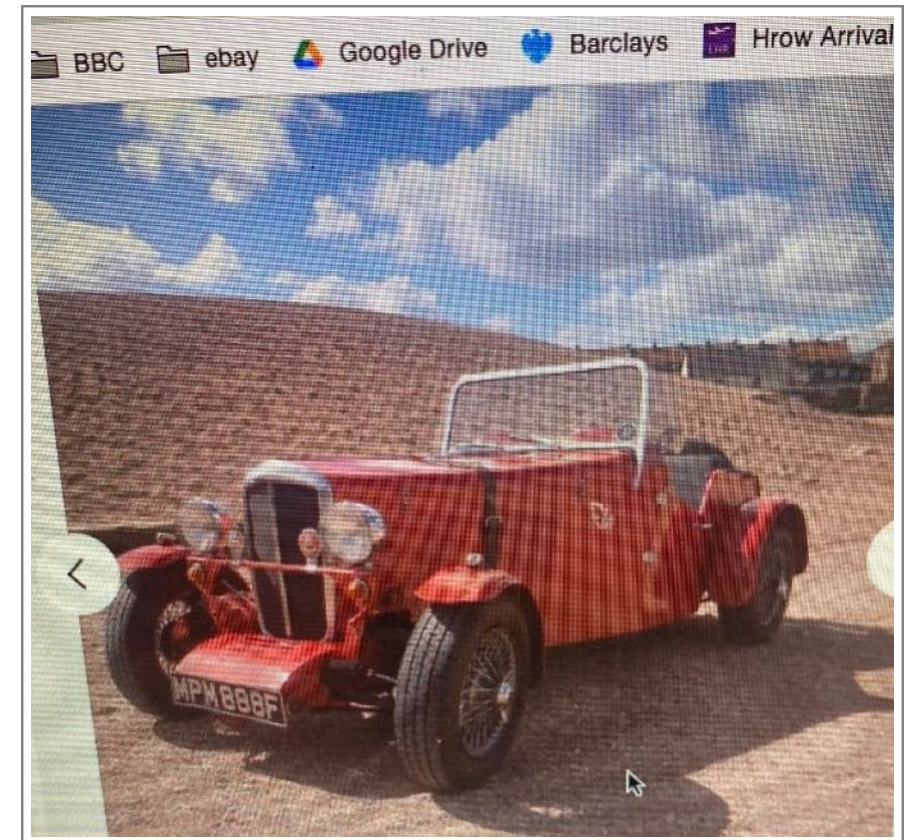
Dec 2023 , bought a 1960 Falcon Caribbean special . I am altering the bodywork to speedster style. It rides like a bouncy castle so I will have to sort that out.

Owning the Replicar & the Falcon got me more & more interested in sports cars of the fifties & earlier. I liked the look of a Burlington Arrow but then I saw the green JC Midge , sold at Barons auction in April this year & then offered again at the SWVA auction in July , having had some improvements. Could these " plans & paper cut-out" builds really be serious motor cars ? The green Midge looked really good.

I wanted to bid on it but we were away on holiday & my wife said "we don't need another car". I did bid by phone but set myself a low maximum. I was outbid & was really disappointed to have missed it - having allowed myself to be influenced by a non car enthusiast. Marriage eh !

A few days later, a red Midge appeared on ebay. I bought it without viewing, paying about £500 more than I would have had to pay for the green one. It was a very pleasant purchase from Steve Kinsman in Honiton. The Midge was " as described" & correctly registered. On 15th August I drove it home from Devon to Farnham, Surrey - 130 miles with no soft top & luckily no rain. The car was built by Tom Sanderson in Hull, finished in 2003, I think. Tom might have been about 3 inches shorter than me - this was the most cramped driving position I have ever endured for this length of journey. Pedal spacing was a problem & with the gear lever under my left knee !

Alan continues page 12







I am not keen on the full height screen so I removed it as soon as I got home. That evening I drove the Midge to a local car meeting. The short drive home was exhilarating - into a drizzly dusk with no weather protection.

I am really happy with the Midge. The plywood & ally body construction seems to limit scuttle shake & rattles more effectively than on my other "roofless" cars. I had forgotten about the first gear whine of sixties cars. ( this being Herald based ) but I love it.

I have been fairly busy , working on the Midge. We are really lucky to be allowed to build & drive these specials & kits in this country & we all have the flexibility to present them to our own personal preferences.

So far I have: Fitted Brooklands aero screens, lowered the seat squabs, cut into the rear plywood deck to increase legroom, removed carpeting on the tunnel & padding on the kick panel, improved the Cardinal red paintwork a bit, applied racing roundels, changed the rear lights to look more "period" & covered the plain black seats with the vinyl from the rear seat of a Ford Anglia (they now look almost the same as an MG J2) refreshed with red flexible vinyl paint that I must have had on the shelf for about fifteen years.

There is nothing to do mechanically so I am getting lots of use during the recent dry, sunny days.

Other possible aesthetic changes : Dummy side exhaust & supercharger housing ? Has anyone managed to fit skinny 17" wires to the Herald hubs ?

The vinyl paint sprayed & adhered ok but only time will tell. Thanks for the MWS link. I know them from as forty years ago. We used them at Panther. I can't justify their prices on a car of this value. If I can find a used set of wheels & tyres , then fine but it steers & rides so well on the current set up, I may never do it.

I will look at the website for local JC owners. I hope to meet other Midge owners soon. Is there anyone in Surrey, Hants, Berks or West Sussex ?

AC. 07831 134129





From Richard Hazelgrove

Hello all.

I am in a bit of a dilemma.

I have owned my midge for about 20 years always running and on road. A few years ago she provided me with a life ambition of being in a motor race. I drove her for 6 years in the Bressuire historic event. Winning first and a large trophy in 2017 races. Covid stopped everything for a couple of years. During that time she was stuck in France. Garaged. I bought her home to give a refurb 2 years ago. Then developed cancer so been fighting that. I have new swoopy front wings, rear wings and wire wheels. Replacement dashboard and bits which I was going to re design the back end. Runs well.

As I'm not really going to get all that done I am trying to find out what it is worth. CORRECTLY REGISTERED FOR 20 YEARS.

I plan to have her fully running and driving for new owner to put their mark on.



**For sale.** Key points

Properly registered. My ownership 20 years. Race history but not a racer as such. Currently in Fareham.

Standard wheels at the moment but has wire wheels adapters and the all important special wheel nuts. I have a nice pair of swoopy front wings and 2 sets of swoopy back wings to be adjusted and fitted or keep the cycle type wings on it. It has a ww2 control box from a Grumman avenger

which I adapted as a switch box. My number is 07961 741080 email [richard.hazelgrove@gmail.com](mailto:richard.hazelgrove@gmail.com) I'm thinking best offer between £3k and £4k

There are also 5 wire wheels, splined hubs, spinners and nuts. Good condition No tyres, some good inner tubes

Richard's email address is a Gmail one, if you find googlemail doesn't accept your email; email Jim ([jim@jimhewlett.com](mailto:jim@jimhewlett.com)) and I'll forward it through my gmail account. More pictures on the next page.





A fine example of a tidy Midge

£3 to 4 K suggested.

Additionally some 13" wheels which could be polished up or painted for which sensible offers will be considered

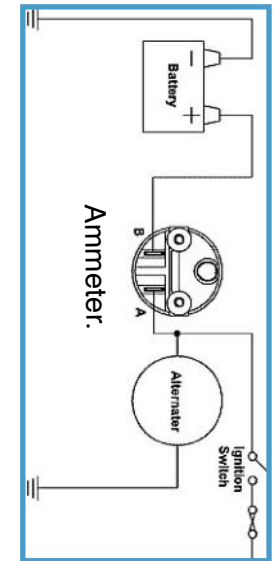
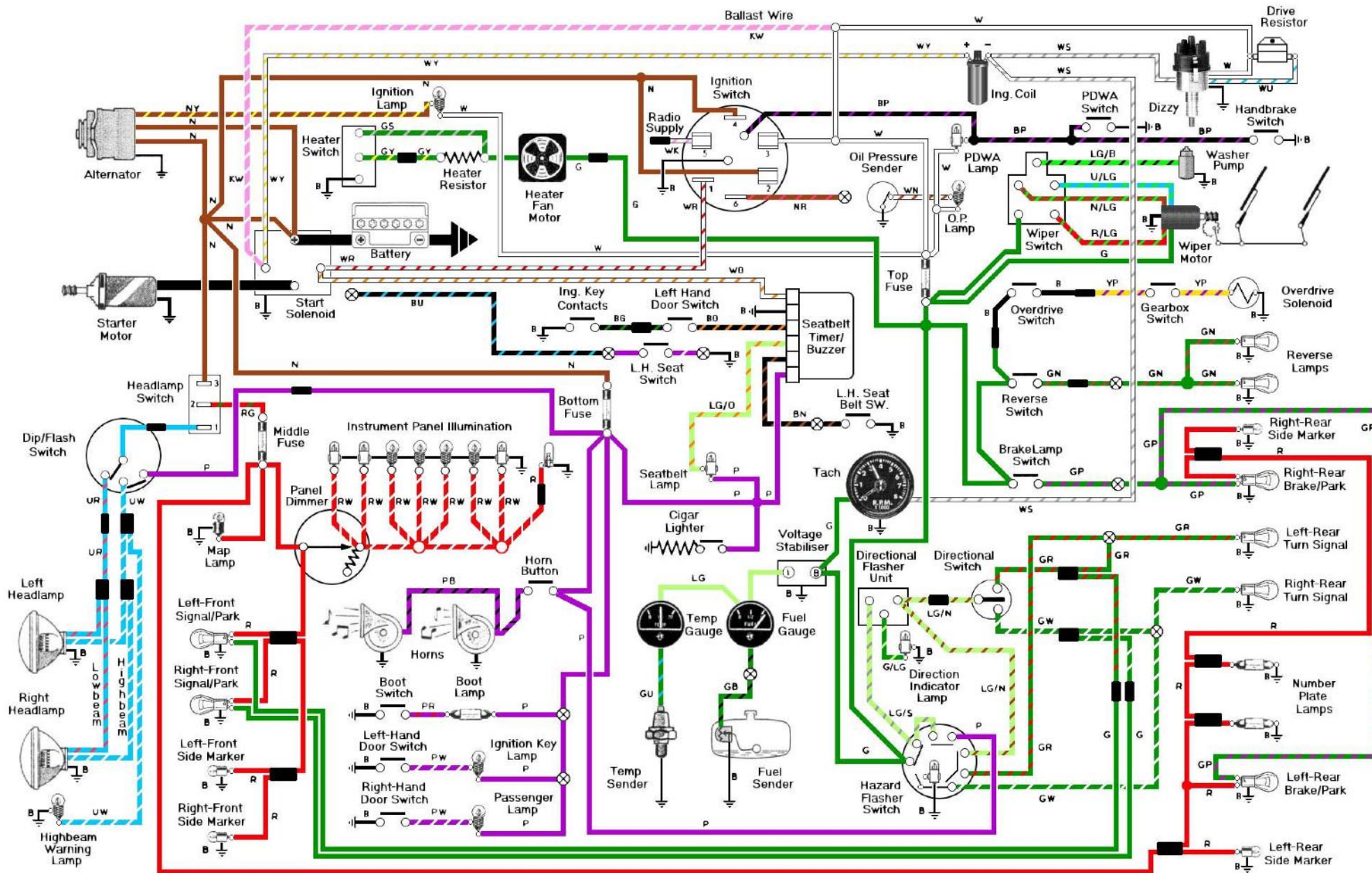
(13" wire wheels shouldn't require the mudguards to be raised)

07961 741080



**IF YOU HAVE ALWAYS WANTED A MIDGE AND NOT FOUND ONE, OR REGRET SELLING THE ONE YOU HAD, HERE'S SOMETHING YOU REALLY SHOULD CONSIDER.**





- |                |                |
|----------------|----------------|
| B=black        | P=purple       |
| G=green        | R=red          |
| K=pink         | S=slate (gray) |
| LG=light green | U=blue         |
| N=brown        | W=white        |
| O=orange       | Y=yellow       |

*Spitprint 78*  
 1978 Triumph Spitfire, Federal Version  
 "Beta" 11/20/98 tomomalley@meganet.net

I didn't draw this, so I take no responsibility for its accuracy

I found this quite enlightening. I was working out the best way of adding an ammeter to what was a Ford Escort / Triumph Herald wiring loom. Borrowed from Triumph Experience [www.triumphexp.com](http://www.triumphexp.com) and drawn by Tom O'Malley 1998. The diagram, like the London Underground map is non-Euclidean and note that it is the beta version. The black oblongs are insulated connectors. Thankfully Plastic in later models. The ammeter wasn't included so there's an additional diagram top right. You'll need to use thick wire of at least 25A capacity both to and from the ammeter.





Tailpipe 30/09/2024

It appears that the Autumnal weather is here (in the UK) to stay, which is a bit of a pain as I've had far too much to do and not enough time to do it. Much the same as many retired people. So my Midge repairs have slowed again, not helped by several funerals at opposite ends of Scotland, a replacement roof on the rental house, some new projects on the community farm including a new 'Health and wellness' cabin (Yoga, exercise, meditation, weight training, etc). My exercise was largely painting, wood-work and putting up gutters, but no falls, scrapes, cuts or bruising as yet.

Why do I always end up a ladder? I hate heights.

I don't have the patience for waits...weights (sorry) but I might try meditation if it involves being motionless for a while.

*\*\*If you haven't enough to do and are retired; there are several posts like MOBC Secretary, Magazine editor and Treasurer available.\*\**

If I seem to be undecided on the matter of selling my red Midge, my apologies, it's not prevarication it's life. Things have occasionally gone from frantic to busy, although logically I should simply cut back on the voluntary work, but you know how it is. If you smell lightly singed martyr, that'll be me.

I've managed to get the Midge engine running (A weird HT lead failure plus a fuel blockage which morphed into an empty tank. The usual stuff) and the seats are now properly bolted down. I've discovered the hole in the exhaust being the cause of the extra noise and smoke. I still haven't had the MOT type check done but it is off the SORN register and road legal so I can drive it there if it's dry.

That was always a strange element to MOTs, perhaps they were only for the benefit of garage businesses. The 'protection' only lasts until the car leaves the testing station; if your wheel falls off and rolls into a policeman as you go onto the public highway, it's still your problem.

So, things continue here as they have. A tad older, none the wiser and about the same height. (not actually checked that, but what do you do if you find yourself a bit shorter?)

Anyway, I hope the magazine makes sense, I've had to fit it in where I can and continuity is tricky. It should be finished today or tomorrow and the remaining hurdle is getting the notifications out. As mentioned previously the internet often seems to get indigestion with group sendings and Google or GMail has messed things up so emails to gmail addresses have to come from gmail addresses. They don't like my [jim@jimhewlett.com](mailto:jim@jimhewlett.com) because it doesn't have some kind of special code attached. DKIM, DMARC, and SPF ...whatever that means. I hope to get that sorted soon and I'm sending to gmail accounts from my gmail, but if you have a gmail account make sure you have [jimhewlett52@gmail.com](mailto:jimhewlett52@gmail.com) in your address book to stop it from going to junk mail. Ain't tech wonderful? I think it is actually to make people start a Gmail account, but it is sold as a security measure.

If you get this far and haven't found your contribution yet, remind me. There was a sudden and greatly appreciated surge. It'll be in my to-do list. I've kept an article by Ken Nichols for the winter edition, but others might have been forgotten. Trying to remember things that are forgotten is tricky isn't it?

Have fun.

JH