

MIDGE MAGAZINE



Summer
2021



Michael's Midge

MOBC. the Midge Owners and Builders' Club



Hello All.

Well, it's not over yet then. Our driving has been somewhat curtailed for over a year, and Midge repairs, reconstructions and refurbishments are either getting lots of attention or, if you are a bit further from your Midge, have ground to a halt. I can remember when the lockdown started there were a couple of days when I just stood around wondering what I could do. Logically extrapolated when we finally get released I think there may be a sudden over-filled diary of things to do.

On the 'doing' side quite a few Midges have had major rebuilds. Ian Redshaw, Mark Powell and Michael Kanitz for example, demonstrating the advantage of a spare garage at home.

There are some uncompleted Mk1 and 2 projects for sale (Page 14) and <http://mobc.co.uk/Sales-and-wants.html> and several requests for 'bits' (Remember to tell me when you have found, sold or given up on them.) and if you had an advert up then have a look and see if I have 1, The details right and 2, If you want them updated or removed. If I hear via Facebook or other means that a sale has been made I can delete the ad, but I don't always hear, remember, or understand.

JH.

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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, Jacqui
Sargeant and Colin Clarke





So you are probably thinking you haven't had any signs of progress from Michael Kanitz recently. Well actually he's been quite busy over there, so here are some pictures of the chairs (before during and after)

Due to limited capability (space, tooling, knowledge) I had to look for a capable car upholstery shop to cover the prepared surfaces, do a complete new upholstery of the seats and build a new roof based on my framing.

Fortunately I found a company which would do all this work as a "gap filler" during their normal work whenever the workshop wasn't filled up with their standard work. I brought the car to the workshop on a trailer end of October last year and in the meantime step by step you can see the progress.

This time I would like to mail some pictures from the interior covering before and after as well as from the seat upholstery.

For the seats I build an adjustable base construction (the seats have not been adjustable in height before).



Michael has also been working on the carpets. There were quite a few more photos of the chairs and carpets so I've been selective, but if others are needed, should you want to copy his methods, I can provide them. It looks as though careful preparation is the secret.



Keith Warren sent in an alternative fix for wobbly front suspension. It eliminates the front trunnion

He said:- One mod I did to mine last winter was to get rid of the trunnions on the front suspension and fit the ones from Canley classics. A simple rose joint, a bit expensive but nice fit.

Keith

I think this is the relevant site
<https://www.canleyclassics.com/?product=trunnionless-front-suspension-kit&ptno=CCS2>

The prices are at the bottom of the page.



A note and a question from John Eden.

Still here - and hoping eventually to send a report on the Midge I built some 35 years ago and that you helped me re-discover languishing in Glasgow a couple of years ago. This summer's project was to construct a hood, but I've not started yet. Are there club plans available, by any chance? JE.

In answer, Not as far as I know, although Michael Kanitz is having a go. I would say that the problems could be reduced by making a template roof with a cheaper cloth and starting with a home made frame <http://www.jimhewlett.com/Triumph-midge-roof.html> There is an alternative frame construction at <http://www.jimhewlett.com/kitroof.html> That page also has a rough guide to the shape of the roof panels. Transparent sheet plastic is available for the rear window (I should add that I haven't done this) and there is black vinyl available that is also light enough to be sewn on a middle-weight sewing machine. (remember to wax your threads) A second hand sewing machine might be preferable to divorce papers. I used pop-studs for the front of the roof attaching to the windscreen and made 4mm wire frames for the side panels. I never quite got around to finishing them because I rarely went out in the rain and would chuck a tarpaulin over the car if I thought the weather changeable while parked. We await sight of Michael's creation and I think there may be an article later in the magazine -**update, page 9** - JH

Rob Shallcross writes about 'Ivy'

Saved from certain death, (*that's the car, not Rob*) acquired during lockdown last year without viewing, my 1966 1200cc Spitfire Mk2 based Midge. The brakes were stuck on, cooling system shot, head gasket gone and clutch and brake master and wheel cylinders 'had it' to name a few early jobs.

After a good clean and polish, I fitted re-built MGA 15" gloss black powder coated wire wheels in place of the original Mk2 wheels and hubcaps. Original 1930's Lucas 8" headlights, a few extras to the dashboard, badges, home made badge-bar and black Waxoyled underneath car. Still plenty to do, Spitfire seats to be repaired and re-covered in a vinyl 2-3 shades darker than the paint, which by the way was put on 12 years ago with a 5" roller. Not the best but there wasn't enough in the bank to do anything about it. The Midge was originally built 30 odd years ago (Previous incarnation shown in red).

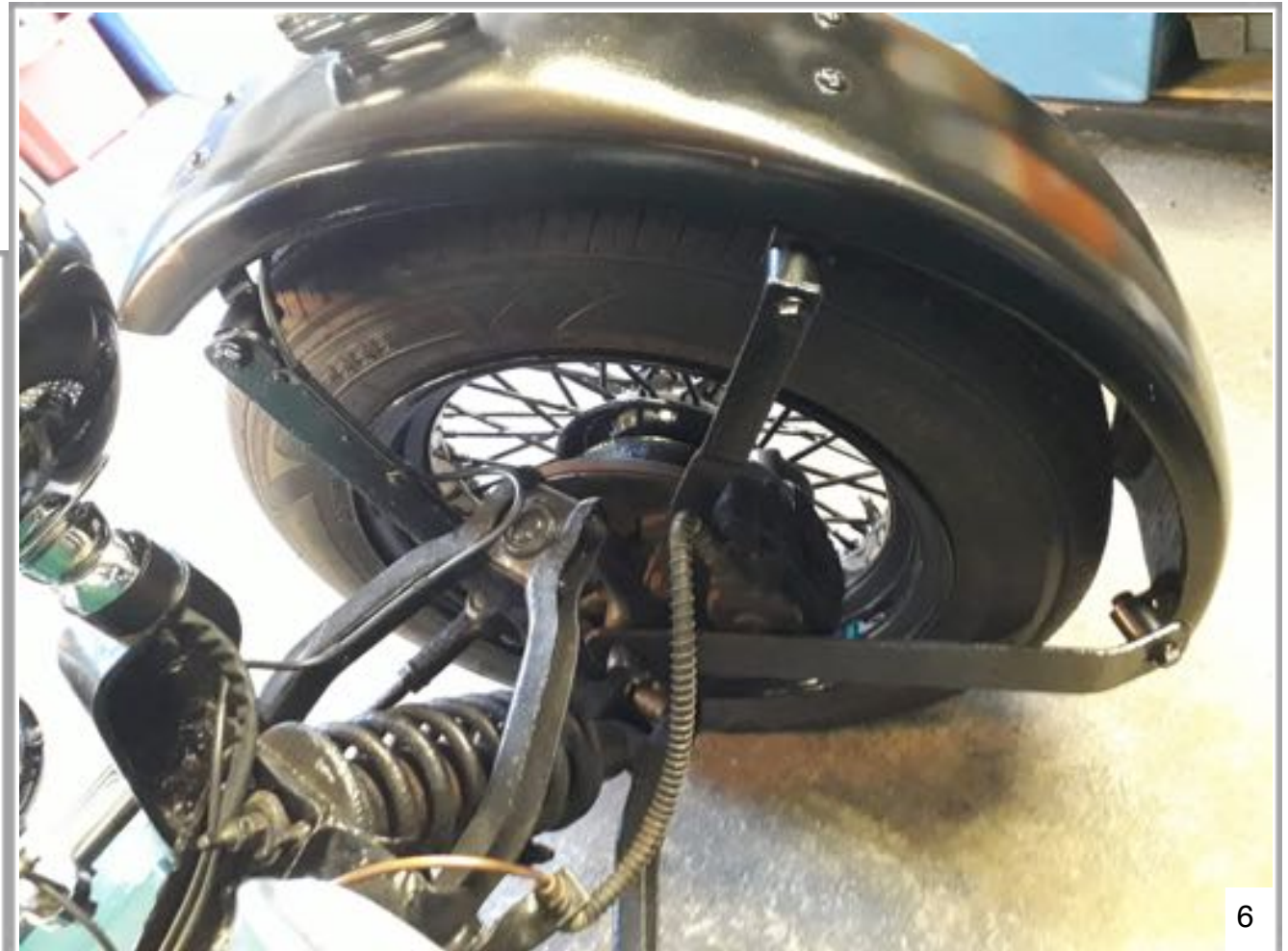
A few more jobs done since the initial burst. I have rebuilt the Carburettors and fitted intake (ram) pipes and finished with a polished aluminium cover plate with brass and enamel S.U badge. Period tail lights to come. (Page 7) RC





We've seen a few mudguard support systems. This one on Robert's Midge has the qualification of being unfatigued at 30 years of use, perhaps having 3 arms is the answer. They were stepped out by an inch when the wire wheels proved to have a wider track than the originals. As I understand it the 13" wires usually have 20mm splines but the 30mm splines on 15" wheels widen the wheelbase.

The steering wheel is a quick release type for getting in when the roof is up. A convenience many of our backs and knees would appreciate. I find that 'Suicide' doors help as well when getting out.





This picture was taken once the 1932 Duolamps were fitted (in place of the Spitfire ones) and the roof kept the rain off while visiting Kedleston Hall. Rob reports that the back end is now complete The Ram pipes might give a few some answers on how to deal with twin SU intakes. I'll be making up a member's page for him (and Ivy) soon. I can make them for full MOBC members, although it's not a fast process and goes on a 'first come, first served' list. <http://mobc.co.uk/page6.html>



I've had a few questions about Midge insurance. My Midge is insured with Adrian Flux, but that was set up before I received this proposed advert, so I feel reasonably unbiased. And no I haven't had a discount. And yes I'll tell you if I get one beyond anything noted below. There are other insurers, and if I get similar from one of them I'll publish that as well. JH

Midge Owners and Builders Club - Insurance with Adrian Flux – Tel: 0800 089 0035.

Adrian Flux Insurance Services are pleased to have the opportunity to serve the Midge Owners and Builders Club and provide its members' with competitive and bespoke policies for their chosen specialist car and any other vehicle they may own.

As one of the UK's most respected specialist insurance intermediaries we have a panel of insurers who we will use to find members the most appropriate policy – with of course a club discount.

All this is possible, because we know that Midge Owners and Builders Club members' are enthusiasts of their chosen *marque*, who have the experience of handling these vehicles and are much less likely to make a claim than the average driver, and so we've been able to create special schemes that reward safe drivers like you.

Get cheaper Midge Insurance from Adrian Flux.

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We have a panel of insurers who are able to provide club members the following benefits:

- Instant quotations and cover
- Non-standard risks accepted, including:-
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- Convictions
- Track day cover (*please specify if required – not available with every policy*)
- Laid up/Transit/In construction cover available
- Maximum introductory no claims bonus
- Full Breakdown and Recovery from £42.00 (optional)
- Protected NCB available
- Driving of other cars cover available (differs from insurer-to-insurer, our staff will advise)
- European Green Card Cover
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Discounts are available for

- Security Precautions
- Experience of driving your Midge
- Low mileage
- Restricted driving
- Advanced Driving qualifications
- Discounts for other cars owned and Household Insurance.

RING FOR A QUOTE

To take advantage of the club insurance scheme call the dedicated club quotation line at Adrian Flux on **0800 089 0035** for your quotation. Lines are open 9.00 am to 7.00 pm Monday to Friday. 9.00am – 4.00pm Saturday

Please mention 'Midge Owners and Builders Club' when calling!

ONLINE QUOTATION

Please complete the following online quotation form and we will return to you with a quotation:-

<https://www.adrianflux.co.uk/kit-cars/>

INSURANCE VALUATIONS

In most instances we will require the completion of our Agreed Valuation form. This form must be completed, signed where indicated and sent, together with 6 photographs.

These need to consist of photographs of your vehicle taken showing the front, back, each side, engine bay and interior, with one including the registration number.

We require remittance of £15, payable to Adrian Flux Insurance Services to be sent along with the other info to:

Agreed Valuations, Adrian Flux Insurance Services, East Winch Hall, East Winch, King's Lynn, Norfolk PE32 1HN

Ray Jones, a man of many talents, has made Ethel a New Hat.

(Or, as he puts it, making A Midge Hood With No Plans And Little Idea,)
That's Ethel on the right with the blue bonnet.

Background

Since picking up my car in Summer 2014 I had been thinking about adding some form of rain gear – the original owner's parting words had been 'watch the weather, remember you have no roof!' Other than a semi-fitted loose tonneau I had no defence against the elements, just a lightweight throw-over cover carried only for emergencies. Having spent some months' spare time tidying and fettling bodywork, wheels, interior and dash, I was finally ready to make a start on a DIY hood build. I studied all the available club detail on JC's original design, but it became clear my version would have to be bespoke (ie made up!) to accommodate a non-standard rear tub whose flanks had been raised to adjoin an expanded luggage boot.

First thing to do was to carefully measure inner and outer dimensions of my car's body relative to likely hood mounting points, screen top, rear rail etc. I took a large scale photo side-on to the vehicle and superimposed a few sketches to decide what overall shape and support system might suit. Three rigid hoops would be needed, with an estimated height sufficient to yield a few inches headroom for Ethel's pilot (me!). Nothing for it then but to embark on the build...

The Supporting Act

I bought several lengths of 'black' mild steel strip, 18mm x 3mm, then set about cutting and bending to create the hoops. Each starting strip was around 2.5m and an offcut of large diameter stair banister rail set vertically in the workmate jaws helped the forming process greatly. Once fashioned they were trimmed, drilled, smoothed and mounted to a single pivot about 50mm inboard from the radiused curve behind each door. I left the pivot studs over length for cutting back and filing during final tidy-up after the hoop spacings were proven.

The pivots themselves consisted of M6 studding with plain and nyloc nuts, inner and outer penny washers, a large soft plastic disc to protect inside trim, and a mix of stainless & plastic washers to locate and separate the hoops. I had carefully set the bends so the hoops could nest together when stowed, but realised later this was wasted effort. Once carrying hood fabric, they would logically 'stack' just above the rear rail, so could in fact all have been identical.



Material Affairs

Next step was a trip to the local market to search out a suitable fabric for the hood itself. One draper dug around in his old stock and located a couple of rolls of a slightly stretch, cloth-lined mock leathercloth upholstery fabric in a colour to match Ethel's paintwork. It clearly was nowhere near the weight or robustness of professional hood material, but looked as if it might serve and was easily worked. My logic was simple - the worst case would be that if the first attempt hood failed or tore in service, at least it would form a detailed pattern that could be used to produce a more substantial version.

We shook hands on the princely sum of £25 for enough material to make the hood and (possibly) a couple of seat covers! Using this fabric unfortunately limited the final construction to an open canopy style, since off the roll it was not wide enough to reach transversely between vehicle flanks. I went ahead on this basis, with an option in mind to add fill panels at each side if needed. Time to prepare the vehicle to receive the material covering, and think about securing points and the type and number of fasteners required.

Power Drills And Pop Fasteners

Getting very real now, I had reached the point where many holes would need drilling into poor Ethel's structure to secure the finished hood. I decided on good quality pop fasteners throughout rather than lift-the-dot and the like, since they were cheap, easy to obtain and capable of withstanding reasonable pull from a tensioned canopy across the plane of the fixing. I drilled a series of holes across the screen's alloy surround, nine in number and radiating from the first at midline. They extended to the end of the straight section and were spaced equally (approx 105mm) apart. Small metric setscrews with nyloc nuts secured each male pop fixing. I left the final (side/ descending) fastening point at each end to be positioned and drilled later.

At the rear of the tub, I fashioned a securing rail from roofing batten, smoothed-off and painted to match the bodywork, then mounted with gold screws into the vertical body edge. I fitted a few pop fasteners to the upper (wider) face to match existing tonneau fixings, followed by nine fasteners along the rear-facing edge, similar to the screen arrangement but this time screwed into the rail. Having hood fixings in these locations meant the 'pull' from the fabric would always be at near right-angles so would tend not to lift away once seated.

The Big Cover-Up

With the main fixings in place the hood cover cutting and stitching could begin. I pinned back a 35mm seam of material (at the leading edge of the fabric as it came off the roll) so a line of sewing 25mm back from the folded edge would leave sufficient 'land' to position the required pop fasteners across the screen. We did not own a sewing machine so I had committed to hand stitching throughout the job. To this end I obtained a spool of heavyweight braided terylene cord, a supply of large darning needles, several thimbles and a suitable tailoring stool to perch on during the hours ahead!

I don't have a great deal of expertise sewing-wise but I knew how to make a running stitch with the appearance of machined work (at least from the outside – the inside is another story). The technique is to start from the rear of the fabric, pull through, re-enter one stitch length (3-4mm) along, emerge at a further stitch length, double back to the end of the previous stitch and pass through the same penetration, then emerge again this time two stitch lengths ahead, double back once more and repeat (many times). Sounds confusing but is an easy basic means of hand sewing a neat line, locking off at the end of the run. To stop any directional wandering my secret weapon was to scribe a ball pen line on both front and rear of the desired path, then use as a guide knowing it would be hidden by the finished stitching.

Once the first hem was done I fitted one single pop receptacle at its centre, put the edge in place on the screen and tensioned the material slightly before marking and fitting the two outer fasteners. Installing these was achieved using the punch and die tools bundled with the kit. With centre and outer edges fastened, I could mark and fit the remainder to complete the run and attach to the screen.

The hood hoops were still fixed in place by the temporary ropes so I could now roll material out to the rear of the car, tension and mark the length necessary to reach the new batten-mounted fasteners, this time allowing a broader seam (65mm) to give a wider land for pop studs across the rail and allow the hood to fall onto the rear apron. Another pinning, marking, and stitching session later I was able to fit the receptacles in the same way as at the screen end, and fasten the basic hood in place on the car.

Continued on pages 12 and 13. Go and get a cup of tea, a tape measure and a pencil.



Hi Jim

I have just taken over as area group leader for the TSSC (North Yorkshire) and we are meeting up on the second Wednesday of the month at the:

Motorist Sherburn in Elmet LS25 6JE

<https://www.themotorist.com/>

It is a very busy venue and on a Wednesday is open to all car clubs so makes a good evening out if you could put this in the next club mag it would be good and they can join in with our club / TSSC.

<https://www.tssc.org.uk/tssc/index.asp>

Kind regards
Keith Warren

No sooner asked than done...

Keith is MOBC member number 158 and the TSSC is the Triumph Sports Six Club JH



Terry and Rob
have been out and
about at Kedleston Hall,
Derbyshire



UK 2020/21 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. If something you know about isn't on it, tell me and I'll add it to our pages.

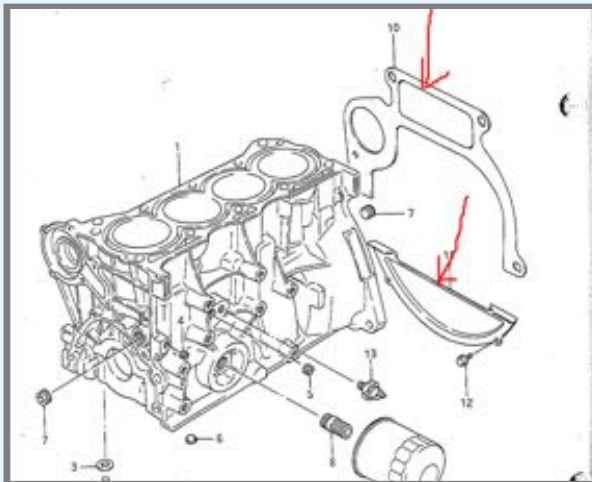
At the time of writing it's all a bit quiet. JH

From the sales and wants page of the website mobic.co.uk

2 part-built Mk1 Midges and a Mk2

Stuart wants a Mk1 for a friend. See above?

Linden Allen is looking for Suzuki Part Numbers 11311 - 83000 & 11320 - 83000. They must be for an SJ413 & 5 speed box. He'd even be very grateful if somebody just draws around them so he can use it for a template and make his own. They are the plates that go between the engine and gearbox (picture on left)



Hello, help!

Where can you find a solex 30 carburetor?

Definitely need to replace mine... I'm desperate!

Jerome Ferry.

Contact through facebook or Jim.

Going To The Darts . Ray Continues

No, I didn't take a break to sample a pint or two and watch star players at the oche. The 'darts' I'm referring to were the sewn tucks necessary to let the sides of the hood turn over the hoops and take up the form of the canopy flanks. Working a side at a time and downwards from the uppermost surface, I pinched the fabric tightly together to bring it close to the hoops and marked the inside points where it would need to meet. With the hood removed I could lay it out and mark the cut line for each dart, allowing an extra 5mm or so of fabric at the edges to turn inward before stitching. Back to the tailoring stool then to pin together and sew all six joints, and the hood had the beginnings of some real shape.

One unforeseen consequence of the process was that the line of the resulting canopy edge between the darts was not continuous, but ranging high and low according to how much material was needed to turn from top to sides. I addressed this by removing, marking point to point between darts and trimming to form a neat profile. This is one of the features I'm not too happy about on the finished product, since these trimmed areas are raw cuts rather than a return edge – but it should always be possible to add a finishing piping or binding of some sort if the material tends to fray or rag over time.

While working at the rear of the hood I turned the material forward and round the rear corners of the tub, marked, cut and sewed similar short seams to the main crosswise section, then tensioned and added a further two pop fasteners on each side screwed into the vehicle flanks to complete a wraparound set of fixings. The almost right angled corners of the rear body created unwelcome stress points for the fabric to pass over, but the double thickness of the wide hemmed section coped with this without problem.

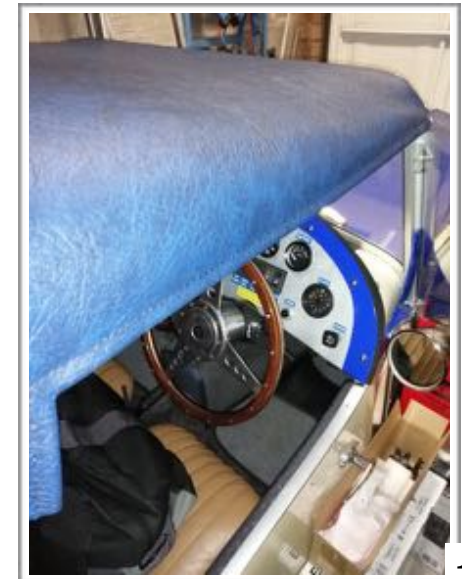
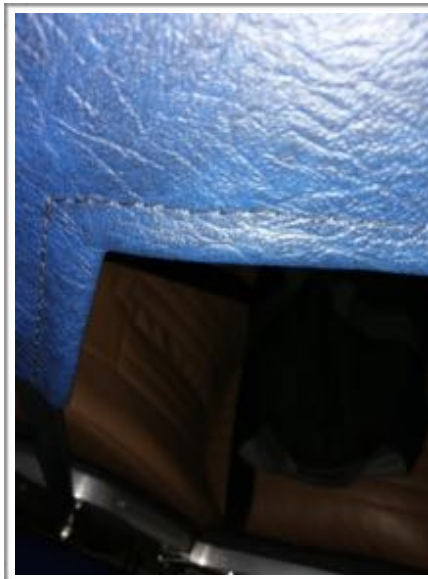
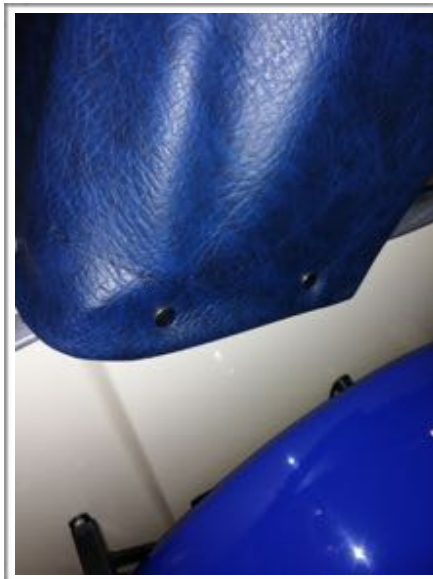
Taking In The View

Once again, not a sightseeing trip out, more's the pity. With forward parts of the side overlaps still draped in view of driver and passenger, it was time to sit in the pilot's seat and assess what line of sight would be necessary for safe driving. I decided on a forehead-level finished edge and marked out an almost right-angle cut in the material, horizontally running between the screen upper vertical (where the final pop fixing would be added) and turning to meet the line of the leading hoop close to the first material dart. I allowed a 30mm folded seam across and down to give some reinforcement to this structure, but as JC himself pointed out later, a stiffening insert should really have been used. My version works OK in practice, but relies on fabric tension and suffers a slight 'sag' in the span between screen and first hoop.

When the forward cutouts were complete and sewn-up on each side I could finally add a further pop fastening at the top of each rising screen edge to secure the hood corners, as it turned out neatly behind the quarter lights I had previously built. I removed these and made a short oblique cut in the acrylic to clear the hood and fastenings so access was good and chafing would not be a problem. Later on, nervous about the pop fastenings pulling away at speed, I added eyelets at the forward hood corners to engage with stainless hooks screwed to the screen edge. Nothing like a bit of belts and braces design.

Sharp-eyed onlookers will note that the hood edge between the final two fastenings at each side is forced to gather to accommodate the turn from top to side – my flexible fabric tolerated this, but it would not work with heavier material. The correct hood shaping should feature a turn forward (exactly as JC's design) but I missed a trick and used a straight leading edge. The benefit of the error was

actually some increased tension across the window area spans, but it also made the hooks and eyelets necessary for security – swings and roundabouts. Another part of the build I am not 100% content with, but all part of the learning exercise, and has so far served well.more on p 13....



Looking Back

Well, I at last had a built-up, reasonably rigid hood now fully attached to Ethel, but with a couple of very necessary jobs remaining. The first of these was to add some rearward vision, since none was now available via the rear-view mirror.

The recommended material for a flexible hood window was 0.5mm thickness clear plastic sheet, so I obtained sufficient for a few attempts and gathered opinion from the club concerning the shape required – oval, rectangular, small, large, what proportions etc? I settled on a 500mm x 250mm oval which would fit neatly between final hoop and rear deck, took the hood off the car, marked the cutout and gingerly made the cut. Thankfully it turned out on-line and with a clean edge. The window itself was fashioned from the least-scuffed (!) area of the supplied material, 20mm bigger all round than the cutout. One long sewing session later, I had a fitted rear light with a line of stitching 10mm from the exterior edge of the aperture.

The final problem to solve was the matter of tying the hood fabric to the supporting hoops to retain them in their required positions when the whole assembly was erected. Most designs use wrap-round fabric sleeves stitched to the underside of the roof, but by now I had a seriously low appetite for further sewing and looked for another means. Not a fabulously solid result, but I found that by adding eyelets to the hood sides where they crossed the central part of the supporting hoops, I could secure the material using stout bootlaces (yes, really) with tie fastenings around the hoops, then brought out to the exterior. Seems functional and occasionally needs re-tensioning, but is capable of staying tied and in place when the hood is lowered.

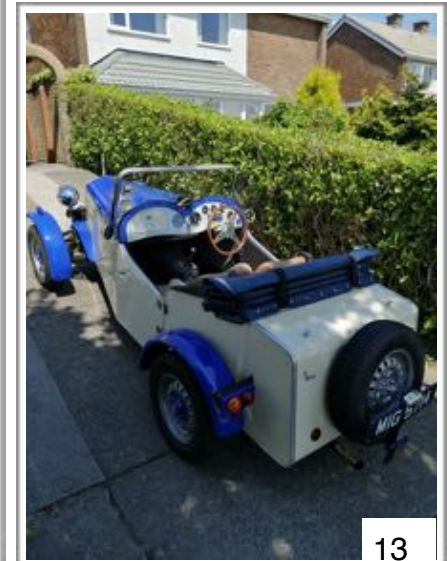
The Jury Is... In

So how does the finished item look and perform? I ended up with a low cost, fairly lightweight 'canopy' hood which fortunately turned out to suit Ethel quite well. Everything remains where it should up to around 50mph (who knows beyond that, I have never tried!) and the assembly has so far lasted some years without tears or stitching failures. Putting up and taking down is not a quick process – I have to release all rear fasteners, remove from screen poppers and hooks, then re-attach at the rear being careful to tuck the material folds inwards between hoops as they lower against the tub back edge.

To secure in the stowed position I use webbing straps (ex-holdall) passed around the bundle between the rear pop fixings. To discourage edges being whipped away by the breeze I also use further bootlace ties through the two leading eyelets and right round the stacked hoops.

So there you have it – a blow by blow account of one Midge owner's route to a hood that won't break the bank. Admittedly a bit Heath Robinson and a country mile away from a professional offering, but it adds to the line of the car nicely and (arguably) looks the part.

Unfortunately one thing it will not do is keep me completely dry if the weather really hits – which rather defeats the object – but it has made my Midge build more complete and was certainly worth the modest outlay and one or two numb finger-ends. Hope the story has been of interest, and if you are tempted to follow suit, good luck and happy tailoring! RJ.





In just under the wire from George Atkins:-

Unfinished Midge for sale. 'Q' plated.

Hi all, I have made the difficult decision to sell my Midge. It is over 50% finished with a lot of new parts. I am asking in the area of **£3000.00** If you are interested and would like more photos or contact number please message me. I am in **Devon**. 07894350200

Thanks

George has identified the Midge as being registered on 01/06/1990 with a **Q plate** which means you shouldn't have any DVLA problems.

Rebuilt bodywork, plated and painted chassis, 1147cc engine running nicely, new exhaust and loads of receipts.

Looks like a good machine from here, so I'm not surprised to hear it's a reluctant sale because of too many other vehicles, lambs, and a shortage of barn space. JH

Remember Shiply are able to shift Midges, as long as they roll and steer. I have found them to be reliable and reasonable. They use a competitive tender principle. JH.



Steve Kinsman



Ian Redshaw



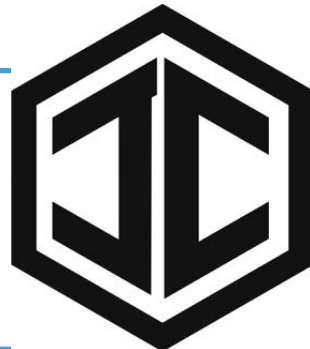
Jerome Ferry

I have a couple of 'stick on' JC badges as below.
 Circular 2" diameter acrylic on a silver background. I don't know if they are weatherproof. Perhaps would be suitable for a dashboard or on a suitable indoor surface. Will be awarded to the sender of the first and second Midge images suitable for the top of page 1, ie side on to ¾ side on, with an easily subtracted light underside background like < these two either side. >

There's some great Midge work going on where covid allows, and I anticipate some justifiably proud sunshine driving before too long. If you want your Midge to feature remember to send a photo to jim@jimhewlett.com



David Hicks



Mark Powell

Tailpipe.

I've been a bit busy, so there are a few short-cuts in this magazine, tell me if any of the bits don't work.

We have been converting a 'track' to a road between a neighbour and ourselves (in both senses) That's my fence on the left. It was becoming impassable, Mono-blocking was far too expensive and the council won't adopt it.



Fortunately I have one of the few Scottish brick-mines in my garden, so I've been digging the bricks out, cleaning them off and laying them out as a road. The term 'I' actually refers to several people including Fiona who has become the 'brick fairy' for the project.

This was precipitated by telecom digging a trench and not re-filling it properly, several frosts, a couple of floods and some heavy lorries worsened it and a leaking pipe and a layer of clay didn't help, then a holiday in Shetland further delayed things, lovely weather you'll be glad to hear, with a mill-pond outward ferry, but a rather lumpy return with a head-wind and a cross-current resulting in a cork-screw effect. I was really glad not to have been involved with the North Sea in a wartime winter.

Covid has increased our 'at home' time. So for excitement I do a weekly trip to the local food distribution centre and our village food bank. Fiona gets to do the weekly shop for us but one of them interrupted our peaceful existence when, during a return journey, the EV was put off the road by a brand new but badly piloted Audi A3. As our car is an EV, finding a replacement became somewhat complicated with the Shetland trip requiring a larger car than the initial BMWi3. A Kia e-Niro was provided. It all turned out OK and I hope we'll have our own back soon, although that has been put back twice already and now stands at July 5th.

Sadly all of this and Covid means the Midge hasn't been out of its garage for over a year. Let's hope it will be over before the summer is.

Jim



E(eek)10

So just before I 'put the magazine to bed' this comes up. (Real journalistic terminology there, so this is a real 'Hold the back page' situation)

There's a move planned by the UK government for E10 petrol introduction during Summer 2021. ie it'll have 90% petrol and 10% ethanol or biofuel instead of the 5% ethanol (unleaded) petrol we are using now in the UK. No plan for diesel as yet.

There's a reasonable evaluation on the Footman James page <https://www.footmanjames.co.uk/blog/e10-petrol-threat-for-classic-cars>

The 5% ethanol already causes problems, and is worsened by any periods of hibernation as the ethanol absorbs atmospheric water and then settles out in the tank. Problems include deposits blocking fine mesh fuel filters, degradation of fuel pipes and hoses and internals of carburettors suffering corrosion. I would add that some petrol tank paints or liners are at risk.

The estimate of cars in the UK that will be affected is 700,000. Many machines were already challenged by the conversion to un-leaded although again we have to accept the change will be good for the ecosystem and public health. There are chemical products that are purported to fix the E10 problems and one at least that does for E10 and unleaded, but it isn't cheap. equally you can remove the ethanol from petrol if you mix water in and settle it out, but the contaminated water, which will have some petrol as well as some ethanol in, may be more of an environmental problem. I have had two ancient garden machines and a motorcycle start leaking as the pipes went brittle.

The motor cycle fault was picked up at MOT time, the garden machinery when the shed started to reek of petrol. Fortunately the gardener doesn't smoke.

E10 isn't exactly news, it has been threatening for some time and is already being used on the continent. We may need some advice from our continental members. The idea is that it will save 750,000 tons of carbon emission, although obviously this may be dependent on how the ethanol is made and what from.

The effort to minimise carbon emissions is laudable, but the question remains whether the reduced power of an ethanol mix compared with straight petrol might increase the amount burned for the same journey, it wouldn't be unheard of for the government to act on principle rather than scientific evidence .

From a purely personal point I burn more fuel in my brush-cutter, chainsaw and lawn-mower than I do in Midges. Converting them to electric is possible but the battery technology is new and the tools expensive. I wonder if the government will buy back the petrol powered garden equipment, or subsidise the purchase of new kit. I'm happy to convert, but it will be expensive and there may be shortages.

Motorboat owners may have the same problem, and while having an engine fail in mid channel is awkward, having your light aircraft lose power is worse, especially if it falls on a stalled boat.

We are reassured that Classic cars will still be able to run on E5 petrol, as the Government has pledged that there will be continued supplies of E5 petrol when E10 goes on sale, however there is an economic sting in the tail for classic car owners, as it may only be sold in the form of 'Super' grade

unleaded, and there's no compulsion for garages to sell it, so they might not bother.

In reality the amount of fuel used by classic cars is very small. That doesn't mean they are not polluters, so we cannot use that as cause for exceptionalism, but as owners we may be disproportionately affected. Nobody has, as yet, told the heritage railways and traction engines to stop burning coal, the airlines are still heavily subsidised and the government is in the process of allowing the opening new coal mines.

Perhaps the problem is uneven handedness and a lack of concern from the 'great and good'. More people get upset by a lack of appreciation than a lack of pay. Revolutions have often been triggered by reported and even apocryphal 'insensitivity,' 'Let them eat cake', and 'Fiddling while Rome burned' may have been fabrications, but it is the perceived reality that counts and brings out the pitch-forks. We shall see.

<https://www.gov.uk/guidance/e10-petrol-explained#:~:text=During%20summer%202021%2C%20the%20standard,built%20since%202011%20are%20compatible>

And from that site....

During summer 2021, the standard (95 octane) **petrol** grade in Great **Britain** will become **E10**. The change in **fuel** applies to **petrol** only. Diesel **fuel** will not be changing. Almost all (95%) **petrol**-powered vehicles on the road today can use **E10 petrol** and all cars built since 2011 are compatible.^{23 Jun 2021}
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