

MIDGE MAGAZINE



Summer
2022



Monty, Rob's Midge

MOBC. the Midge Owners and Builders' Club



Hello All.

It has been a bit slow on the magazine front for the last few months, so this one will probably be a bit thin. On the other hand that often happens when Midge owners go driving instead of writing. Understandable.

Sadly the amount of time I have had available for writing and editing has also suffered, although even more sadly it has not been through Midge driving or even Midge fettling, just too many other demands. Funerals for family and friends the weather, (not that it has been too bad up here, just occasionally inconvenient,) other projects like the house battery system have all combined with that which can be summarised as life. I've also had some shoulder problems (minor by most people's standards, so don't fret too much) probably caused by using a 1300cc body for 4 litre JCB work. Fortunately that is resolving slowly.

On the upside several members have been breaking new ground, like Malc's new mudguards and Peter's miniaturisation. My thanks for their contributions. We have also had at least some nice weather in the UK and Midges have been sunning themselves. I've sold off some parts for Midges being built, from the stock of bits I seem to have built up over the years. Consequently there should be some pictures soon showing the resulting upgrades. Also I think I've found a small supply of badges, build manuals and patterns from a previous secretary, so I may be able to advertise them soon.

JH.

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Page 8, What's Malc been up to?

Page 9. Rob and Terry just showing off.

Page 10..Peter demonstrating the page 9 effect.

Page 11. Keeping on track.

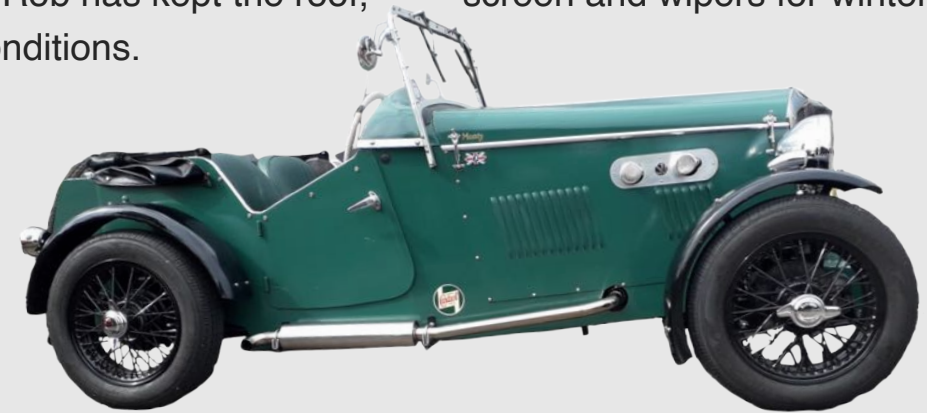
Page 12, Bits and bobs

Page,13.. Tailpipe.





Rob Shallcross has been tidying up a few details, here shown. However as you'll notice at the top of page 1 he couldn't resist adding racing screens, mascot, and a bonnet strap after I'd made this page up. Having made up a subtracted image before the latest additions, I'm not wasting it. Rob has kept the roof, screen and wipers for winter conditions.



Not quite done yet. Here's a Louis Lejeune mascot to add that little finishing touch. If there are any more, you'll have to wait until Autumn.



So, Rob is still upgrading Monty. Can this be the full monty, or is there more to come? We await developments.



Peter Gardner has achieved a quite remarkable new level in Midge building. A technology for which many of us will be quite unprepared. He sent this explanation.

IT'S ONLY THE FIRST PROTOTYPE!

Probably one of my biggest mistakes in life, other than getting married, was selling my Midge. Although all Midges are unique, mine was especially so, as the original builder, Mike Ross, cast his own design grill and other parts in aluminium. As far as I am aware, they were one-offs.

I have now reached the age where I am unlikely to ever own another Midge. I therefore tried what is possibly nowhere near the next best thing - I designed and built a 1/18th (ish) scale model using my 3D

printer and TinkerCAD 3D design program. This is free for home use and is relatively simple to use.

Designs are made from combining simple shapes into more complex shapes and then grouping them into a single component. They can be ungrouped for modification. *A concept not unknown to Midge builders I think.*

My original idea was to use the wheels and other parts from a Burago Jaguar SS100 model but this proved impractical so I ended up having to design and 3D print the wheels and tyres myself which meant having spoked wheels which look more like magnesium wheels but Hey ho, it is what it is!

More on the next page



I built the body tub using Midge drawings but the rest was built from memory and photos. Due to the limitations of 3D printing some parts are 'over-size' eg the mudguard stays.



My original Midge was created using a Ford 1600GT crossflow on a White Rose chassis. It is now languishing in a private collection in Portugal (I wish that I was.)

As stated above, this is only the original prototype and as such is pretty rough and ready. To be fair though, I can't see me re-doing it,

but if any club member fancies having a go and has access to a 3D printer then I am more than happy to send them a copy of the .STL files but be warned, it's not an Air-fix kit!

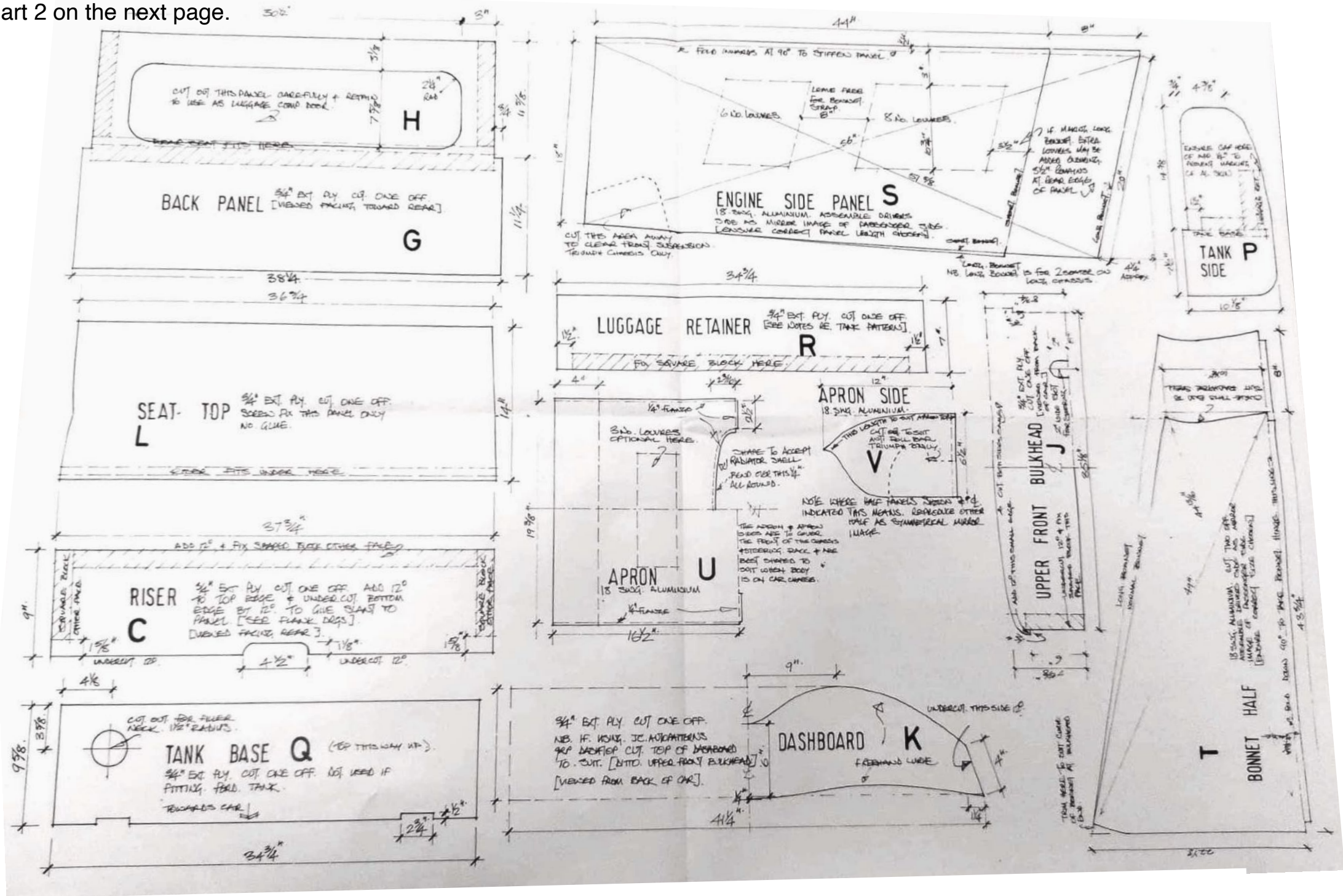
Finally, before you ask, I am NOT planning to do a Triumph version. PG

Editor's note. Peter's in the members list but I can pass on any requests for the file.

(if anybody has a CT scanner, could they scan Peter and make a model to scale? I'm sure he'd appreciate it)



Midge plans, I can send to members in A4 size scans by email, John Cowperthwaite can print full size for a reasonable price, and I may be able to get some as mentioned on page 1.
 Part 2 on the next page.



Mk2 midge for sale, 10 months MOT.
Comes with hard top. I'm struggling getting into the car with my bad legs, car has done just over 80,000 miles have got a few spare parts & Suzuki manuals. All the build plans etc, car runs very well, has a small oil leak, nothing serious. I am based in North Ayrshire Scotland & open to sensible offers. Could part-ex for a motorcycle or trike to same value of £2500 ono →
pauldiesel1967@outlook.com



Colin Clark will swap his Midge (left) for a classic sports saloon... anything considered. It is a 1970 Ford based JC Midge (V5 registered as such) 1300 cc Four link rear end and Independent front.
cclarke@newtelsurf.com
. 07508 801114

Progress report on new rear mudguards from Malcolm Hopwood.

I have now made and split, the mould. I found that GRP laminating quite fascinating. All the research that I have done over the months have paid off. I have found that I have used a lot of the PVC gloves, as soon as I started to stick to everything including Billy, our dog, I changed my gloves. (How do they get all those gloves in such a small box? It is either practice or technology).

One thing I did forget was, the night before I split the mould I said to Jan my partner, has soon as the flange on the mould starts to open, I must get plenty of soap and water in, to melt the release agent. In all the excitement of splitting the mould I completely forgot. However I soon remember when I tried to get the second part of the mould off.

Now I have the mould and the buck and I am starting to get the jitters. What if it looks naff on the Midge!?! The only thing that I have to go on are my mock up photos with the old rusty half wing and a bit of a drawing (see picture). I think my next stage has to be to paint the buck black and mount it on the Midge. It is all terribly exciting. MH

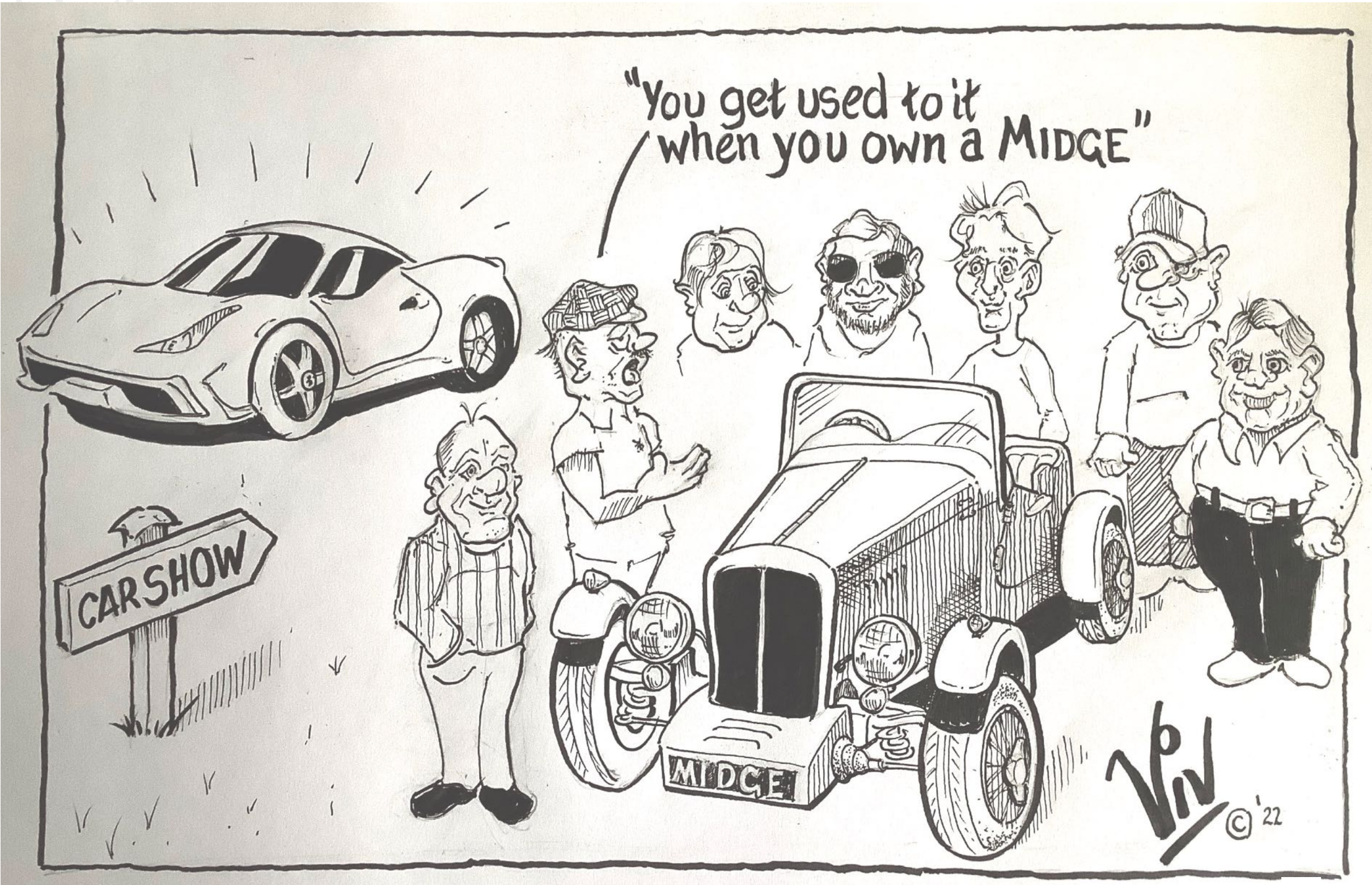
Here's a quick collage of some of the images Malk has sent. JH





Terry and Rob's Midge's out doing what Midge's do best here at the Classic Car Show and various venues recently.

Rob mentioned casually that Monty has recently been featured in the Jaguar Driver's Club Magazine. Pictures may follow.



It's true. Thanks Peter. Because of the way my computer works the 'smart' car is slightly in the shade. Appropriate really. JH

There's been quite a lot of Midge building over the Covid period, including some suspension overhaul.

Having spent some time and a bit of money on tyres over the years I have learned to watch for the characteristic signs of tyres scuffing because of a 'bent track rod end'. The outside is rather more obvious than the inside edge, but just as annoying when you find you need a new set of front tyres. The cause, in modern cars, is usually a thump on one of the wheels upsetting the tracking, or a mechanic not replacing a track rod correctly but can also occur on a Mk 1 Midge if you

effectively raise the steering rack in relation to the wheel centres. With the reduced weight of a Midge, amongst other factors, the chassis rises. Because the rack is then (usually) higher and forward of the wheel bearings, the track-rod arms effectively pull the wheels together at the front and increase the camber. That results in greater toe-in. Excess toe-in will increase wear to the **outside** of the tire, and strangely often happens on just one tyre. When the front of the tires are further apart than the rear, the wheels are toed out with the opposite effect. So when changing from Herald or Spitfire weight to the 600 or so Kilos of a Midge the tracking should be corrected. Also the springs reduced to reverse the otherwise increased camber. If the shock absorbers are good they shouldn't need changing unless you want a softer ride.

Incidentally remember to try, when replacing track-rod ends, to keep the visible thread equal on

each side. I think that is why mis-aligned tyres can wear on one side more than the other

There is a nice, if over-priced little device by Gunson at Machine Mart although you can spend twice as much if you go direct to Gunsons. I 'borrowed' mine from Marc 'Tiny' Sargent and sooner or later he will probably remember. He got lucky finding one very cheap in a car boot sale. None but the sharpest seller is likely to know how expensive they are in the wild, so keep your eyes peeled. Make sure the little plastic rod rollers are in it though.

Garages and repair shops should have much more precise laser based equipment, but they are still only as good as their 'fitters' or mechanics.

It is worth remembering that when the Midge chassis is set up the steering rack is effectively higher than on the Herald. One of the effects is that the tyres will 'toe-out' the track when you hit a bump, especially with soft shocks. Worth knowing with a hump backed bridge on a bend. (Now fortunately rare). This was one of the failings of the steering rack in relation to the worm and gear, where the steering was bolted directly

to the front suspension rather than the chassis. There the relationship between the steering and the wheels was constant, so it didn't change the tracking.

If you do check your alignment remember to ensure that the suspension has 'settled'. If the car has been jacked up they will have developed incorrect camber until it has rolled a bit.



And for no particular reason...

<https://www.youtube.com/watch?v=zug6xN0sQAQ>

<https://www.youtube.com/watch?v=PwMU8azXRQ8>

https://www.youtube.com/watch?v=_TudQWAISBE

<https://www.youtube.com/watch?v=NnwKkIUbCrE>

A Youtube video about Peter's coach-built Midge in case you want a break. Please send in the addresses of other videos that you like

<https://www.youtube.com/watch?v=O1BFjEpG9Aw>

UK 2022/23 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.



Wayne has made a different tail. A variation on the extended Bugatti type back end, which is becoming quite a thing. I think we have about five variations on the standard Midge tail including Peter's Graeme's and Ian's in the club. There are Beetle Backs, Boat tails, the rather blunt squared off end on mine. An article for the next mag perhaps, I suggest three views like these and one driver's side 'square on'.

Tailpipe

Well, as I suspected, the deadline approaches and it's still a bit light, however it has been a rather busy quarter. I've started putting the previous generation of newsletters on the website. They were the ones that John Bircumshaw did and they deserve to be stored and permanently accessible, especially as I've been poaching from them and the paper MOBC Newsletters and 'Midge Matters' fairly regularly. When I have time and when SD cards are cheap enough I hope to put all the magazines onto permanent chips so that members can browse at their leisure while pretending to enjoy family gatherings, seaside holidays and other interminable Midgeless episodes. The magazines will be in PDF form as it is fairly universal, and shouldn't run into the problem of being only able to see page one. As always, given internet access if you find you cannot download whole magazines then copy and paste the address. You'll find more explanation on the magazine page http://midgebuilders.homestead.com/MOBC-Magazines.html?_=1656501482120

I have tried to get the MOBC address to work better and it should look like <http://www.mobc.co.uk/> with the specific page after that, but it often comes out as seen above. Such is life.

Copying the older magazine addresses is rather laborious, so they won't all appear at once.

There is a trend with website construction to make pad and phone compatible pages. I'm working on it, but don't hold your breath. My webspace software is a bit old fashioned, but cheap and easily manipulated.

Rather like those interminable Busby Barclay films where the plot was about the making of films about dancers dancing on stages, some of this magazine has been focused on the magazine. To prevent this and cut down on kittens I'll need more 'copy'.

As July approaches the sun may reappear, stranger things have been known. So I suggest you have a look outside and see if the weather is Midge-worthy. If not, go write something or hit bits of metal with other bits of metal and photograph the results. Good Luck.

Jim