

# MIDGE MAGAZINE



Spring  
2023



Eddy's Midge

MOBC. the Midge Owners and Builders' Club



## Hello All.

Well I seem to have managed most of a magazine, so all is well. Well actually there may be a few problems beyond my control involving wars, earthquakes, covid and fuel prices, but I'll blame them on somebody else. The weather here continues erratic, unpredictable and generally cold, but I'm hoping it'll be a little warmer further south where most of you are. Counter-intuitively I'll be heading for Shetland for a week or so, but not until July by which time the North Sea ice pack will have melted. It generally doesn't snow after mid June.

The North Sea can get a bit lumpy at almost any time, but July is likely to be calmer than January was. Shetland would be ideal for a Midge as there are lots of winding small roads and the natives are friendly. There's such a thing as the 'Shetland wave' because passing cars in the opposite direction involves 'passing places' and that means saying thank-you to anyone who waits for you. The 'wave' is a matter of uncurling your left index finger so that the other driver can see you have noticed their courtesy, but you need to keep both hands on the wheel because even in passing places the roads are narrow and sheep can walk out in front of you at any time. Occasionally sheep and some birds sleep on the sun-warmed road.

I recommend Shetland for a holiday. It is quite different to most of the mainland and is characterised (by the wind) as having no umbrellas and very few trees.

JH.

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## An export story

Jim Paling noted my question of reducing the frequency of Magazines and decided to do something about it. Twice!! (see pages 13/14) So here is his tale involving the export of a vehicle similar to a Midge.

Certainly Jim P has helped prevent such a move.

### 'The Tale of Two Kit Cars'

'Jim Hewlett being forced to look at The Midge Magazine being produced only twice a year?' This cannot be! I belong to three kit car clubs and the MM is by far the best mag. of the lot! We must rush to write articles to save this dreadful calamity from happening? Thinks? What in my quiet life as a retired 'old part' would be of interest to these young whippersnappers who dash around the country in their splendid vintage style kit cars? Ah! I know, **'what to do with a basket case kit car with no V5'**? Well, this was me when a certain type of vehicle somewhat similar to a Midge was 'taken into care' so here's some of the back-story:-

One of the previous owners had done three-quarters of the job, badly. His fitting technique for components consisted of cutting holes with a jigsaw where he thought they should be and then repeating the operation till it finally fitted. The result was like a Gruyere cheese and with the seat belts bolted through the fibreglass, about as safe! However it had the advantage that by covering up the worst areas I therefore became an 'honorary Midge member' with an HNC in ply technology! I followed the IVA rules, in fact going so far as to cutting and pasting a simplified version which is about 10% of the original. If anyone fancies a copy let me know. However, a few little niggles began to surface in my 'little grey cells'. It was when I ran aground on the requirements of the side repeater lights that I saw the void at the end of the tunnel. I



actually wrote to the department concerned but got nowhere. I could not understand the need for a repeater light to be in a position where you had to lie on the floor to see it, nor any reason why it could not be placed 6" further back on the bodywork. To insist its placement on the cycle wing with attendant risk of frayed/entangled wires made no sense or on a specially constructed 'pagoda' next to the windscreen!

Enough is enough, I thought. I had got as far as a running vehicle with only minor but brain numbing IVA modifications so, onto Ebay it went. Hits, I had a few, in fact over 2000 of them, watchers? 250'ish. A sale...? Nope, but more on the next page!

Later, when all the excitement evaporated, I heard a squeak from, would you believe, Australia?

Having recently seen an episode of our latest preferred TV viewing, Brokenwood, (TV program set in NZ) the penny dropped. The New Zealanders and presumably, Australians have simpler rules for non-standard vehicles.

In the film the 'hoods' were importing gold bars concealed in chassis members. It was a local garage that simply did an enhanced Mot. Simple! Export was feasible (without the gold bars).

We agreed a price, much better than I would have obtained in the UK had I been desperate to sell and the guy was an enthusiast for the kit car in question. So, my trusty kit car, the sentence passed by this court is transportation!

Of course, it is dangerous to rid oneself of one kit car and not replace it with another. Continuity is broken, the management will undoubtedly get 'ideas', the shock loss of 'R and R' time is considerable and prices may rise in the interim. With this in mind, I broached the matter with SWMBO\*, (Foolish. She was on holiday with two of her mates. Schoolboy error!). A pity really as it was a nice powder blue one with a four-cylinder Ford engine.

However, the status quo was rapidly regained with the agreed purchase of a dark blue Marlin Cabrio (much better choice) with a V8 Rover engine. Back to two kit cars. One does have one's status to bear in mind. Regrettably, it was neither a Midge nor the same as car bound for the antipodes!

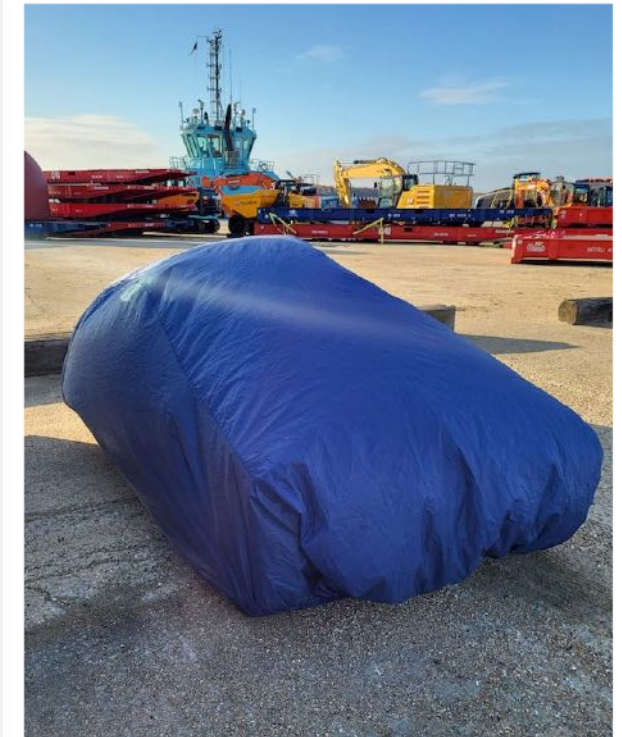
Logistics? Very simple really; my new found friend, Wallace, arranged it all through an agent who also had an office in the UK. I arranged UK transport through the cheapest I could find and Steve arrived on the appointed day hot-foot from Colchester and, specialising in classic cars, he took the weight. Equipped with shipping document, a car cover and fee he aimed for Southampton from whence he sent me the requested picture of the emigrant with a ship in the background. Whereupon, this was forwarded to Wallace and a nice sum of 'kit car vouchers' found its way into my

account. With a moment of brilliance I had warned Wallace to 'tip off' his bank as they tend to stop such payments and, do you know what? They don't tell you till you ask them where the money has gone. Funny that!

It was all a bit slow though, probably 6 months from beginning to end as the Ro-Ro market is a little specialised. I tried to facilitate matters by making things easy. Tied a large label onto the end of a piece of string connected to the isolator switch for instance. It started with the instruction, 'Loads of choke!'. Didn't know where the boat was going, it makes several stops and takes two months to get there, so overdid the antifreeze. I drove rather further down the private track than I needed to turn round prior to loading and found it not a bad drive. If I was there, I'd lift the car cover a little and look out. At present the White Cliffs should be drifting past and channel ferries fairly flying about. Bremerhaven here we come! Tee Hee!

\*for the uninitiated (or under 30) 'she who must be obeyed' is a reference to 'She' a book by Rider Haggard. and later to 'Rumpole of the Bailey'

\*\* The ship is the 'Hoegh Jacksonville' the Line is Hoegh Autoliners Agents Velta International. (UK office in Witham)





A little more about Eddy's Midge and his rather smart luggage rack. To get an idea of where Beekbergen is I had a look on the internet. Now I see why Eddy's Midge is so tidy. In a way I hope it isn't all that neat because what I've seen make me slightly embarrassed about the state of our UK roads and countryside.

## **The Folks Who Live On The Hill by Michael Taylor**

One car show that really stood out for me this last season was Gringley Open Gardens and Classic Car Display, on June 12th. The charming hill top village of Gringley on the Hill lies hidden off the A631, about 5 miles west of Gainsborough. The car event was on the playing field of this picturesque settlement. It was enormously well organised - £5 bought a welcome pack comprising: a guidebook to the village, including a map and information on each exhibiting garden; a metal souvenir plaque for the car [remember those?]; an identifier wristband.

There were over 280 cars on display – including a Stanley Steamer! The Stanley Motor Carriage Company was an American manufacturer of steam cars that was in production 1902 – 1924. A Stanley Steamer set the world record for the fastest mile in an automobile [28.2seconds] in 1906. This record of 127mph [!] stood until 1911. Regarding the range of the road cars, the 1908 Stanley Speedy Roadster was capable of 60 mph and would run for over 50 miles on one filling of water. However, rapid development of the internal combustion engine during the 1910s severely affected the comparatively expensive steam car sales, causing the company to fold.

This show is particularly family orientated and there were lots of stalls, including a good choice of catering trailers – pizzas, jacket potatoes, burgers galore. After my picnic lunch, I had several pleasant chats with people about Tilly, my Triumph Midge and then set off for the village to have a look at the open gardens and the church.

As I left the playing field, a steward said that a free bus service was circuiting the village and I could hop on and off it whenever. This would prove a boon to many, as we were on a steep hillside. Right at the top of the hill was the site of an Iron Age hill fort. Prince Rupert had camped his cavalry there in the 17<sup>th</sup> century, on the way to relieve Newark Castle, besieged by Cromwell's roundheads.

The first garden wasn't very special, but in the shed, the owner had an amazing model railway layout. The engines made engine noises, smoke came out of the smokestacks and the carriages made authentic rattles and squeaks. What was particularly notable about many of the gardens were the panoramic views to the south.





Gringley on the Hill sits high on the edge of a wide vale through which run both the River Trent and the Great North Road, the A1. I was told that, on a clear day you can see Lincoln Cathedral, over 20 miles away.

I made my way by the atmospheric 300 year old Blue Bell Inn on High Street, back to the car show for another cup of tea, when I heard someone call out: "So this is Tilly!" It was my cousin Carol, who I hadn't seen for several years. She had brought her grandson, George, a young motoring enthusiast, for a day out at the show. And what a fine family day out the Gringley on the Hill show provides, all with airy views across the vale:

"The sort of views that seem to want to be seen."

*Michael Taylor*

*Inevitably not everybody can have a Midge like Tilly, but obviously they've done their best and it's nice to see what else gets attention at this excellent show near Gainsborough*



Following the runaway success of the chart of bolts (Summer 2018) doesn't time fly? I noticed a few more kinds of nuts

I was updating Jonathan Pegg's advert for his Midge

<http://midgebuilders.homestead.com/midge-sale-page-2.html>

because it is now properly registered as a Roadster rather than a Herald. I asked how he did it and had this reply...

\*\*\*\*\*

Hi Jim

DVLA – really not that much to say other than I completed their paperwork.

Probably just to note it is a single donor car (including the chassis) - plus I had to write up an explanation of a couple of answers and give before and after photo's of the car showing the number plate in both instances.

Also my guess is that it probably helped that the donor car was bought as a rolling wreck but had already been recorded as an historic vehicle.

The vehicle is actually oversize – as I adapted the plans of a midge – basically to make it wider (to fit me).

I think each vehicle will be done on their own merit, but I was relieved with my result.

JP

## Types of Nuts



Hex



Heavy Hex



Nylon Insert Lock



Jam



Nylon Insert Jam Lock



Wing



Cap



Acorn



Flange



Tee



Square



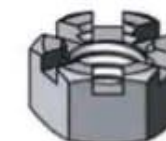
Prevailing Torque Lock



K-Lock or Kep



Coupling



Slotted



Castle

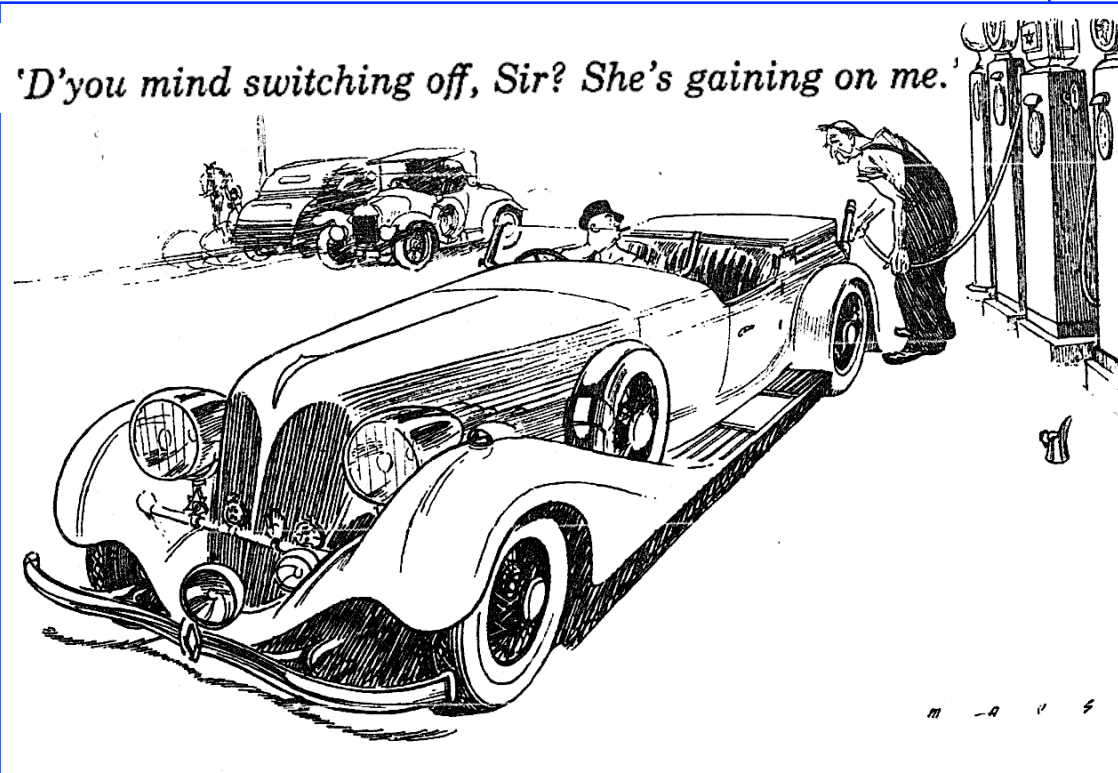
John Eden found a few cartoons in the Punch Magazine compilation books, something I've been keeping an eye open for since 1980, The memory is kept alive by one in particular where an Austin 7 driver is asked how many miles he gets to the gallon. His response was "about 5, my son gets the other 20."

Things don't change much, I remember my father saying the same about either myself or my brother.....

Meantime, here for your entertainment, an earlier one and a later one.



DEAR OLD LADY (having a lift—her first motor ride—as chauffeur signals a turn). "Look here, young man—you keep both hands on the wheel. I'll tell you when it begins to rain."





## What kind of a name for a car is Bluebell?

Once upon a time, far far away.... 400 miles away in fact, when I lived on the farm, I was given a two door convertible Morris Minor called Bluebell. Not perhaps a name I'd have chosen as a man-about-town, well, youth with a driving licence about-farm, but beggars can't be choosers and if somebody gives you your first fully functional car with an MOT, and tells you it is called Bluebell you don't quibble and Bluebell it is. Gift horse and teeth

Bluebell was free because of the car dealer that was hoping to sell the owner a nice new 1972 MG. Unfortunately for his sales record he suffered a lapse of manners and unfortunately laughed when asked about a trade-in. The owner, Brenda, still a family friend, and her husband were very fond of Bluebell and so the dealer was promptly dumped, the deal cancelled and the Morris driven away to your humble scribe with a presentation bow on the bonnet. This is how I remember it and any claims of inaccuracy will be duly ignored irrespective of witness statements, photographic negatives, signed affidavits or documentation.

Bluebell took the place of two small, annoying mopeds which, to be fair, moved me from the farm to Eastleigh Technical College on a daily basis irrespective of the weather, enthusiasm, educational usefulness, aptitude or safety. The Mopeds, a 'Mobyette Motobécane' and a 'Raleigh Runabout' had the ability to move me at about 100 MPG more quickly and economically than the three busses needed. While they had an indicated maximum speed of 30 MPH (which was probably 25 at most), they were fast enough for wind-chill (sitting passively for most of the seven miles) and slow enough to need proper motorcycle gear.

Needing the full gear meant overheating when the hills required muscular input. I still have the ability to tolerate heat and cold but overall I'd have preferred more power and shorter journey times.

Sadly Eastleigh Tech was designed to pump out sociologists (no I don't know either) accountants, plumbers and car mechanics so it wasn't a lot of use to me and I garnered three or seven 'O' levels, some disreputable friends, a liking for strong drink. This was 1972 and drink driving was invented by 1967, but it took a while for anyone to notice.

Bluebell served me very well until some picky MOT inspector said she wouldn't see another summer. I'd gotten used to a soft roof, so with nary a backward glance, callow youth as I was, I sold her and bought a slightly younger but otherwise identical model which kept me in unmotorised friends until they were motorised. Overall I probably made a slight profit in beer against petrol and a useful lesson on what constitutes a friend. Incidentally the acid test is whether you are still invited to the party when you upgrade to a large motorcycle and a spare helmet. At that point I ran away to London where I'd heard there were loose women, soft drugs and a teacher training college with low entrance expectations. I found all of them, but I'm better now. Sadly none of my photographs of Bluebell survived, but I did so that's OK. Here for your delectation a picture of the torture device.

JH



## Gauge wiring, voltage regulation and the horn anomaly

There are a few oddities in Herald wiring looms that might be worth highlighting. On the right are the two main versions of how the gauge voltage control works. The dynamo type has a control box (voltage regulator 2) as part of the system so it doesn't need a separate voltage regulator (64) which is found on the back of the speedometer of alternator models. Once the ignition circuit is 'on' the current goes directly from the voltage regulator through the gauge to the variable resistor that is the fuel, oil pressure or water temperature sensor. The lower the resistance is, the lower the gauge reading is.

Your speedometer may come from a Triumph which had an alternator, in which case you may find one anyway (Blue disc) It is a bimetallic strip switch that turns off the current momentarily when it overheats in much the same way as a flasher unit interrupts the current to the indicator lights. As far as I can tell it doesn't matter if you have both kinds of regulator in the circuit. Two 'offs' don't make an 'on'.

Most of the car's wiring runs the (+) positive essentially from the battery or ignition to the device (bulb, starter motor, heater etc) and then to earth or chassis.

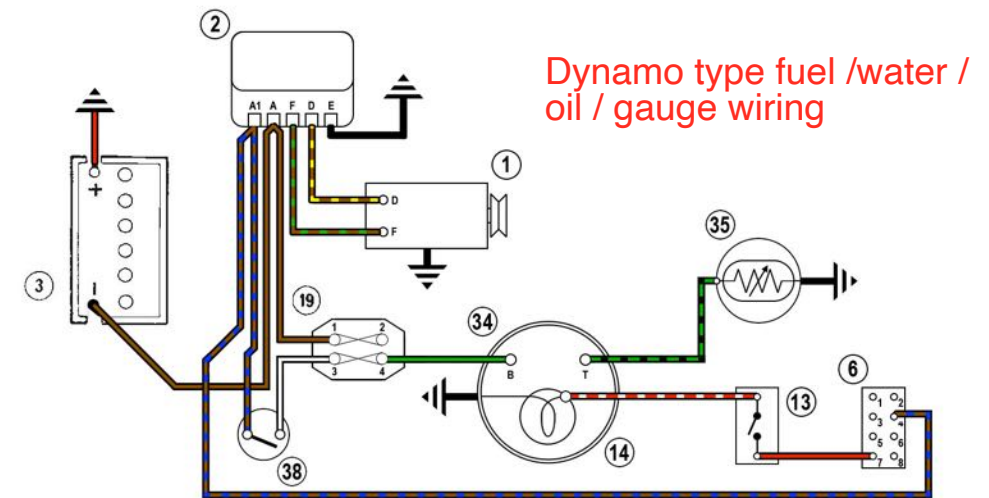
The circuit is then completed by the earth strap from the chassis to the - Negative pole of the battery. There is an exception in the horn in that the power (+) goes directly to the horn (hopefully via a fuse) and the circuit then goes to the horn button, which when depressed completes the circuit to earth. The reversing light, if you have one, works the same way because it is convenient to earth via the gearbox with a mechanical switch operated by the gear stick.

If the horn or reversing light come on unexpectedly then it may be a damaged wire between the device and the earth producing a short circuit.

If a water or oil gauge is not reading, it might be defective. You can test it by bypassing the variable resistor. Just briefly run the sensor wire through a bulb to earth and the gauge should give a reading. Don't do that with the live wire though, especially near petrol, as it will spark.

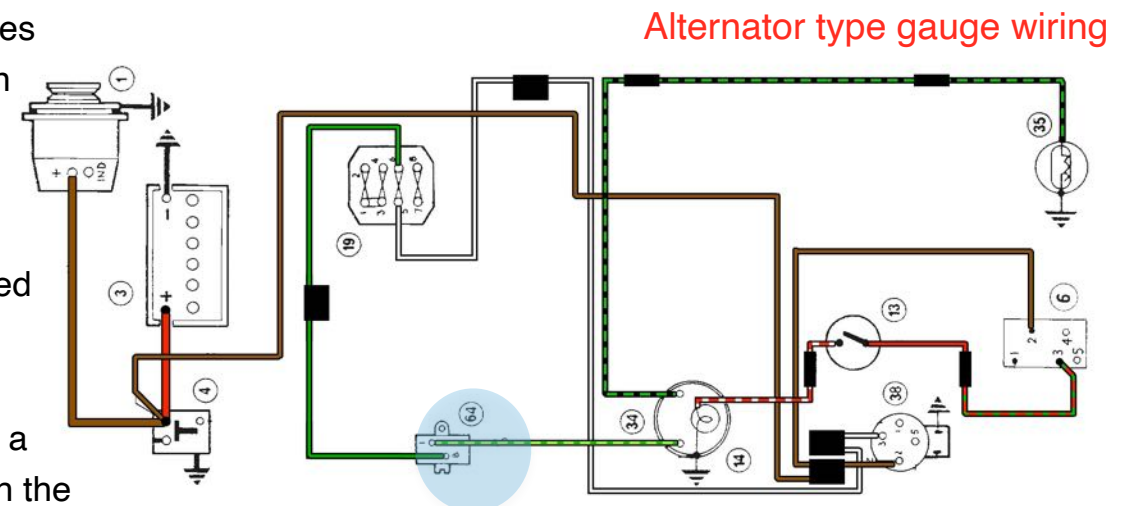
As with all wiring advice remember I might be wrong, and I won't be there. So it is your responsibility to stay safe.

JH

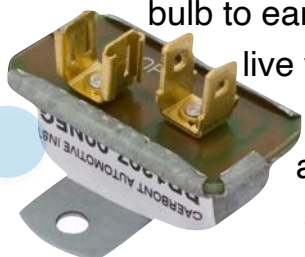


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|-----------------------|--------------------------|
| 1. GENERATOR          | 14. PANEL LAMPS          |
| 2. CONTROL BOX        | 19. FUSE UNIT            |
| 3. BATTERY            | 34. FUEL GAUGE           |
| 6. LIGHTING SWITCH    | 35. FUEL GAUGE TANK UNIT |
| 13. PANEL LAMP SWITCH | 38. IGNITION SWITCH      |

[SpridgetGuru.com-Tech Index-Fuel Gauge Wiring Diagram](http://SpridgetGuru.com-Tech Index-Fuel Gauge Wiring Diagram)



- |                         |  |
|-------------------------|--|
| 1. ALTERNATOR/GENERATOR | 19. FUSE UNIT                              |
| 3. BATTERY              | 34. FUEL GAUGE                             |
| 4. STARTER SOLENOID     | 35. FUEL GAUGE TANK UNIT                   |
| 6. LIGHTING SWITCH      | 38. IGNITION/STARTER SWITCH                |
| 13. PANEL LAMP SWITCH   | 64. BI-METAL INSTRUMENT VOLTAGE STABILIZER |
| 14. PANEL LAMPS         |  |



This Mk2 Midge is for sale, purchased last year by a chap that was going to return it to France. Sadly was not able to physically drive due to some age related disabilities. So I am the carer of this very usable midge. Reluctantly I need to sell as I used in the end of last summer and enjoyed the fun, the smiles, and the chats with the lookers when out. It's a honest car. Starts easy, does what's expected of it. I personally think with the interesting roof it would be suited to have real off road tyres and taken to off road events. If there's no interest I will advertise to an off road group. Price needs to be £2,500 No silly offers please. But do realise it would need roll bar roof support if use off-road. Lol.



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Malcolm getting away with it.

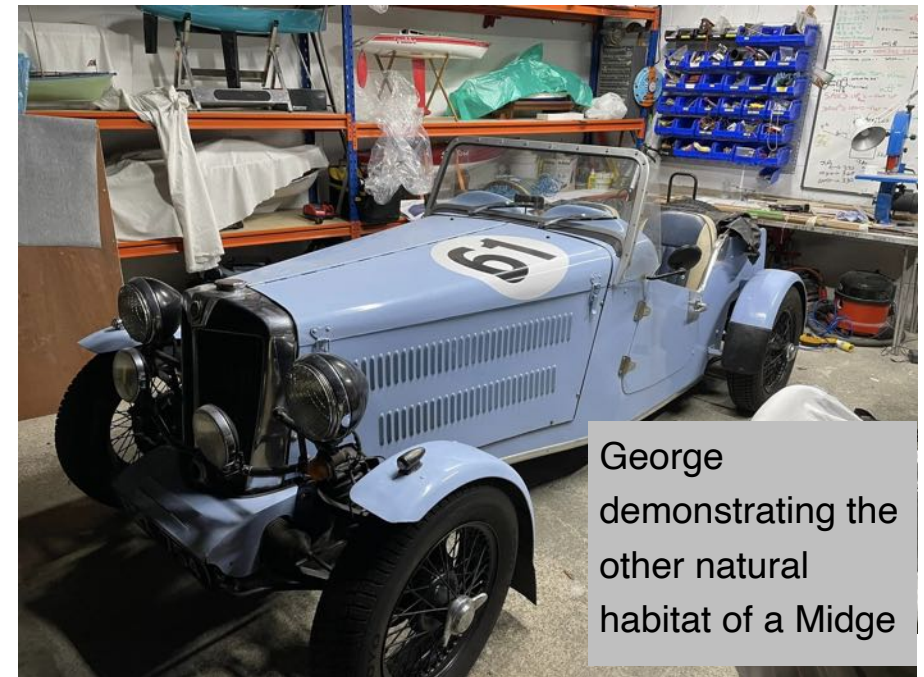


Lloyd showing that it can be done tidily



Ennio demonstrating the natural habitat of a Midge

Marek's. I don't think I need comment except that I hope he has upgraded the brakes



George demonstrating the other natural habitat of a Midge

### UK 2023/24 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.

## **Rear ends I have known! by Jim Pailing.**

Well, if I had entitled it, 'Rear axles, their design and usage', would you have turned the page? Of course you would!

My first one was the transverse leaf sprung Ford 8 with location by means of a central ball joint and V shaped links to the rear (and front) axle. This arrangement, I have since read, is not a bad suspension system giving minimal bump steer similar, I suppose, to the Sierra and Granada triangular rear trailing arms? However, it did have one or two vices, one being its almost total absence of brakes; tested when undertaking a bus on the nearside whereupon I espied a little old lady crossing a Zebra crossing. Silly! Firm pressure brought me to a halt, just! The other quaint habit was the ability of the driver's door to fly open whilst in motion as it was hinged at the rear edge, I think it was termed a suicide door; manslaughter would have been more accurate? The window raising system was original. A strap as per GWR.

Ah! The axle? Well, having suffered binding rear brakes I deduced that a quick burst of acceleration astern, then application of brakes would solve the problem. Nope! What it did do was to knock a tooth off the differential wheel to an accompanying ticking noise! Repair was affected by replacement from a Ford Eight van abandoned at the quarry where I worked after leaving school pending an application to the Royal Navy. The repair went well and all nicely primed in red I set sail for home gambling that the meagre supply of fuel would get me there, I lost! Legging it to the nearest garage I was mortified to find on return that some chump had driven into the back of it. With the irresistible drive of youth, I set to, replacing a complete chassis member with another scrounged from a local donor. Would it pass an Mot? Not sure but I am afraid it ended up over the quarry tip, I do have some pangs of regret but it was in the early '60s and they could be bought for a mere £5!

But hey! Down the road was a guy, chairman of the Morgan Three Wheeler club, with a Ford 10 engined 'F Super' for sale! £80 changed hands and off we ground, literally! The rear drive was a crash three speed box combined with a bronze wheel driven by a steel worm gear. The wheel was secured by 5/16" Allen bolts which, due to the load, heat and over run would become detached and on one occasion poked a nut through the gearbox side. Once, when rounding a corner of a farm camping site with the offending bronze wheel in hand, a passing fellow camper exclaimed, 'Ah!, you've got a Morgan three wheeler I see?' I was still in love with the internal combustion engine and thought it a wonderful thing. However, when I finally got to Dartmouth, a fellow Cadet exclaimed that it was the only vehicle in which the 'course made good' had to be calculated at every bend! The rear forks were pivoted on large, bronze bearings which were worn and

allowed the rear end to slew from side to side. This quaint foible was not helped by the foot brake, operating on the front only and theoretically being Girlings, should have been efficient. Using this system a tapered cone was pulled past a pair of rollers which actuated each brake shoe. But, this applied a different force to either side at random! So, you would bear off either to port or starboard! Frankly, it was the most diabolical piece of engineering that I have ever since come across! Sadly the fellow Cadet that made the accurate comment was later 'crooked' by a fellow Cadet in a Lotus 6 and was invalided out. Doubly tragic; I remember seeing him stitching on his RN cap badge, not to our white topped caps but onto his green beret. 'Marine to Fleet Air Arm pilot'; not many achieve that? The Lotus 6 also had Girling brakes?

The love affair with the Morgan lasted till I was overtaken by one of the relatively new articulated lorries on the A38 and as the pair of very large trailer wheels passed my thoughts were focused towards 'those in peril on the road'. The thin steel panels and flimsy wooden frame suddenly lost their aesthetic attraction!

Replacement was a superb Triumph TR2 which had been re-panelled by its previous owner.

With overdrive box the TR2 would accelerate well in third and just to kick additional sand towards the 'cut down' Morris Oxfords, a flick of the switch brought in the overdrive and 'reheat' would be applied. Splendid days! Unfortunately, when crossing the Malvern Hills by way of the British Camp, when negotiating a tight bend with a little water running from the hill, I span and came to rest with the rear end wedged into a tree! Oooops! A salutary lesson but I didn't think I was travelling that fast; well you don't, don't you?

Locally we had half a dozen TR's and I formed a group that would meet, travel into the countryside and engage in intellectual discussion! Later a national group started with an inaugural meeting at Hopscroft Holt and I volunteered to look after the spares register.

This I soon had to forgo as living in Worcester travelling to London, where most of the committee lived, was too far. The guy who took it on was a Pete Cox who went on to fame as half of Cox and Buckles who later sold out to Moss the classic car spares conglomerate. Quelle chance? At the second meeting I brought along Ken Richardson who was the original development engineer at Standard Triumph, who famously told Sir John Black that his new pride and joy, the Triumph TR1, was 'rubbish'! He ran a garage in Worcester having had the misfortune of being involved in a RTA in which Black was severely injured and being ostracised as a result.

Ken was a real engineer, I remember him grasping and removing the ice I had mistakenly asked to be put in his G&T, much to his disgust. He depositing the offending items with blackened fingernails into a nearby ashtray! He described the development of the TR culminating in the Jabbecke autobahn runs and answered questions after. One poor lad asked if wire wheels were better than steel as they were more flexible and Ken replied, rather drily, that he thought the idea was to make wheels that were stiff! I asked what he would have changed if he had the task again. Much to my surprise he said that he would have put more travel in the rear axle. This, of course, may have supplied the answer to my mishap? The rear axle, limited by the 'U' strap that stopped the over-slung axle colliding with the bodywork, gave a near solid ride when taking a long tight corner. Rear ends have come a long way since?

Following a spate of popular rear axled cars with elliptic springs the last being a Morris Marina, both a company, and Friday car! With its undersize small ends, conversation was impossible over 40mph and the firm ride in the rear was confirmation that Leyland designed cars with a rear suspension that catered for four passengers whilst Ford used two. This is probably why the respective kit cars either wallow or buck? My Marina went a lot better with a having a concrete slab in the boot!

Then, followed the new generation of front wheel drives with the cunning pressed steel rear 'axle'. The only interesting one was the Peugeot 407 Estate which I bought having mused awhile for 'the perfect car'?



automatic, ladder rack, estate/mobile workshop/pick up truck. On changing a rear wheel, I espied a neat set up of top and bottom wishbones which explained its rather nice cornering capabilities! (Watch those trees!)

Having, again, mused the Earth, the universe and passage of time I have rationalised my future projects, reducing the planned three to one. Not having been able to chase down the plans for the BRA three wheeler from the



custodian in Stockport (although advertised on a seemingly active website) I have decided to rebuild the Spitfire front suspension and steering and see what happens? A perennial problem, whilst really not 'of the rear', are disc brake pistons. The last set (MGB) came apart easily with a BSP 1/4" connection to my compressor. (I know, not quite UNF but not far away). However, a set of Triumph Spitfire callipers proved to be a fine battleground. I ended up TIG welding a 30 x 40mm piece of 6mm plate to the piston with a setscrew through it to which I attached a steel bar. This was clamped to another bar across the end with a pair of G clamps which when tightened had the desired effect. The problem was caused by assembly with grease but not being put into service. This resulted in the grease running into the calliper 'pot' leaving the pistons to corrode to the bore. Intriguingly the corrosion was minimal but the resistance phenomenal!

So, I now have a Triumph front end, reconditioned and ready to go but what do we do with it? At the moment though I have to decide what colour to paint the callipers, red or black? Always the same, problems, problems!

Incidentally the callipers can be easily split and the only seal is an 'O' ring! (A Mr Chris Fisher on Youtube does an interesting demonstration of converting them into an anti aircraft Bofors!) Also, having found that I had received just one set of Type 14 pistons at £25 instead of the anticipated two (at £50 the pair) would it have been more sensible to have bought a pair of new callipers for £90? JP

## Tailpipe

Since the beginnings of covid, which seems a very long time ago now, and with various interruptions like the Ukrainian invasion, a (house) roof leak, and various friends and relations needing assistance, the red Midge hasn't been out of its garage for some time.

I can't really blame covid or Putin, but they haven't helped.

However, Midges shouldn't stay in their garages all the time. So I'm going to try to reduce the habit.

I have a spare silver Midge which I hope to refurbish soon. A few friends have been offering to help which will mean turning the garage into a proper man-shed with industrial grade tea-making facilities and a special import of biscuits.

At the moment the two Midges are stationary and taking up space when others could be enjoying them. I've mentioned this before and have had some enquiries, (which haven't been forgotten). I'm hoping to check the road-worthy-ness soon and will advise members accordingly. Anyway this is a note to encourage people to decide whether they need a new kitchen and when. I'll advertise a bit when I know more. At the moment of writing (31 March) I'm just about to have the roof of the house replaced, and getting over a dose of covid which I'm glad to say was really just an ordinary flu in practice and just meant a day or two in bed and a lot of coughing. Hopefully after that I'll be able to apply a bit more attention to everything else.

Thanks, as usual to the various contributors of stories, cartoons and pictures. I did try a survey of how many actually read the magazine, but the result was a bit ambiguous. The website stats were quite good, although I think there was quite a bit of attention from the American Security services. That or somebody called Langley had jammed their keyboard on continuous refresh.

So don't forget to send in your contributions. I suspect most people tend to modesty and presume others wouldn't think their stuff interesting or not articulate enough, which is odd as when a club member gets in touch or drops by the garage for a chat, my wife has often to point out the other things that need doing after the call. Everybody has a tale to tell and I can always run a spell-check. Especially on my bits which start out coherent and then run into dyslexic problems.

Cheers all and here's to spring.

Jim.

