

# MIDGE MAGAZINE



Summer  
2018



MOBC. the Midge Owners and Builders' Club

Richard's Midge

## Hello All.

The magazine is going to be rather light this time. I have been a bit busy with various activities which I will explain if anybody asks. I had hoped to be more relaxed and idle when retired, but it's been a few years now and it hasn't happened yet. There have been a few contributions, and a few more promises but not really enough to warrant on time publication, so it'll probably be late as well.

The new password will have been in the email telling you about the magazine, and I'll try to change it at the right time. The members contact data should still be usable, but call me if you need more and if you find you have disappeared.

If you like the idea of another club calendar then tell me, and better still send a suitable (landscape) picture.

JH



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Lothian, UK EH55 8XD

Welcome to Neil Walker, Richard  
Staddon and welcome back Mike  
Pocock



Apologies to all but the recent fuss about Cambridge Analytica and personal data 'harvesting' has meant that the UK government has imposed a data security law [DGPR](#) that all organisations carrying personal data must conform to. As I keep details of members addresses, phone and email contact information I have to do so as well. This means that first I must make sure everybody agrees to the data I store on my computer and on the MOBC website and secondly that I don't keep any data that is unnecessary for our purposes.

To this end I am going to ask everybody to respond to the email telling about the Summer 2018 magazine (ie this one) so that I can confirm you want to stay on the list. Various members have already answered that in various ways.

I shall strip the website data down to conform to the law as I understand it so the chance of any hackers getting important identifying data is reduced. This will mean that the individual entries will have Membership number, First name and Surname initial, email address (or phone number), Town, and first part of the postcode. I'll also leave on the type of Midge. That way you can find local members, contact them and exchange what details you want to. I will also make the security of the members page less obvious and harder to crack.

I will try to conform to what various members have suggested goes on their entry, and if anybody wants more (or less) then they can tell me and I'll tailor it. This will take a while so bear with me.

I shall keep a full details list on my own computer (under password protection) so that I can assist communication. You can always call me for that. I'm sure most members will be perfectly happy with the relatively small amount of personal data held by MOBC, but we have to stay legal.

Unfortunately, to be legal, I will also have to delete old data of ex members where I have not had communication for the last five years. Anyone who hasn't meant to disappear, but finds themselves cast into the eternal void can of course still access the rest of the web pages and ask to be re-instated. (No Charge) It was a little simpler when there was an annual membership fee because then we had a definitive cut off point.

I will try to remind any one of such an impending doom, but sometimes people change their addresses and just fall off the shelf. Detective work can often retrieve them but occasionally they have to re-introduce themselves. A member did that recently when he decided to sell his Midge and realised he had been off line for a few years.

My apologies for the fuss and bother. I have made up, or rather plagiarised, a club policy for which I will insert a link Anyone finding errors, typos or whatever is welcome to point them out. It all seems a bit over the top, especially when Facebook, the NHS and the government seem to leak data like sieves. But I guess that's the point even when the actual likelihood of an attack on the website or on my (Mac) computer seems low.

Of course those members without computers will be even less impressed by the kerfuffle, and probably even less likely to get a computer. JH



David Gibson writes.

My Midge Mk2 build is based on an SJ413 Samurai first registered in May 1991. Found on Gumtree and based in The Midlands it was MOT'd and said to be a runner with a history of going off-road. Dire warnings were issued about 'spring over axle' conversions. I realised a whole new vocabulary had to be learned.

A visit to Northampton revealed that following a head gasket replacement it had not run beyond a few bangs and splutters.



The body was in a sorry state though the chassis appeared ok. The suspension had been lifted but not 'over-axle' so I still don't know what that means, other than being good news. As most of the body would be removed anyway it seemed like a good contender for a MK2 Midge project. It also had a roll cage and rock sliders fitted together with wide wheels and fairly new tyres. Ebay beckoned!

I was able arrange to get it home to Yorkshire by my breakdown rescue cover. Several days later the biggest car transporter in the world filled the street just as my neighbours were setting off for work. As it was dropped off the transporter I discovered the hand brake didn't work! Not the only thing as it turned out. I've found that although much time and money had been spent converting it to go off-road, and the work done to a reasonable standard, that was some time ago. The previous owner worked in Halfords.

I got the engine running and spent much of last year undoing the conversion. The wide wheels and tyres went within minutes of going on Ebay. An understanding wife in Newcastle bought them as a birthday present. Selling the cage and other bits just about covered the purchase

price, which was a bonus. Disposing of the battered body was a challenge. The engine had been swapped for a Vitara 1600 unit at some time but this had not been mentioned to the DVLA. To avoid too many changes at re-registration time I invested in a report from the local garage to satisfy Swansea. It did give me the opportunity for a proper examination and an independent assessment. Some interesting comments were made.

I've heard too many stories of project cars going up in flames, running over postmen etc. So I decided to insure it to be on the safe side. Adrian Flux came out as favourites. Though I had to remind them they already covered JC's.

I actually started work cutting the wood before the car arrived. With the result that I have had it stored over the winter and some of the paper patterns have stretched. If I was to do this again I would cut the wood when I was ready to fit it.

I'm fitting as many new parts as possible while I can get to the chassis without the body in the way. Going through deep mud doesn't improve the life of brake and petrol pipes. A short exhaust and Cherry Bomb silencer had played on the damper, melting the cover, so both were replaced when converting the springs.

Many miles have been travelled finding bits, which didn't always fit. These cars were made in several countries and parts aren't guaranteed compatible. The tank I bought in Stoke was only slightly the wrong size so I've tried to seal the old one and am hopeful.

Replacement alloy-wheels, of the correct standard size, came from

Wolverhampton on the return journey from The Classic Car and Restoration Show at the NEC. Wendy says I have a wheel fetish, but then she likes shoes!



I had a winter layoff but now I'm back in the garage.

Finding aluminium sheet has been surprisingly difficult. Google didn't help but a call to JC did. I converted the sizes and specs to metric and then when I ordered I heard the supplier muttering the original 8x4 etc. as she wrote it down. The glue seems to have changed its



name. Both arrived at the same time and trucks blocked the road again. I may have to offer joy rides to placate the neighbours.

So far I've met some very helpful, knowledgeable people, and a few who were neither. The equipment list keeps building. I've never had need of a compressor before but an affordable powder coating process was irresistible.

After lots of distractions, and convincing myself they all contribute to the build, I'm getting frighteningly close to actually building the car.

DG.



## Greetings from Holland

It is always a pleasure to receive Jim's newsletter and each time I promise myself to write and contribute to it, but .... Now I will keep my promise and will let you know what is happening in the Netherlands. I am deeply involved in the Dutch Triumph-scene and run the Standard, The Post War 1945-1954 and the Specials registers for the Club Triumph Holland. Standard has made many cars in the 60 year or so history so there is always a lot to research and write about. The '45-'53 register of Triumph includes the so-called Razor-edge cars as the 1800 and 2000 Town and Country cars, the Renown and of course the very first TR, the Triumph Roadster. As I own a JC Midge the Special register is of course very dear to me. As far as I know there are 3 Midges in Holland, but last summer I came across a real gem. The car originates as a JC Midge, but has been extensively rebuilt by its owner. First of all it has a 6 cylinder engine and the body has been transferred into very nostalgic racing special complete with boat tail. It showed up at our National Triumph Day, which is a joint event of the 4 Triumph clubs in our country ( CTH, Spitfire club, TR-club and Stag-club). On a sunny day around 5 to 600 hundred Triumphs will show up. The special I welcomed there is a fine piece of art. The front of the chassis has been extended as the plan was to add a compressor. The rear suspension has been strengthened with trailing arms in the form of torsion bars to keep the car in a straight path and to be able to deliver all the power to the rear wheels. The body work is all hand-made by the owner. You won't be surprised to learn that he won first prize in our Special class. I hope you like

the pictures. My own Midge is nearing completion after a rebuild I hope to finish it before the summer months are here. But I am also busy rebuilding a Fairthorpe TX1, also a special car based upon Triumph, with some friends, so time is scarce. I promise to keep you informed on anything newsworthy from this side of the Channel.

John Krabbendam

*Observant members will recognise Joep's Midge, but it looked so good I thought it should still get a mention. The continent is certainly a bit of a hot bed of excellent Midges, and I guess the weather lets them out more than Scotland. JH.*



I was thinking of another MOBC calendar. It involves a certain amount of work but if the demand is there I think it might make up for the thin Magazines.

Most of us will recognise Chris's Bea, and be unsurprised that she could feature as the June offering, so I'll show this as an example, but small so as not to spoil it for you.



Printing will depend on supply (of pictures) and demand (of calendars.)

I'll proceed given enough of both.

The photographs will have to be un-blurred and of Midge's. Proud owners will be acceptable especially if suitably dressed, but not necessary if feeling shy. Photos should be in landscape format, ie wider than they are tall, but I can do some editing, cropping and brightening. Several pictures can be submitted but you'll be unlikely to get two months unless you have two cars. The editor's decision will be final (especially in relation to his own cars.) Bribery will not be tolerated (Preferably Euros) Drivers and girlfriends should be fully clothed.

The website sales and wants page has quite a lot of historical interest, but I think we should have a clear-out. I'll be stripping down the older items, but if there are any bits you want or don't want any more... then that would be a good time to get them in. I have various bits that might be of interest, but probably too many to put up if other members are to get some advertising space. I should mention that I have a couple of 'roller-coaster' dash-tops (fibre-glass) and a six cylinder triple webber GT6 engine. There's quite a lot more and of course the idea might trigger a spring clean. You could have a clear-out and re-stock in one go.



## UK 2017 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.





Sometimes, while looking around for interesting pictures a surprise pops up. After the previous magazine article about electrifying classic cars, here's an image to strike fear into many a traditionalist heart.

I think the steering might be a bit heavy though.

This, by the artist David Purvis, on the way things were, or should have been.

There again, sometimes it is a little more reassuring.



The following are for sale, (or were, I haven't heard they have been sold) and can be found on the sales and wants page <http://mobc.co.uk/Sales-and-wants.html>

Greg Thomson Mk 1 Midge,	John Cowperthwaite, Mk 2 Midge
Dave Mynard Mk 1 Parts	Dave Hubbard Part built Mk 1
Stuart Young Spares / repair Mk1	Keith Oldfield 'Kit car wings' in France

## 40 year rolling MOT Exemption

The question of MOT requirements rumbles on. In the UK anyway, apologies for those on other parts of the planet. The main question being based on whether the car is over 40 years old. This is a 'Rolling Date' so in July 2017, that refers to before July 1978. If it is then the owner can apply for MOT exemption. However there is a secondary qualification, it must have been without 'substantial' modification for the last 30 years. The problem is that very few MOBC types know when their Midges were modified. The significant bit being the chassis chop, but obviously the re-body - usually about the same time - would be relevant. Many Midges have been through multiple owners and often multiple builders. So how to determine when the last substantial change was made, to take an extreme example, would a vehicle dated 1970, bought 'unfinished but almost ready' 29 years ago and put on the road last Thursday be OK?

In the end the authorities, over-worked at best and downright careless at worst will be overwhelmed by the complexity of the matter and will work on two simple factors.

First, The date on the V5c, which will probably reflect the build date of the original donor, (even when the car is re-designated a Midge) and  
Second, The owner declaring no substantial modifications in the last thirty years. ( I assume this date to be rolling too.)

I think, and it is my thought not the definitive truth here, that we can ignore wire wheels, body colour, minor body adjustments like changing to a boat tail, seats and windscreen / wipers etc. Similar engines and axles are OK if you couldn't find originals. The date on the V5c is fixed. The question is do you believe that no substantial modifications have been made, and are you prepared to put your name to that. In the end it is the driver's responsibility to ensure his vehicle is roadworthy, and you may want to get MOT'd for a clear conscience anyway, although they only give an indication that the mechanic thought the car was OK at the time. Stay safe. JH.

I thought this page worth a look <http://www.classicandsportscar.com/features/mot-exemption-changes-2018-13-things-you-need-know>

Name:	Andy Nineham
Email address:	<a href="mailto:mahenin@hotmail.com">mahenin@hotmail.com</a>
Subject:	looking for my old Midge reg no WMT 6G
Message:	Is it possible to place an add stating that I trying to locate my old Midge with view to buying it back. kind regards Andy

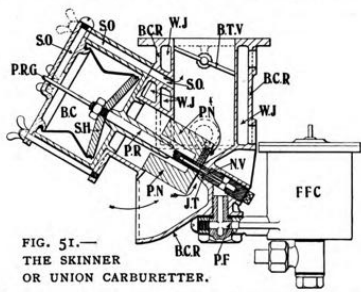


FIG. 51.—  
THE SKINNER  
OR UNION CARBURETTOR.  
(B.C.) Bellows. (B.C.R.) Body of carburettor. (B.T.V.) Butterfly throttle  
valve. (F.F.C.) Float feed chamber. (J.T.) Nozzle. (N.V.) Taper needle.  
(P.F.) Pilot fuel passage. (P.N.) Pilot nozzle. (P.R.) Spindle. (P.R.G.) Spindle guide.  
(S.H.) Head of bellows. (S.O.) Communication between mixing chamber and  
interior of bellows. (W.J.) Hot jacket.

Many Midgets run on SU Carburettors, here's some information from Wikipedia and other sources.

SU (Skinner- Union) carburettors were supplied in several throat sizes in both Imperial (inch) and metric (millimetre) measurement.

The carburettor identification is made by letter prefix which indicates the float type:

"H": introduced in 1937 in which the float bowl has an arm cast into its base, which mounts to the bottom of the carburettor with

a hollow bolt or banjo fitting.

"HD": introduced in 1954 with the float bowl mounted with its arm fastening directly below, and concentric with, the main jet. "HS": introduced in 1958 the float bowl can be rigidly or rubber mounted to the main body, fuel is transferred by an external flexible pipe to the jet. Instead of an extra butterfly valve the jet moves down to enrich the mixture for cold starting, when the 'choke' linkage is pulled.

"HIF": (1982) the float bowl is horizontal and integral (hence the name) Horizontal Integral Float.

"HV" (1929), "OM" and "KIF" types also exist but were less commonly employed.<sup>[19]</sup>

The Imperial sizes include 1-1/8", 1-1/4", 1-1/2", 1-3/4", 1-7/8", and 2", although not every type (H, HD, HS, HIF) was offered in every size.

There were also H models made in 2-1/4" and 2-1/2", now obsolete.

Here's a bit of fun, To determine the throat size from the serial number: If the final number (after one, two or three letters, beginning with H) has 1 digit, multiply this number by 1/8", then add 1". For example, if the serial number is HS6, the final number is 6:  $6/8 = 3/4"$ , add 1, total is 1-3/4", etc.

If the final number has 2 digits, it is the throat size in mm. For example, if the serial number is HIF38, the final number is 38, size is 38 mm etc.

The advantage of the SU is that it is simple mechanically, tends not to suffer jet blockages and is reasonably economical. It isn't much use for showing off as it lacks the 'punch' of an accelerator pump, but with the price of fuel that might not be so bad.



Invented by Herbert and Carl Skinner SU carburettors were patented in 1906 in various iterations ran from 1904 to 1996 the business eventually became part of the Morris empire owned by William Morris, 1st Viscount Nuffield.

In 1996 the name and rights were acquired by Burlen Fuel Systems Limited of Salisbury which incorporated an entirely new company with the name The S.U. Carburettor Company Limited which continues to manufacture carburettors, pumps and components.

Carburettor is also spelled carburetor and carbureter for no obvious reason by Americans. Since their cars are much bigger than ours I'll not correct them on that.

As you will see on the left you can bolt an SU onto almost anything, and yes that's a wooden gasket.



## Fastener Categories



## Nut Types



Having been corrected more times than I can remember, here are a few of the terms I tend to forget when ordering hardware. My other (only other) fault in that area is remembering that AF is meaningless in that the bolt's strength lies in the shank diameter not the head size, so the 'across flats' size doesn't help. UNC (coarse thread) and UNF(ine) refers to Unified National fit what I have always called AF. The National bit is probably American too.

I have always been puzzled by the metric spanner system. Why have a 11,12,13, and 14mm spanner. The answer is that the bolt strength is logarithmic and the nut size is just appropriate for the strength instead of 13mm I should be using the term m8. m6 for 10mm and m10 for 17mm . Ok?

These web pages have quite a lot of useful information. <http://www.baconsdozen.co.uk/tools/conversion%20charts.htm>

and

<http://www.farmingahead.com.au/wp-content/uploads/2016/10/FA140-18.pdf.pdf>

So, this quarterly magazine is a bit smaller than usual, blame the nice weather and anything else that springs to mind.... Write something for the next one. JH.