

MIDGE MAGAZINE



Spring
2018



MOBC. the Midge Owners and Builders' Club

Chris's Midge 'Bea'

Hello All.

The hibernation period has slowed the arrival of articles, but we seem to have managed an issue, although a little smaller than usual.

There has been a sudden influx of old members returning, new members buying older Midges, and some lapsed members finding their old Midges again. Legislative changes grinding slowly through the wheels of parliament should be formulated just in time for Brexit to destabilise everything again. Ethanol eating at our tubes and winter turned up unexpectedly. (Odd that isn't it, always seems to come as a surprise.) Still, if you can find a bit of unsalted road it always makes for a good photo-opportunity. Avoid the icy ones though, that's not the sort of photo you want.

So all in all a bit:- 'plus ça change, plus c'est la même chose' and most of us in the dark with regard to the future. Will we in the UK need MOTs. Will councils ban classic cars because of pollution regulations? Who knows? Never mind, get out Midgeing once the salt is washed away and start saving for another gallon of petrol. Electric may be on it's way, but there's a few years yet for the fossils. (That's the fuel not the drivers.) And the historic steam trains get very little flack for their smoke, so there's hope for us yet. Who knows, there may be an 'off the shelf' bolt on conversion electric motor, (with appropriate sound effects of course) available by the time it happens. But I may need cybernetic enhancements to be able to understand how it works.

JH



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Slightly shorter this time. Remember you may think your efforts are quite ordinary but others will find them interesting. I usually explain that my efforts are a demonstration of how not to do it, but that can save time and effort just as well as immaculate, professional and expensive.

JH



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

Welcome to Chris Dixon, Kelvin Pickett, and John Eden and welcome back Alasdair MacDonald (259)

Marc's MkII progresses.



Marc is making advances with his Mk2, So I thought I'd put a few of his photos up to encourage all the actual and prospective Mk2 builders out there, especially when it can be a bit cold in the garage

Marine ply is considered to be best for the bodywork, but rather expensive. Chris suggested mixing Wilco matte black with waterproof PVA 50:50 to protect the ply. The paper templates have been stuck down with PVA at a 3/1 ratio glue to water.

Marc now has the first panels on and test fitted others for a widened body by 4" and it is fitting a diesel engine while still keeping the 4WD system intact . Mechanical complications mean having to fit spacers to wheels . Marc found some captive nuts at the rear had sized to their bolts which snapped , a gentle tap with hammer sorted them as just a single spot weld was holding them in.

It just goes to show, double check everything.



Nick Jolly went out in the cold, and reports...

Last Saturday I attended a favourite race meeting of mine at Silverstone called the Pomeroy Trophy event. The only draw back is the weather, which can be decidedly nippy on the 24th Feb. Still with thermal underpinnings and plenty of hot coffee I braved the elements.

This meeting has many positives starting with no entry fee, just a ticket on arrival with a reminder that motor racing is dangerous etc. The cars attending range from a 1911 3054cc Vauxhall Prince Henry to a 2017 Toyota Yaris of 1798cc. In between come a mouth watering field of Bugatti, Lagonda, Frazer Nash, Ferrari, Austin Healey Bentley and many more. Access to all the cars and pits is open to all with competitors happy to talk about their machines.

Sadly I only photographed a 1926 Bentley 4.5 litre due to cold and a failing battery on my mobile.

Whilst the cars do race for 40 minutes completing 7 to 17 laps of the Historic Grand Circuit depending upon age and speed there is much more to the event than pure speed. To quote from the programme the meeting is based on Laurence Pomeroy's formula to calculate the best touring car, with weird and wonderful tests, covering handling, acceleration and braking and the requirement to carry two VSCC standard sized suitcases!

Whilst this sounds somewhat strange it is taken very seriously and cars are raced to their full potential. One that particularly caught my eye was the 1911 Scat Racer boasting a twin cylinder 9500cc Engine*. For lap after lap the driver (Andrew Howe-Davies) drifted this wasp striped monster sideways through the corners at the BRDC grandstand (free entry) much to the appreciation of us all.

I would recommend this meeting to all lovers of fine cars driven as they should be, some like the Bentley (photos attached) looking fresh out of the box to others like the SCAT covered in good honest oil and grime.

Finally talking of monsters I attach a photo of Molly's stable mate a Jaguar XK 5 litre , I don't think she is too put out as, due to age and decidedly dodgy weather gear she is garaged whereas the Jaguar is currently under snow and won't be used until the weather improves.

Oh and finally finally I have recently renewed the Trunnions on Molly as I was getting heavy wear on the outside of the near side front tyre, however I am going to have to resort to my local friendly garage to sort it out with shims, the real problem of camber which they will sort with equipment beyond my Ken.

Nick Jolly



Members will remember the epic tale of how Baptiste exported Peter's Midge to France. Now obviously it took a lot of paperwork and patience, and Baptiste was kind enough to send a report on the procedure, papers etc.



Hello to all UK and non-UK MOBC members.

Many of you have seen that the French classic car enthusiast fall in love of your tiny (wee) JC Midge, so I'll try to give you some information about the import procedure in case of you're looking to sell your car to a Frenchie.

First of all, the JC Midge, as you know, has never been received by the French equivalent of the DVLA, (Direction régionale de l'industrie, de la recherche et de l'environnement) DRIRE in France, so the JC Midge will follow the Classic car registration procedure.

What UK paper must come with the car:

- An invoice (fig1) so that the buyer will be able to declare it to the tax administration with the CERFA n°1993-PART form (fig2)

- The V5C... here we need to be precise :
 - o Before 1998, the V5C usually kept the donor car date, after, it depends on the V5C sometimes de donor car date, sometimes the kit make date.
 - o If it's a Q plate, then the car must have kept her origin VIN (**not the one in 17 characters given by SVA**)
 - o The D.3 Model: should be the donor car
 - o The D.5 Body Type: should mention the re-body: SPORT, SPORTS, MIDGE, JC MIDGE...
 - o The E VIN : Example - GE44444DL
 - o The P.5 Engine number: must be the right number even if it is not the donor's one. Example: if you put a Spit 1500 or a Dolomite motor in the Midge based on a Herald 13/60 then the Engine number must be the number of the engine installed in the car.
- An MOT younger than 6 month
- Dating of the build... ok this is a tricky part. The first Midge have been built in 1985, and many of them were built after 1987/1988. BUT in France the Midge will have a Classic Car registration so she must be more than 30 years old. So You will have to provide any document to certify the age of the Midge (bill, photos,... or an MOBC certificate* !)

(*I can provide that, strictly legal mind, but proof usually shows up if you look hard enough, old photos etc. JH)

Ok now everything is good for the UK paper part, now I'll give you the French part of the procedure.

As Baptiste explains, if you are selling, at this point your responsibility ends, and the buyer starts at his end of the channel tunnel.

Then you have nothing to do about the French administration because you sold your beautiful Midge and you are just crying all the tears in your body because your beauty crossed the channel ;-)

Then the Frenchy (like me) will have to build a file for the FFVE (Fédération Française des Véhicules d'Epoque). In this file you must have all the English papers cited above plus:

- Cerfa N° 1993-PART: which is an import certificate (that's why you need the price of the car on an invoice), don't worry there is no tax for old cars.
- A series of photos: external views + register plate + VIN + Engine N°...
- The FFVE form properly filled in (the one with FIVA in green top right on our page 6)
- And 60€

... and wait, and wait again, because the FFVE have so few people to handle all the demands the procedure could take in the best case 3 or 4 weeks in the worst ones 3 or 4 month.

One day, you will receive the FFVE certificate! Champagne! Your way to the French registration is almost to its end.

With all the documents you can go to the Préfecture and ask for an import procedure. This could be tricky as some Préfecture now ask you to enter your demand online (but online you won't find the proper forms to ask for a classic car import!). So you will have to deal with the people to leave a paper demand on the proper desk and wait...

For the moment the import from UK is facilitated by some EU agreements but this could change with the Brexit. For example the English MOT is OK for French registration, I don't know if this will stay like that in future.

Then wait again, and enjoy when you receive your French "Carte Grise" (the V5C equivalent).

Best regards, have fun with your Midge spring is back !

Your French MOBC ambassador ;-) Baptiste.

on Page 6 are copies of the application for a grey card (like a green card for immigrant cars) and Baptiste's successful certificate.

Contrat de vente type voiture d'occasion
Second-hand car sales contract

Le vendeur / the seller,

Nom / Name : Roger SMITH
Adresse / address : Here I live
Code postal / Zip code : JC85 4CY
Ville, Pays / City, Country : BESTCITY

déclare par la présente vendre une voiture d'occasion à,
hereby declares to sell a used car to,

L'acheteur / the buyer,

Nom / Name : Philippe MARTIN
Adresse / address : Belle rue
Code postal / Zip code : 75000
Ville, Pays / City, Country : PARIS

Description de la voiture / Description of the car

Marque / Make : Triumph Sports Midge (Donor Type Herald 13/60)
Immatriculation / Registration mark : REG 123G
VIN : GE 44444DL
Engine : FH33333HE 1298cc
Première mise en circulation / first registration : 09/06/1969
Kilométrage / mileage :
Remarques / remarks :

pour le prix de / for the price of : xxxxF

Le véhicule est vendu sans garantie et dans l'état dans lequel il se trouve et connu de l'acheteur à l'issue d'un essai sur route et d'un examen approfondi.
The vehicle is sold without warranty and in the condition in which it is located and known to the purchaser after a road test and a thorough examination.

Date : , Lieu /place :

Signature de l'acheteur

Signature du vendeur



Union des Clubs (Musées
et Professionnels)
des Véhicules Anciens
affiliée à la FFVE



Association reconnue
d'Utilité Publique
par décret
du 9 février 2009



FÉDÉRATION FRANÇAISE DES VÉHICULES D'ÉPOQUE

IMMATRICULATION DES VÉHICULES ANCIENS EN CARTE GRISE DE COLLECTION

1^{er} janvier 2017

Décret N° 2009-136 du 09.02.09 - JO du 11.02.09 - Arrêté du 09.02.09 - JO du 11.02.09 - Arrêté du 14.10.09 - JO du 29.10.09

Vous êtes possesseur, ou venez d'acquérir un véhicule âgé d'au moins 30 ans, automobile, moto, camion, cycloMOTEUR, tracteur agricole, remorque, civils ou militaires, et souhaitez obtenir un certificat d'immatriculation "véhicule de collection". La FFVE est habilitée à vous délivrer, dans les conditions ci-après, une **ATTESTATION** de datation et caractéristiques qui vous permettra de solliciter un certificat d'immatriculation auprès de la Préfecture (ou Sous-Préfecture) de votre choix, avec un dossier réglementaire vérifié par nos soins.

CONDITIONS DE CIRCULATION DES VÉHICULES DE COLLECTION

L'utilisation de ces véhicules se fait exclusivement à usage personnel sans restriction géographique de circulation.

CONDITIONS DE DELIVRANCE DE L'ATTESTATION SELON VOTRE CAS DE FIGURE

→ **Fiche de suivi à retourner** : cocher les cases selon le contenu de votre dossier

PAS DE CARTE GRISE OU CARTE GRISE DÉLIVRÉE AVANT LE 1 ^{ER} AVRIL 1950	Cas n°1	Pour tous les cas de 1 à 4 :
<input type="checkbox"/> Copie du ou des certificats de cession des anciens propriétaires (non, présent, adresse du cédant, caractéristiques du véhicule)		<input type="checkbox"/> Fiche de suivi (page1)
Tout élément justifiant l'origine de propriété du cédant :		
<input type="checkbox"/> Copie ancien n° immatriculation ou autre pièce officielle ou Déclaration sur l'honneur détaillant l'historique de la propriété		<input type="checkbox"/> Formulaire de demande FFVE (page2)
CARTE GRISE EN SÉRIE NORMALE AVEC DES ERREURS	Cas n°2	
<input type="checkbox"/> Copie du certificat d'immatriculation		<input type="checkbox"/> 3 Photos du véhicule : - 3/4 avant - 3/4 arrière - Intérieur de l'habitacle
<input type="checkbox"/> ou Copie du ou des certificats de cession des anciens propriétaires ou Tout élément justifiant l'origine de propriété		
		<input type="checkbox"/> Photo de la plaque constructeur sur le véhicule ou du numéro de série frappé
		<input type="checkbox"/> Photo du numéro de moteur et du moteur dans le véhicule
		<input type="checkbox"/> 4 Timbres au tarif lettre
		<input type="checkbox"/> Chèque au nom de la FFVE 60 € 30 € uniquement cycloMOTEUR 1 chèque par dossier
VÉHICULE IMPORTÉ (1) (2) (UE) (Union Européenne)	Cas n°3	
<input type="checkbox"/> Hors UE : Copie du certificat 846-A des Douanes		
<input type="checkbox"/> De l'UE : Copie du certificat des services fiscaux n°1992 VT		
<input type="checkbox"/> Copie du certificat d'immatriculation étrangère ou Pièce officielle de retrait du certificat		
<input type="checkbox"/> Copie du certificat de cession		
VÉHICULE MILITAIRE	Cas n°4	
<input type="checkbox"/> Copie du certificat de vente par les Domaines ou Tout élément justifiant l'origine de propriété		

(1) A l'acquisition des véhicules de grande série qui sont parfaitement dans, vous devez joindre au dossier des justificatifs probants de la date réelle de construction du véhicule présenté.

(2) Les documents étrangers doivent être accompagnés de leur traduction établie par un traducteur agréé.

Définition d'un CycloMOTEUR : Article R.311-1, alinéa 4.8 - Genre CL : « Véhicule à deux ou trois roues dont la vitesse maximale par construction est égale ou supérieure à 45 km/h et ne dépasse pas 45 km/h et équipé d'un moteur d'une cylindrée ne dépassant pas 50 cm³. » Si la vitesse maximale par construction est supérieure à 45 km/h le dit « cycloMOTEUR » sera classé en Genre MTL (motocyclette légère) et non CL.

Union des Clubs et Musées de Véhicules Anciens de France affiliée à la FFVE
Siège à Paris - F.F.V.E. - B.P. 40008 - 92100 BOULOGNE-BILLANCOURT Cedex
Tél. 01 46 21 94 70 - Télécopie 01 46 21 94 99 - secretariat@ffve.org - www.ffve.org

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Union des Clubs (Musées
et Professionnels)
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Association reconnue
d'Utilité Publique
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Fédération Française
des Véhicules d'Époque

CERTIFICAT D'ACQUISITION D'UN VÉHICULE TERRESTRE À MOTEUR (VT), D'UN AÉROPLANE (AE) EN PROVENANCE D'UN BATEAU (BA) EN PROVENANCE D'UNE PERSONNE NON IDENTIFIÉE À LA TVA

N° 1993-PART

1 - IDENTITÉ ET ADRESSE DU DEMANDEUR (RÉSIDENT PRINCIPAL OU DE L'ACTIVITÉ)

N° SIREN :
Adresse courante :
Adresse :
Epi d'adresse :
N° de téléphone :
Code postal :
Ville :

2 - CARACTÉRISTIQUES TECHNIQUES DU VÉHICULE (VT), DE L'AÉROPLANE (AE) OU DU BATEAU (BA)

Marque ou constructeur : **TRUMPH HERALD** Modèle : **Spots** Date de la livraison : **14.04.17**

N° d'immatriculation à l'étranger : **XCH 272G** Numéro d'identification dans le pays : **GE.42325 DL**

2.1. Éléments complémentaires (VT)

Date de 1^{er} mise en circulation : **09.06.03** Période :
Allongement à la date de livraison : **3434 miles (5520 km)**

2.2. Éléments complémentaires (AE)

Date de délivrance du premier certificat de navigabilité ou certificat de navigabilité à l'étranger :
Poids total ou décollage :
Nombre d'heures de vol à la date de livraison :

2.3. Éléments complémentaires (BA)

Date d'acquisition du permis de navigation :
Longueur hors tout et puissance moteur(s) :
Nombre d'heures de navigation à la date de livraison :

3 - IDENTIFICATION DU VENDEUR

Nom ou raison sociale : **Peter STANTON** R. professionnel n° de TVA :
N° rôle :
Type rôle :
Nuit rôle :
Epi d'adresse :
Code postal : **NRH GRX 100** Ville/Pays : **Angbton**

4 - PRIX DU VÉHICULE, DE L'AÉROPLANE OU DU BATEAU

Montant hors taxe (dans la limite du prix d'acquisition) :
Montant : **live dealing**

V.L. Montant hors taxe (V.L. €) :
M. Montant de la TVA à payer (sur la V.L. hors taxe de TVA) :
Montant TVA déductible (dans la limite du montant de TVA) : **2600** Montant :
Montant TVA à payer (sur le montant) : **2600**

5 - IDENTIFICATION DU MANDATAIRE

Il s'agit d'un mandat de vente lorsque le véhicule est acquis par un particulier et pour le compte de l'association d'acquisition d'antiques. Ce document est à retourner à l'association.

Nom, prénom ou raison sociale :
N° SIREN :
Adresse courante :
Adresse :
Epi d'adresse :
Code postal :
Ville/Pays : **Burin**

Je déclare certifier que l'ensemble des données figurant sur ce document sont exactes et avoir pris connaissance de l'ensemble des informations figurant au verso (date et signature).

6 - VISA DE L'ADMINISTRATION

Au vu des éléments présentés, je donne par les présentes de la TVA :
Date de la décision : **18.04.2017** N° de la décision : **DEL 1993-17001**

SERVICE DES IMPÔTS DES ENTREPRISES VILLEJUIF
15 Rue Paul Bert
94808 VILLEJUIF CEDEX
Tél. : 01 63 14 53 00

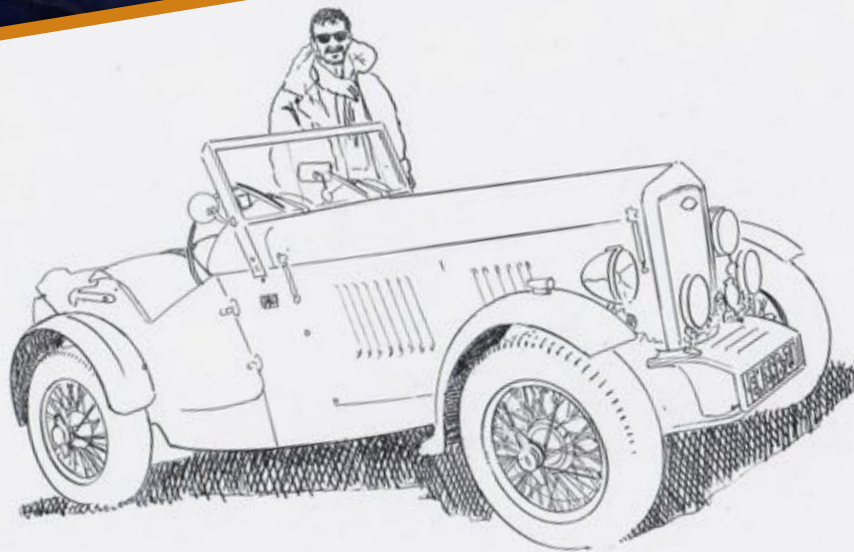


Midge crossing
under the
channel

Baptiste
with
triumphant
paperwork



One thing I've never understood, how come the French always look cool. And the Italians, even the Germans come to think of it. Maybe we Brits are just naturally scruffy.



From English parkland to French. Looks a bit warmer too. Seems to have found a few Triumph expat friends.



Potr sent in a few photos of a rare RHD from the Skoda stable that he found at a show, an MB Roadster from 1962. He notes ...

Š1000- zapomenutý prototyp. It is the only preserved prototype. The owner after 15 years and then for 2 years renovated to the original. An unusual Right Hand Drive. Capable of 135kph and 7L /100 km (40mpg)

There's a wiki page on them https://cs.wikipedia.org/wiki/%C5%A0koda_1000_MB which you can get translated by Wiki from the Czech. Not a Midge obviously, but you can see Herald thinking and possibly Beetle type construction in the design. (I wonder if it had a separate chassis?) Incidentally Czech roads were RHD until the invasion of WW2, so many of the oldest cars still are. Nice to see something outside the 'run of the mill' design. Who wants to drive an ordinary car?



For those of us with fallible memories.

I noticed there's a UK based MOT reminder service at
<https://www.gov.uk/mot-reminder> .

(by email or text 2 weeks before the old one expires.)

Not just for Midges of course. If you have more than one car it might prove useful now that the documentation is on line and less official looking.

Sadly it doesn't seem to include Northern Ireland, but they can get a letter 7 weeks before.

Baptiste thinks his Gendarmerie friend is still looking for a Midge and will know in a month or so.

As the days get lighter I'll encourage members to send in a few photos of their Midges. I try to put a different one at the top of page 1 each time, but they have to be well lit enough not to have too much shadow underneath. It can be difficult it is to subtract under car shadow without removing bits of tyre.

¾ front is best.

Ta, Jim.

Midge and MOBC badges still available and at the same price at
<http://midgebuilders.homestead.com/Badges-and-stuff.html>

Just think, you could have advertised your spare midge bits here. Maybe next time.

I have got a few bits surplus to my own requirements, a grille or two, a Dash Top and a fairly scruffy but recoverable headlight set, some torpedo sidelights (front) and if the price is right an unused re-cored radiator (I would use that myself eventually but don't need it just now) They'll be at the price I paid for them plus postage.

Jim



Useful links

http://www.carandclassic.co.uk/car_events.php

<http://www.classicshowsuk.co.uk/>

and

<http://www.kentkitcarclub.com>

Don't forget I can update the magazine, so if you have a correction, suggestion, addition or whatever, I can put it in. It does mean a bit of work, so I'll not be adjusting individual apostrophes, but if it's important.....

UK 2018 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
you can get the information direct, that's where I get it.

There has been much discussion about where the Mk1 Midge stands in relation to ***Vehicles of Historical Interest (VHI): Substantial Change Guidance***. Here are a few of the points, there is the full document at <https://www.gov.uk/government/news/mot-changes-20-may-2018>

Most vehicles manufactured or first registered over 40 years ago will, as of 20 May 2018, be exempt from periodic testing unless they have been substantially changed¹. Large goods vehicles (i.e. goods vehicles with a maximum laden weight of more than 3.5 tonnes) and buses (i.e. vehicles with 8 or more seats) that are used commercially will not be exempted from periodic testing at 40 years. A vehicle that has been substantially changed within the previous 30 years will have to be submitted for annual MoT testing. Whether a substantially changed vehicle requires re-registration is a separate process. Keepers of VHIs exempt from periodic testing continue to be responsible for their vehicle's roadworthiness. Keepers of vehicles over 40 years old can voluntarily submit vehicles for testing. Keepers of VHIs claiming an exemption from the MoT test should make a declaration when renewing their vehicle tax. The responsibility to ensure the declared vehicle is a VHI and meets the criteria, rests with the vehicle keeper as part of their due diligence. If a vehicle keeper is not sure of the status of a vehicle, they can consult a marque or historic vehicles expert, a list of whom will be available on the website of the Federation of British Historic Vehicle Clubs. If a vehicle keeper cannot determine that the vehicle has not been substantially changed, they should not claim an exemption from the MoT test. The criteria for substantial change



A vehicle will be considered substantially changed if the technical characteristics of the main components have changed in the previous 30 years, unless the changes fall into specific categories. These main components for vehicles, other than motorcycles, are: Chassis (replacements of the same pattern as the original are not considered a substantial change) or Monocoque bodyshell including any sub-frames (replacements of the same pattern as the original are not considered a substantial change); Axles and running gear – alteration of the type and or

method of suspension or steering constitutes a substantial change; Engine – alternative cubic capacities of the same basic engine and alternative original equipment engines are not considered a substantial change. If the number of cylinders in an engine is different from the original, it is likely to be, but not necessarily, the case that the current engine is not alternative original equipment. The following are considered acceptable (not substantial) changes if they fall into these specific categories: • changes that are made to preserve a vehicle, which in all cases must be when original type parts are no longer reasonably available; • changes of a type, that can be demonstrated to have been made when vehicles of the type were in production or in general use (within ten years of the end of production); • in respect of axles and running gear changes made to improve efficiency, safety or environmental performance; • in respect of vehicles that have been commercial vehicles, changes which can be demonstrated were being made when they were used commercially. In addition if a vehicle (including a motorcycle): • has been issued with a registration number with a 'Q' prefix; or • is a kit car assembled from components from different makes and model of vehicle; or • is a reconstructed classic vehicle as defined by DVLA guidance; or • is a kit conversion, where a kit of new parts is added to an existing vehicle, or old parts are added to a kit of a manufactured body, chassis or monocoque bodyshell changing the general appearance of the vehicle; it will be considered to have been substantially changed and will not be exempt from MOT testing. However if any of the four above types of vehicle is taxed as an "historic vehicle" and has not been modified during the previous 30 years, it can be considered as a VHI. This guidance is only intended to determine the testing position of a substantially changed vehicle, not its registration.

In the end this is really only about MOTs and whether you should continue to get them for Mk1 Midges registered as such. The consensus as I understand it, is that getting an MOT is probably a good idea anyway, especially if the owner is less agile than he was. JH and HMG

This next section is about electric conversion of classic cars, not necessarily Midgets, although that is where my interest in conversion came from. I saw an episode of 'Fully Charged' in August 2017 by Robert Llewellyn involving a classic conversion <https://www.electricclassiccars.co.uk/> and asked the builder about Midge possibilities. He answered:-

Hi Jim, Thanks for your email.

I think a conversion on a Midge would be about £15k to £20k depending on the range requirements (i.e. how many batteries you'd need). However, I think the main problem would actually be the whole IVA testing side of things. As soon as you convert a kit car into electric my understanding is that it would need to go through IVA testing again. I've heard from a few people who've attempted it and it's proved to be very difficult to get an electric converted kit car through IVA tests. I didn't go into details with the guys I spoke to (just in conversation at various car shows we've exhibited at), so I can't shed any more light on it than that, but it's something to keep in mind. Cheers, Richard.

As usual it looks as though bureaucracy is the main stumbling block, although the relatively light Midge should make a good base to start from. However I'm not really suggesting we all start trying to convert Midgets until the eventual shortage of petrol really starts to bite, probably around 2035, and there may well be other options at that time for those of us still upright. My respondent also classified a Midge as a Kit Car, that might be relevant as Midgets aren't kits.

My current thinking is that most of us have broader interests and quite a few have other classic cars. I have a Spitfire for instance and, judging by the rapid advance of battery and motor technology, and the time I'm taking to get around to rebuild it, there may be a reasonably priced 'off the shelf' conversion and the complicated wiring and computing will be built in.

In much the same way you can now replace most of the instrumentation, navigation and even the autopilot in a plane or boat with an iPhone or similar and a couple of apps, mods or whatever. Of course you still need a map and a pilot's or master's licence.

I wouldn't want to put anybody off because of the newness of the thinking, most of us can manage electric windows and automatic gearboxes without understanding how they do what they do. By the time any of this stuff becomes necessary we will all be used to it in ordinary cars. I would expect my Spitfire to be quieter, but otherwise much the same. Other firms are up and running like <http://www.electricvanandcar.co.uk/home.html#content> and I'm sure the DIY aspect will have to be catered to eventually, as there are an awful lot of classic cars that will need converting, or laying up in museums, and ordinary garages or owners will have to do it.

My apologies to the two members who get their magazine in the post, but here's a link to the kind of thing I mean.

[you tube video](#)

The following couple of pages were composed earlier but not used at the time. They aren't very MOBC and now even more out of date, but since there is the space this time.....

This is a straight lift from the Telegraph 5 years ago, an article on how to convert your classic car to battery power. I'm not suggesting anybody does this yet, the tech isn't ready yet and certainly wasn't then. Not to mention the high price of professional conversion, but it might reassure Midge owners that there is a way forward if petrol becomes too expensive or simply not available in a decade or so. Written by Rod Ker (16 Apr 2013) it is now well out of date and much of the technology has moved on. By the time we will need to change things will have changed considerably, in fact they are almost unrecognisable now. This is what he wrote, I'll add a few opinions later of course.

Embarrassed about your old car's bad breath and environmental unfriendliness? Worry no more, because the electric classic has arrived. Welsh wizards, Dragon EV, have been converting vehicles of all shapes and sizes to battery power for many years, the latest project being an unsuspecting 1963 Triumph Herald convertible. After half a century of propulsion by an internal combustion engine, a squeaky clean 25kW electric motor now provides the motive force.

From the outside the only indications that something radical is afoot are the absence of an exhaust pipe and a slightly lower ride height. Although removing the original all-iron four-cylinder engine and its attendant cooling system obviously saves a good deal of weight, the loss is more than offset by the addition of the necessary batteries. In this case they're of the lead-acid type, similar in essence to the one that used to start the Triumph's old 1,147cc engine. Six go into a rack under the bonnet, six more in the boot, so the rear end has an additional burden equating to a couple of passengers.

Further compromising luggage space, the boot still contains a petrol tank. No, it's not a hybrid. Fossil fuel is only used to heat and demist the interior.

One of the ironies of EVs is that air-conditioning, power steering and other creature comforts can use an alarming amount of power, perhaps 20 per cent of that used to provide movement. Not so much a problem in sunny California, but keeping the interior of a car warm in typical British weather using electricity would devote precious Watts to a task formerly carried out for free by heat produced as a waste product of internal combustion.

Every Dragon conversion has to be tailored to its intended use. In this instance the 25kW motor is housed in the space normally occupied by the gearbox, driving the rear wheels directly, with reverse and regenerative braking taken care of by the electronic control system living under the bonnet.

Comparisons with petrol engines are odorous or odious, but in this trim performance is better than standard, probably about the same as the later 1.3-litre Herald, which was credited with 60bhp. Mild tweaking and a set of lithium batteries would give 200bhp-plus and a turn of speed to embarrass any hot hatch. Inevitably, the pay-off would be a drastic reduction in range.



Driven in 1963 Herald mode, the current set-up gives up to 50 miles between charges, which will cost about £1 at off-peak rates. A very cheap way to travel – and an uncannily silent one, a point brought home by stepping straight from my own standard Herald into the electric upstart. No wheezing and rattling; just a whirr and a feeling of being launched forward by a giant rubber band.

I'll stop him there because a few things have changed in the last five years. He worries about range, heating, boot space, heavy batteries and where the electricity comes from. Since then it has become comparatively easy to charge your batteries quickly from renewable sources, some of which is actually free.

Lead acid batteries are quite out of date, far too heavy and have a limited power to weight balance. This is not a problem in a submarine or even a house, but no good in a car.

Batteries are getting lighter, cheaper and hold more than before, they are also recyclable and may soon be replaced by super-capacitors which don't use rare minerals anyway. Lithium may simply be a temporary answer for the next decade or so.

Air conditioning (ie hot or cold) is managed by a small air-source heat pump similar to your fridge. That could be fitted in place of the heater matrix and the brake servo that seem to have been left in the Herald for some reason. Air-con does use electrical power so I would suggest a bit of insulation. I certainly wouldn't recommend burning petroleum products inside your conveyance.

Those of us with no roof are used to the cold anyway, and Midges have the advantage of not needing power steering. You might even be able to hear the radio.

I drove an EV (electric vehicle) recently, I expected it to be sluggish, cold and lacking in feedback. It turned out to be

rather like an automatic, but quieter. Curiously the concept of a silent car seems to worry some, but they still admire the Rolls Royce which at low speeds is actually quieter than some electric cars. Still, every boy remembers how to make a noise with a playing card on the wheel spokes and you can retain your gearbox and gear-stick if you don't mind the extra weight.

On consideration I'd say a Midge, or indeed a Herald or Spitfire would be the ideal electric conversion. Low wind resistance and keeping the speed down to 60 or so (so that you can be admired) Not often being used for journeys of more than 100 miles and having lots of space for batteries, it sounds ideal.

So having put the idea out there, and probably offending traditionalists, I've managed to fill another couple of pages, and shall now sit back and wait for someone to try it... After all the 'lightning' is half way there already. JH.



Local authorities may target older cars in air quality clean-up schemes

Two councils have refused to rule out targeting classic cars as part of plans to address air quality concerns.

Derby City Council is looking to introduce a scrappage scheme that aims to crush 2000 older cars before the end of this year. Southampton City Council has not yet decided what measures it will take, but declined to rule out charging classic car owners a tax to enter the city centre as part of a Clean Air Zone (CAZ).

All classics will be targets in Derby as outline proposals suggest penalising any car that can't meet Euro 5 petrol or Euro 6 diesel emissions standards.

A spokesperson for Derby City Council responded to CCW's question on whether classics will be exempt from scrappage by saying: 'Plans are still in development and have not yet been agreed by the Government.'

The Federation of British Historic Vehicle Clubs (FBHVC) has already said it will be fighting for exemptions for classics

from measures expected to be introduced by 33 towns and cities across the UK to meet air quality targets imposed by the EU.

Geoff Lancaster, FBHVC communications director, says: 'We will follow up these developments with Derby and Southampton. It is clearly unwelcome, but I suppose inevitable given that central Government has passed the buck to local authorities on reducing emissions in affected urban hot spots with no guidance.'

Derby City Council wants to scrap older cars as it doesn't bellow introducing a Clean Air Zone (CAZ) will achieve improvements in air quality

'This is inevitable given that central Government has passed the buck'

GEOFF LANCASTER, FBHVC

quickly enough. It has also estimated a CAZ will cost more than £20 million to implement, compared with £7.5m for the scrappage scheme.

The Derby initiative hopes to remove 2000 vehicles in the first year of its graduated funding system. It is proposing that the Government should fund the scheme and it would pay up to £5000 per vehicle to the first 500 vehicles, £4000 to the next 500 and £3000 to the next 1000.

The finer details on how the scrappage scheme would operate are still to be confirmed.

Southampton is still assessing what measures it needs, but classics are not off the table at this stage. It will launch a consultation in May where enthusiasts can make their voices heard.

Derby and Southampton, along with three other cities - Leeds, Nottingham and Birmingham - have been ordered to introduce CAZs before 2020. Nottingham has confirmed that historic vehicles will be exempt in its scheme. Tom Seymour

OPINION

DAVID SIMISTER
Editor

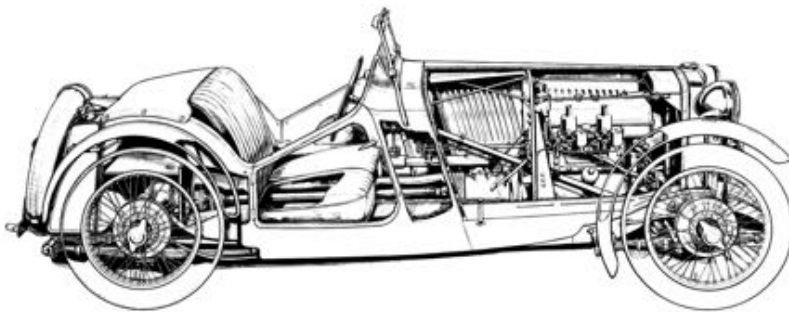
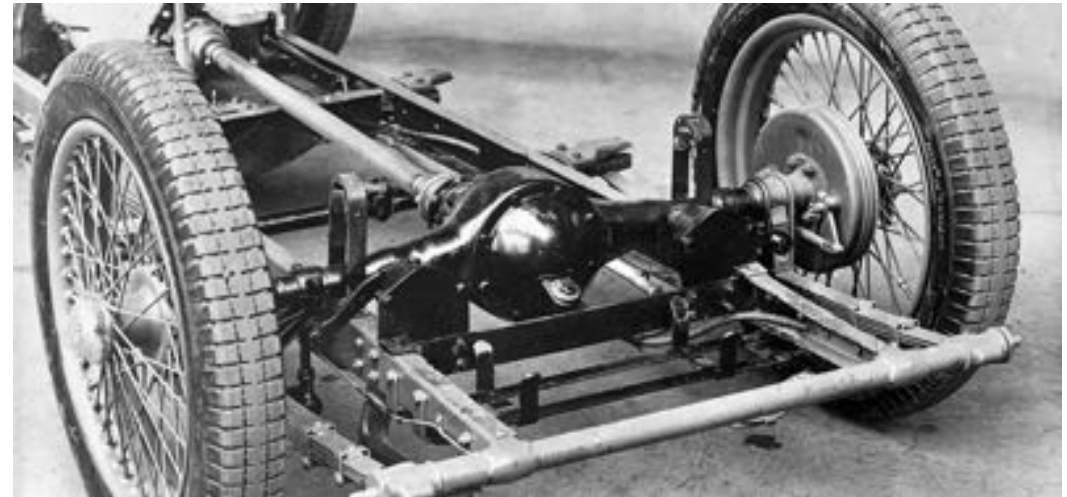
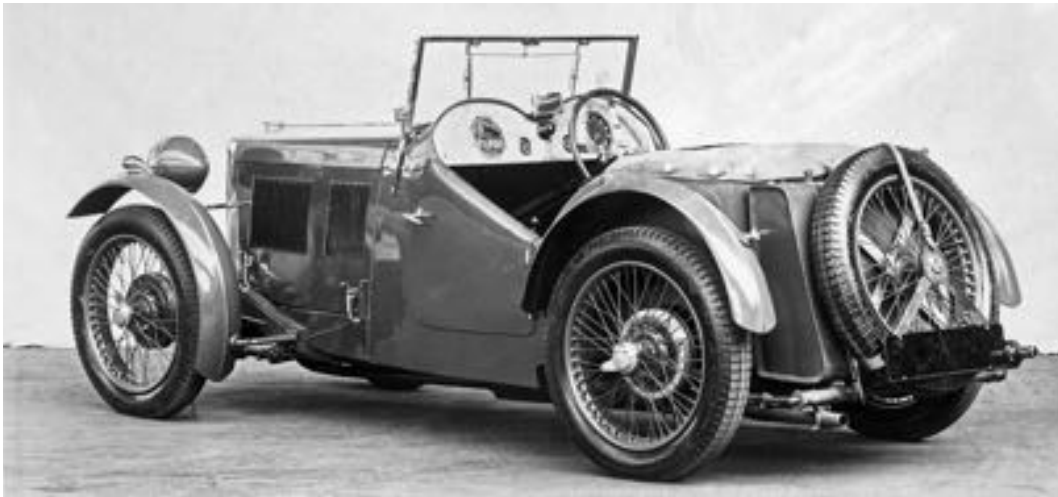
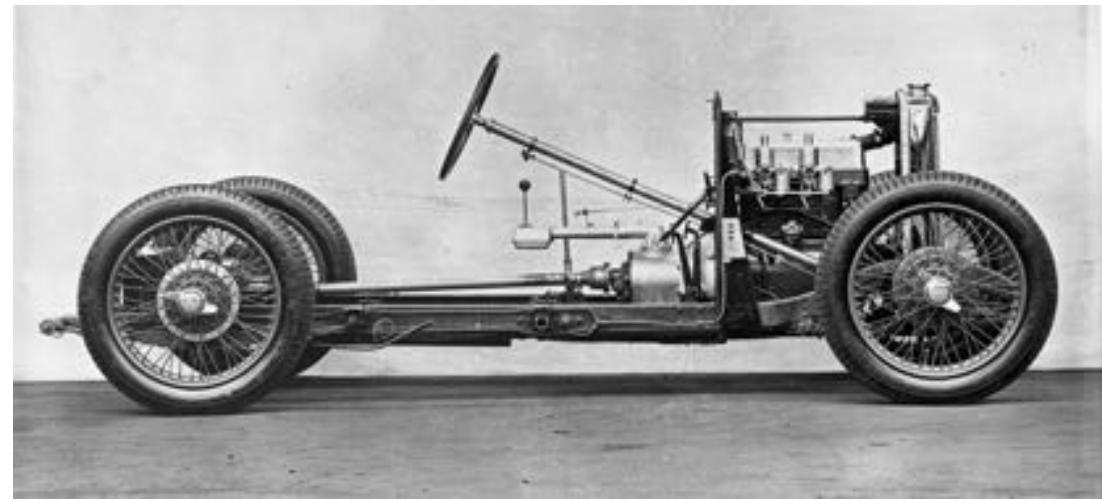
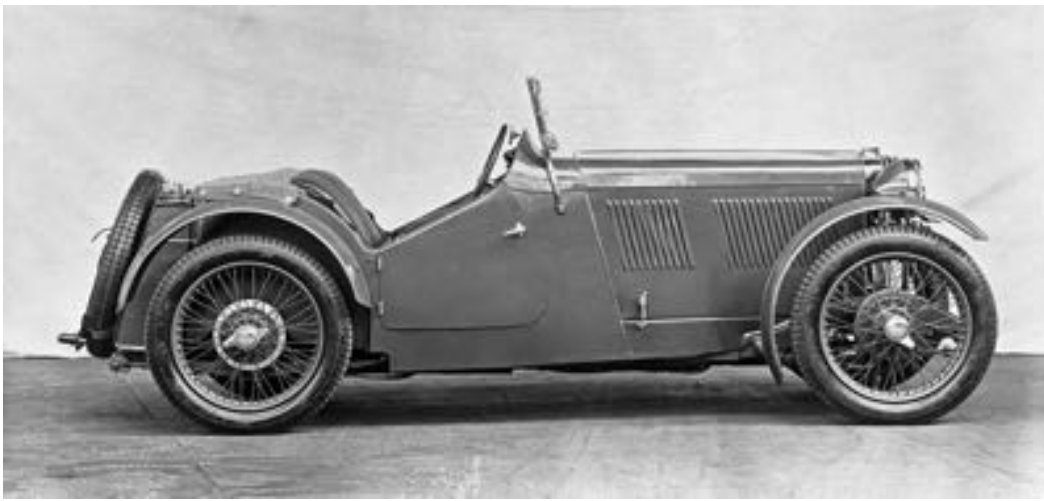
That councils across the country are refusing to rule classics out of emissions reduction schemes is unfortunate, but what's more worrying is that there's no guidance from Whitehall to create a legally-binding precedent to protect classics. Manufacturers, particularly Ford and Vauxhall, are now working to stop classics being scrapped, but I worry that local authorities won't be as sympathetic in any schemes they draw up. It's time for the Department for Transport and the Ministry of Housing, Communities and Local Government to make sure councils protect classics. Over to you, Chris Grayling...



Historic vehicles like this Morris Oxford could be under threat from local authority-run scrappage schemes, but the FBHVC is ready to campaign against them.

Something that John Bircumshaw noticed in Classic Car Weekly, which may be of interest. There again remember, it is somewhat speculative, so don't panic just yet. Perhaps we should note the registration of the smokiest buses, vans and taxis and demand they go first. JH.





Trawling the net for interesting pictures I found these MG J2 pictures at <http://prewarminor.com/>. These images are at <http://prewarminor.com/triple-m-corner-no-17>



The above line drawing comes from <https://it.pinterest.com/pin/344314333992863159/>