

MIDGE MAGAZINE



Winter
2017



MOBC. the Midge Owners and Builders' Club

James's Midge

Hello All.

This should be 'out' around Christmas, if just after then I hope you all had a good one, and are now recovering. If before, mind how you go.

My time has been rather compressed amongst other activities, by a holiday,

I was driving a modern, bland if comfortable BMW, I think X1 was the model, around Portugal's Algarve. Quite modern for me, and I never did find some of the functions. It took me half an hour to get moving. The trick is to put the 'key' in the coffee cup holder, depress the clutch and push the 'go' button. No, it's true, really.

A Midge would have been better, but as I had three passengers and quite a lot of luggage perhaps that was not a likely option. The weather was ideal for open air driving although the air-conditioning helped. As the man asked, where would we be without SatNav? Well, I'd deny being lost, but the Portuguese roads department is a bit slow updating maps, so we often saw more of the country than we expected. The SatNav also thought there were a lot of speed limits that the locals didn't. However it worked well enough. Anyway that is my excuse for a rather thin Magazine. I have several more and a small collection of excusable reasons, two alibis and a note from my mum. But that will do for now, not wishing to become tiresome asking for more stories and pictures.

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 Jim Paling, David Peary,
Marc Sargent, Ciaran Kelly.





Having long harboured a desire to travel to France in the Midge, earlier this year my wife and I booked through Scenic and Continental Car Tours to enter the Circuit Historique de Laon, in northern France. This is a massive event which, last year, had over 600 cars attending, almost half of which went from the UK. We elected to cross from Newhaven to Dieppe as neither of us enjoy the long drag from Bristol to Dover, so on the Thursday morning prior to the weekend event we drove "the pretty way" down to Newhaven, and arrived at our overnight hotel without mishap, 'roof down' all the way.

The hotel was next door to a filling station, so in preparation for an early departure we filled the tank, and took the extra precaution of filling 2 spare fuel cans, as a couple of days earlier we had received notice from the organisers that there was a tanker drivers strike in the area that we were due to

visit! Great, we thought, both having visions of being stranded in the middle of the French countryside. Still, nothing ventured, nothing gained, so off we went. At the Ferry terminal, our vigilant Customs officer obviously decided that we looked a bit too suspicious for his liking, and we were pulled over for a little chat. As well as the usual "any knives, explosives etc" questions, he pointed to a sign, and asked "any petrol in cans?".

Being less honest (or more deceitful, you choose) than

Susan my wife, I said 'no', just as she said yes! "Oh yes" says I, "I'd forgotten about those....oops".

My wife turned on the charm, explaining the situation and asking very sweetly if we could be excused this little transgression of the rules. To our amazement it worked, the Customs officer waving us through with the advice to keep the cans out of sight, and that if questioned further he had not seen us, nudge, nudge, wink, wink.

The ferry trip was uneventful and, much to my wife's relief, as smooth as a millpond. We landed at Dieppe in the early afternoon, and set the SatNav for our hotel in Laon, some 150 miles inland.



The venture continues

I have always enjoyed driving in France, having spent many holidays touring in our home-converted camper-van, and this day was just as good, or at least it started out that way. The closer we got to Laon, the darker the skies became, so much so, that around 10 miles from our destination we decided to pull over and put the roof up. This proved to be a wise move as shortly afterwards the Heavens opened. We were subjected to thunder and lightening, torrential rain and a dramatic reduction in visibility, resulting in us crawling along at 20-30mph, headlights and wipers working overtime. Despite the weather we drove on, eager to reach the hotel, passing rows and rows of less weather-proof classics sheltering under bridges. Unfortunately our progress soon came to an abrupt halt. As we approached our turning, we passed a van displaying a large illuminated sign "bouchon". This did not bode well as I knew this to mean "queue". And queue we did. It took

an hour to drive the few hundred yards to the toll booths, and so resume our journey. Luckily, we only had another 10 minutes or so before we got to our hotel, one of the



Campanile chain, conveniently situated in the outskirts of Laon, so it was with a certain amount of relief that we finally booked in and went up to our room.

The next morning dawned fine and sunny, which, for many of our fellow entrants was most welcome after the previous evenings deluge. I have to admit to feeling a little smug as I watched owners of several expensive Cobra and GT40 replicas drying out their cars, as not a drop of

water had entered the Midge despite the horrendous downpour.

After the obligatory continental breakfast, we headed off to the assembly point in a large suburban park, where we registered, and were given our rally plaque, route book, a bag of freebies, and a pair of straw hats. After a welcome speech from the organisers in French and English the field was split into 2 groups and flagged off. The 80 mile route was planned to take one group clockwise, and the other anti-clockwise, all of us meeting up at a lunch stop half way round at the old Reims motor racing circuit.

Much to our surprise, when we approached the circuit, unlike the majority of entrants who were directed into a large field, we were waved on down the old start/finish straight where we parked Le Mans style opposite the old pits.

This parking spot was not only a lot better than being sat in a field but whilst we sat there eating our free baguettes and macaroons we discovered that it was where the official photographer chose to take his pictures, a great bonus.

After lunch and a flat out blast down the old main straight we enjoyed a delightful drive back to the park in Laon where we were treated to a glass of bubbly and a pastry or two, more speeches, a concours show and live music courtesy of a local rock group. We finished off a great day with a stroll around the 700, yes 700, cars on display.

As far as we were concerned, Sunday turned out to be the high point of the whole weekend. After assembling at several points around the town, the whole field set off on a 4 mile drive around the town, which had been closed for several hours to all normal traffic. The route wound through the newer parts of the town then up into the old medieval quarter and along the ramparts of the castle. We felt like celebrities as we roared down narrow cobbled streets with what seemed to be the whole of the towns population lining the pavements and waving and cheering as we drove past.

After the "procession" entrants were invited to the Town Hall, a fine old building in the middle of the old

town. We had nibbles, washed down with more Champagne, whilst we listened to more speeches from the organisers and the Lord Mayor. Rather amusingly, the Mayor initially spoke in English and then said that :- "for the sake of the few French entrants, I will now translate", just shows how popular this event is with us Brits. We went to bed very happy that night.

On the Monday another run out had been organised, this time to a town just north of Laon, where a visit to a museum had been arranged. Unfortunately, as we were leaving from Dieppe, this run, being en-route to Calais would have left us too tight for time, so we decided to give this a miss and took a very leisurely and sunny drive to the port, arriving in time to enjoy a meal at a pavement cafe before embarking for the UK.



Mike and Susan
heading for home.

Once on the ferry we were a little dismayed to hear the announcement that a rough crossing was forecast, and to see crew members distributing sick bags. As it turned out the bad weather never materialised and thankfully we had another smooth crossing.

Not so the drive home from Newhaven to Bristol. As soon as we left the dockside at 9pm it started to rain, so it was up with the hood again and off we went. I don't think that in 50 years of

driving that I have had such an arduous journey.

The rain lashed down, it blew a gale, and the roads were covered with large puddles, leaves and small branches. With one short break for a well-needed coffee we finally made it home after having taken nearly 5 hours to cover the 140 miles, the bad weather remaining with us for almost the entire journey.

Would we do it again? Most certainly we would, it was such fun, we met some lovely people, several of whom we have kept in touch with and the reception from the townsfolk was terrific. Bad weather apart we had a brilliant

time with the Midge doing us proud by performing faultlessly.

MB

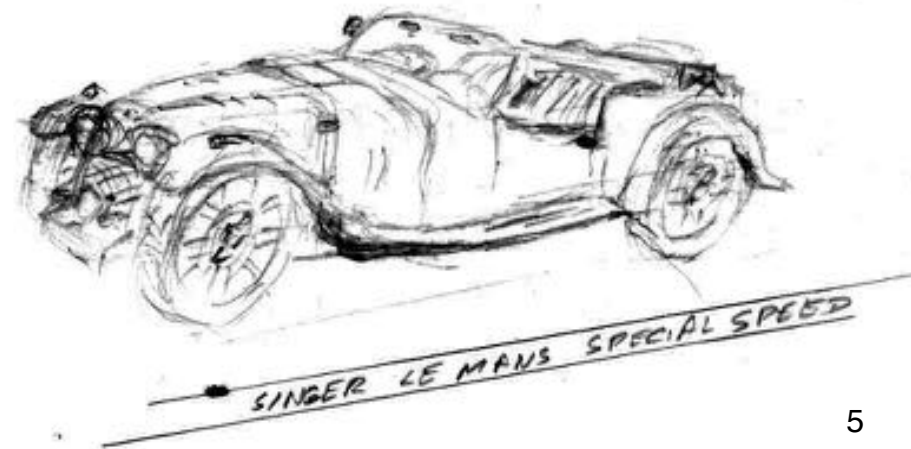
This article was originally destined for the autumn 2017 Magazine, but my appeal for articles at that time was so well fulfilled I was able to save it till now. Having a bit ready for the next one is a great relief, the magazine is always hungry and at the end of November it is still looking rather thin. So, well done Mike and Susan and the other contributors of this and the previous issues. JH.

This is a sketch made from (*That's from not in, he's still with us.*) memory by Tom Float, who was more or less responsible for getting me interested in older cars, well, older at least than the Morris 1000 I was driving. The sketch of his Singer Le Mans was to give me an idea of what he was referring to in terms of styling and mechanical imperatives. Club members will not know him, but quite a few have benefitted from his knowledge. His understanding of Triumph cars, and motorcycles has often been of use to the club, though I have of course always given the impression it was mine.

Some of his old stock has been passed on through me to members and his Workshop Manual and Parts catalogue, now in my possession, have made it possible to answer questions otherwise beyond me. I shall have to print this for him as he doesn't 'do' computers.

Anyway this is a small thank-you from me to Tom, one of the last old school engineers, outside the club, who is never happy just to fix something without understanding why it broke, and probably improve it.

JH



I was hoping for a Mk2 Article from a new builder, and here it is from Bob Duff.

I saw JC's ad on eBay earlier in 2014. I liked the idea of no IVA, at that stage not knowing if John's claim of no IVA was correct I decided to trust him and give it a go.

Shortly after John took his ad off eBay because of the uncertainty, but I am pleased to say my gamble paid off.

I built my Midge in my car port so could only work on it when the weather was fine. I completed it in May this year and insured it on the 1st June, since then I have been problems with burning out fuel pumps (5) hence I have not been able to take it for the MOT and then get it registered.

I am currently laid up after having a knee replacement with the other one pending so it looks like early next year before I get it on the road.

I have a good relationship with John I have been to his home and he had been to mine. I have driven his Midge, it was great! He is a great designer, the plans and patterns are easy to follow.

My Midge has the 1.3 Samurai engine with single point injection or, to give it its correct title, TBI throttle body injection with an in tank electric fuel pump. While building the body the engine hadn't run for over 2 years, when all the wiring was sorted it started first time and ran well, but when I tried to start it again a week later it wouldn't start !

After checking everything with my brother the electrician we sussed it was the fuel pump that had burnt out. I have been buying replacements off eBay that came from China or India. Several people have told me that they are sub standard, I have even tried an inline pump from Race and Rally. All burn out. Early on I did change the inline fuel filter that is bolted to the chassis which looked very old and rusty. From enquiries I have learned the fuel pressure regulator could be at fault, so I have obtained a second hand one which was sold as tried and tested, I have also learned that the fuel pump is a common fitment in Vauxhalls. I obtained two (both Bosch) from a friends breakers yard, one from a Vectra and one from a Zafira, both vehicles were running when they came in. BD.



Thanks Bob, well done and we hope the knee works well. I don't know if John does knee rebuild kits, it might be worth asking. I.

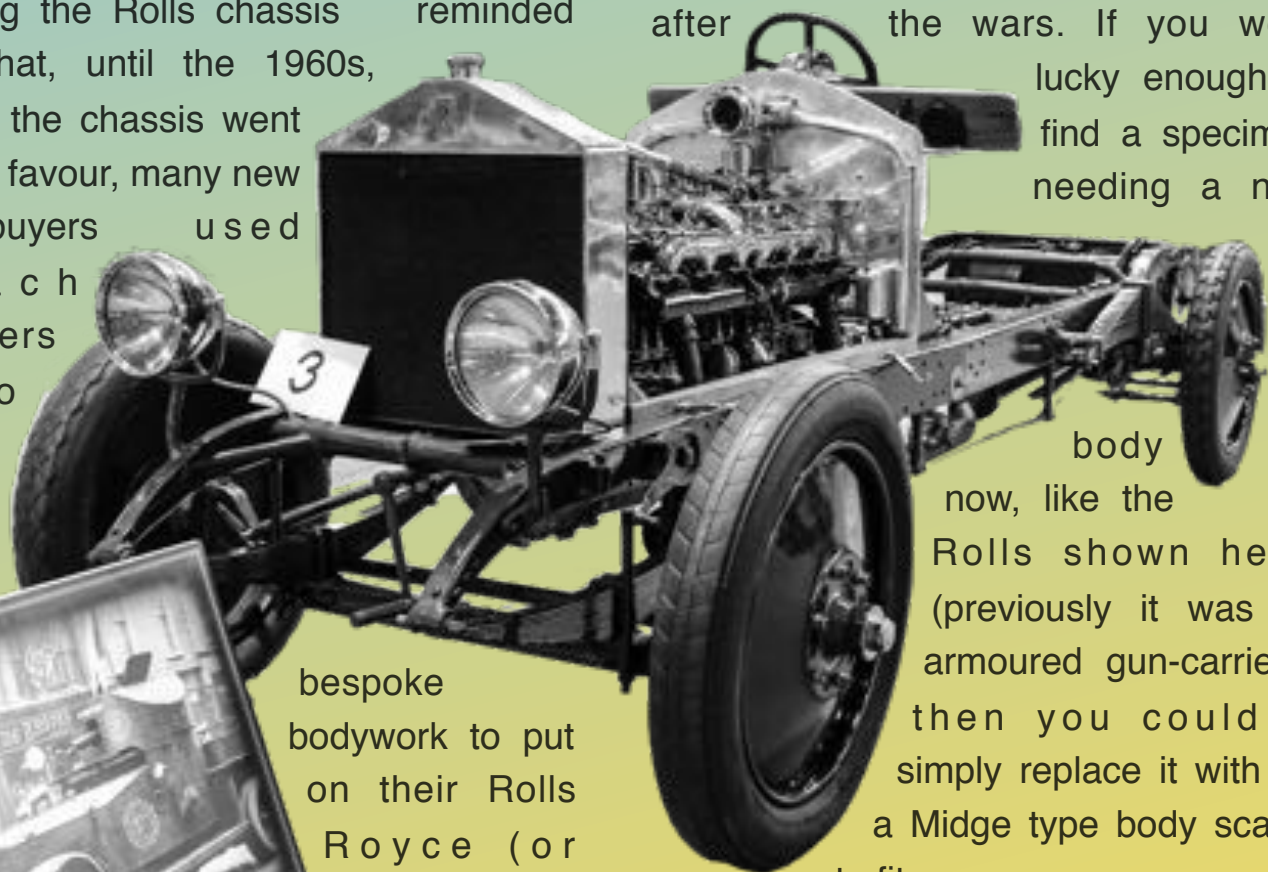
Petr sent in some photos, so I thought I'd try a bit



of subtraction practice. Seeing the Rolls chassis reminded me that, until the 1960s, when the chassis went out of favour, many new car buyers used coach builders to make

similar) chassis. I once had a 1947 TA14 Alvis topped with a 'Duncan' body which, when new at £2000, would have cost more than a row of cottages. Austin 7s were also often converted.

The manufacturers were happy as there was a serious shortage of steel after the wars. If you were lucky enough to find a specimen needing a new



bespoke bodywork to put on their Rolls Royce (or

body now, like the Rolls shown here, (previously it was an armoured gun-carrier) then you could simply replace it with a Midge type body scaled to fit.



Many hearses have been converted by quietly 'borrowing' the bodywork from a less expensive coach-built, a Rover or an Austin with a rotted chassis for example, and modifying the body to fit the chassis. The increase in value would more than pay for the donor car. Coach building went on to some extent using other vehicles with a chassis such as camper-vans, Land~Rover ambulances and modern hearses, but also things like London taxis and the Pope-mobile.

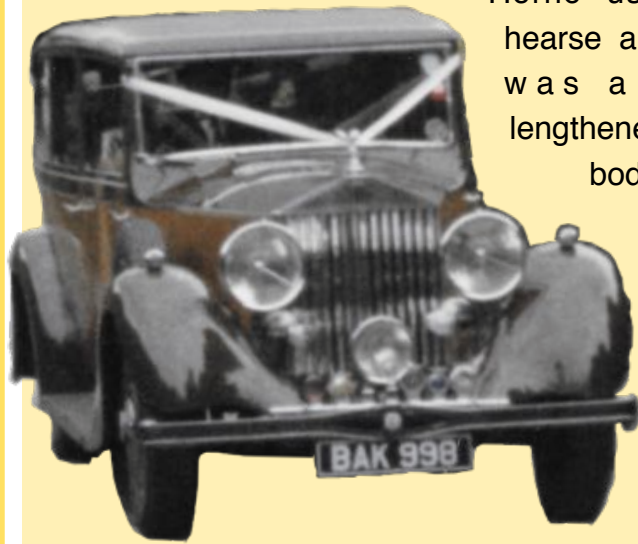
For your entertainment here is a much younger me with the Duncan bodied Alvis. JH



In the process of looking for pictures to show body conversions I found this photo. I took it in the mid '80s when a friend was getting married in Edinburgh. The builder, George

Horne used a 1933 Rolls hearse and put what I think was a widened and lengthened Austin Heavy 12

body on it. It must be 30 years ago and he, George, wasn't young then and I think the car has outlived George, and, for that matter, the marriage.



The car is still going. I googled it using its registration number and found it being shown at a rally. So it just goes to show... Work to the best of your ability, your efforts may be judged far into the future.

My Duncan bodied Alvis turned up as well, although superficially its paint was looking somewhat variable. I think it is probably in better condition now. I don't think it went for the £15,000 asked for, but probably more than the £600 I think I sold it for.



I always try to keep a small area for late news. This time there wasn't any, (Although there may be news of a fuel injected Triumph Midge next year, and Petr found a strange little Skoda I may show in the spring)

So I'll take this small window of opportunity to wish all the members, their families, and the rest of the known universe a Happy Christmas.



Useful links

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

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

and

<http://www.kentkitcarclub.com>

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

UK 2018 Events

The Car and Classic site does event prediction so much better than I can, there seems little point in copying their web page, especially as they can update as the months go by.

If you go to

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

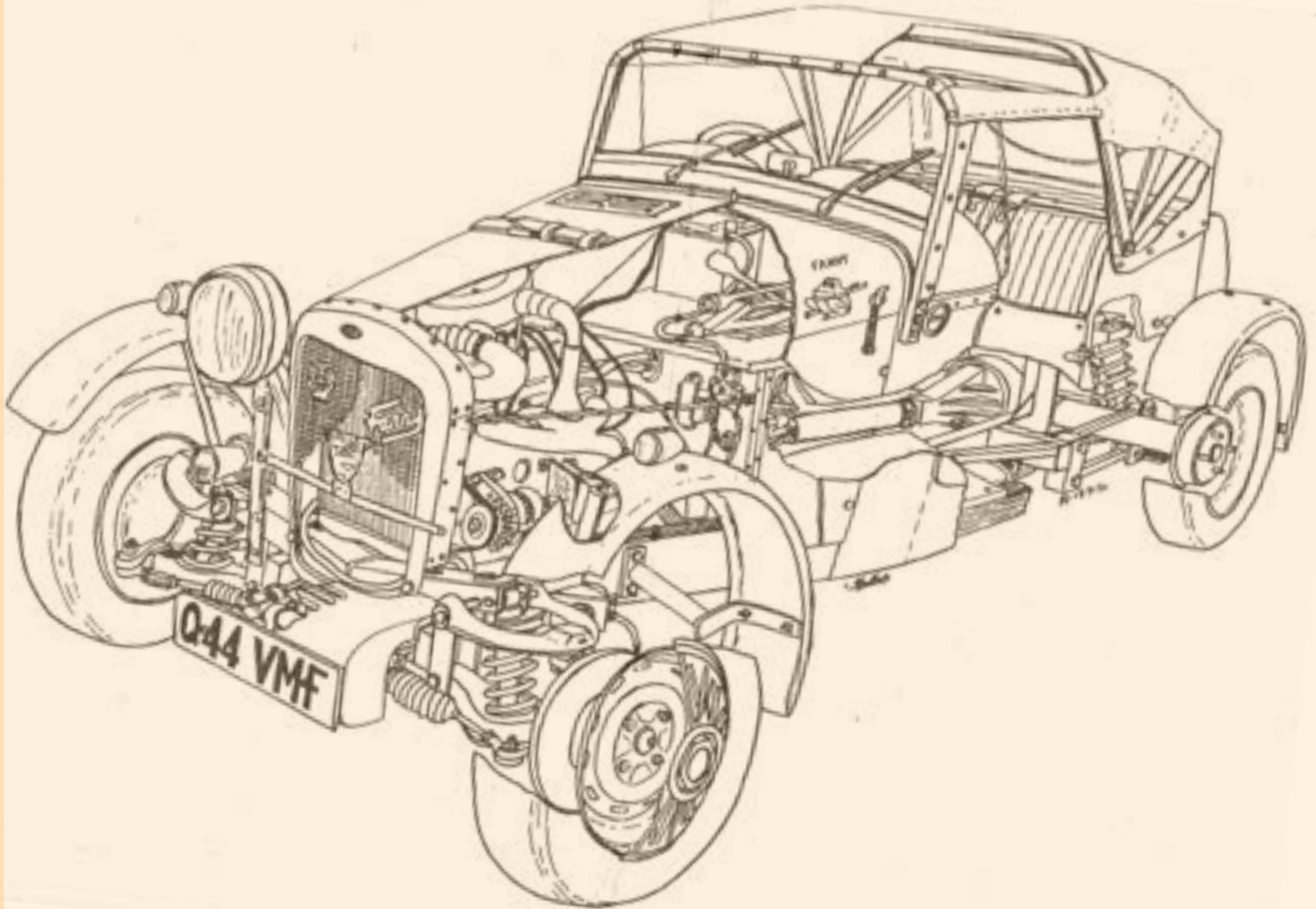
you can get the information direct, that's where I get it.

Looking back in the records I found this image in the club newsletter from Winter 1991.

The Midge (Fanny) was registered as a JC Midge, and made by Mr John Howe in 1989 using a Ford Escort donor and a T&J 'ford' chassis.

At that time Fanny had a 1300cc engine, (later uprated to 1600cc), had a bench seat and bodywork in vinyl and polished alloy.

Now believed to be exported.



The JC History continued from the Summer '17 issue

Nowhere could I find any original drawings for the 3 rib frame hood, not even the owners club could help. So I decided to take the bull by the horns and make a frame to fit inside the hood!

From distant memory I marked and drilled pivot points a few inches above the apex of the curve of the shoulder on each side of the body and then purchased some suitable lengths of steel flat bar, and by trial and error fitted them one at a time, up into the hood until taut, marking the approximate pivot points onto the frame. Each frame was drilled at the marked points, with one or two extra holes to each side to allow for adjusting the tension.

Lotus entrepreneur Colin Chapman, when asked how his designs were so successful remarked tongue in cheek, 'We always drill 3 holes! If it doesn't work in the first one it works in one of the other two!'

And so it was with the Midge hood. Thanks Colin!

The side-screens were duly fitted, and a very smart job it was. I dove the car nearly every day, rain shine or snow! But I was not at all happy with the original Spitfire wheels and chrome spoked wheel trims.

The car needed a better set of wheels but finances were tight. Again browsing ebay, I came across a set of 5 x15" wire wheels complete with splined hubs.

They were a bit scabby with rust patches but sound and intact. The

vendor also had the spinner nuts to go with the four hubs. They were part of a clear out from an ancient repair garage that had closed down and the new owner had no idea what they were from and had listed them on an eBay auction.

My email offer to end the auction for £150 was accepted and I became the proud owner of 5 TR3 (?) wire wheels and hubs.

I knew that they would not fit the Triumph Spitfire / Herald, and that hub spacers/PCD converters, being made from billet aluminium were very expensive.

I followed the reasoning that a little extra unsprung weight on the archaic suspension of a Midge would be acceptable, coupled with the fact the wires would be lighter than the steel wheels anyway. This encouraged me to draw up my own hub spacers / PCD converters, and had them machined from 1" thick steel discs. As I recall the bill was under £40.

I was friendly with a company that did shot blasting and powder coating and had the wheels looking like new for around £50.

They were then fitted with part worn ex VW Beetle 15" diameter tall profile tyres that fitted the previously vacuous arches perfectly!

The spare was secured with an original JC spinner and really looked the business.

I removed the windscreen and re-painted the GRP dash top with Chrome spray which was then re-painted with clear lacquer, the effect of which was to make it virtually indistinguishable from aluminium. 10



JC continues...

I drove the car like this, with its bare aluminium body and stone peppered red mudguards for around 2 years, always with the idea of restoring it fully with a bright red paint job, but in truth it had a very pleasing 'vintage' patina and it attracted much attention and I liked it just as it was.

Now I had been diagnosed with the onset of the eye condition glaucoma way back in 1986, but now my vision was being compromised to the extent that after an accident free driving record of over 50 years(!) I had to throw in the towel for safety's sake.

My wife Rosie is my Chauffeuse and now drives the MK2 Midge with aplomb, but she never really took to the MK1 and more or less refused to drive it.

So there it was, sitting in one of half of our double garage, taking up space while I developed the Suzuki based MK2 to make a car that avoided IVA



regulations.

Having removed the tired old 'cut down' Herald seats, ready to fit new ones as part of the refurbishment that was not happening, I had more or less decided to sell the car as it was.

It needed a new gearbox, new seats and upholstery and a proper paint job. It was now half in pieces and SORNed.

I estimated that if it was totally restored it might fetch around £3500 but the cost of a re-trim and a professional respray would represent a great chunk of that

plus all the work needed when I was still in the throes of completing the MK2 made it seem a better proposition to just sell it as it was to another enthusiast.

This is where things got really strange!

To be continued...



John's **Mk2 Midge is for sale** to the highest bidder (who must be a MOBC member (including overseas members) for reasons that will become clear) The buyer arranges transport

John Cowperthwaite is selling the prototype Mk2 Midge H962 WBD so that he can clear the space, cash and time to continue new projects. Bids may be made earlier but the car will be available from Monday, 15th January 2018 serviced, freshly MOTd and running in Clowne Derbyshire. He is looking for offers over **£3,500**.

Any interested parties should be informed that, whereas anyone under 6'2" and less bulky than 14 stone would find it a delight to drive, taller or bulkier drivers may, due to the nature of the beast, find it a bit cramped. His son is 6'2" and weighs 13 stone and is a perfect fit! So anyone that size or less will be fine. John will continue marketing the plans and patterns for the MK2 and for this reason it is important that the car is sold to a dedicated MOBC member so that, if required, it was still available to view, by appointment, for anyone considering building one. This does not happen often, only 2 or 3 times so far, but this minor inconvenience is reflected in the asking price. Closing date will be on or before **February 1st 2018**. John suggests that interested parties contact him by phone (01246 812012) for info and by email lightning.cars@btopenworld.com for bids. The purchaser must pay and collect within seven days of the sale.





Ciaran Kelly just joined. He writes;

Just got my first midge, it's a Ford based car, Registered as RFR 67T. It used to be VJL485. It has a 1300 Mk1 Escort donor with crossflow engine, gearbox, loom, rear axle and a Cortina front axle. It has 4 seats (2 are tight at rear but usable).

Can anyone identify the builder? His name is on a plaque on the dash but I can't figure out the writing. I would like to know a bit more about the car if any one knows of it or its builder. CK

The name looks like Jon Vincent, but the internet only comes up with a watch repair business in Hamilton (Scotland), and they say it's not theirs, the saltire on the back supports a Scottish origin. This Midge seems particularly nicely put together. Chromed spokes, roof and tonneau cover no less! A very tidy car. J.



What I did on my holidays. Well as mentioned in the 'editors rant' it involved driving around the Algarve, and generally it was pleasant enough, although the combination of common sense and fairly stiff rules about drinking and driving meant rather more alcohol free beer than I'm used to. The coffee was excellent though. The hire car as mentioned was a BMW X1 and very modern, to such an extent that, having been given a key 'fob' and little in the way of explanation, it took me and my equally baffled passengers, a while to work out how to start it. I was worried that my Satnav would start talking in Portuguese but that thankfully didn't happen and she (it's called Wanda) kept me largely on the right track. That was one of the problems that I've discovered around the Mediterranean, there are a lot of roads that would be better called tracks, and the satnav can't distinguish between a rather rubbish country road and a real farm track. One led over a cliff, several really didn't exist and I could see why the hire firm (Hertz) wanted to charge an extra €4 per day for tyre and windscreen cover. And no I didn't, but it's worth being cautious of B roads as they can down-grade to C or F quite suddenly. Some of the steep, narrow village roads, often cobbled with lethally smooth marble cubes, polished by centuries of pedestrians, can be hard enough to manage on foot.



I cannot imagine what they do when it rains

Off the quite adequate A roads, the motorway sections have tolls,



nothing onerous, the week cost about €16, but it tends to keep the locals off so they were quite empty. Motorway and A roads were often smoother than ours, but then they don't get much in the way of frost and were generally built later. For the motorways a widge on the windscreen means you can usually drive through and it gives a little ping to tell you there's been a small charge for the last bit, to be paid off at the end of the holiday. I think the tolls on other European motorways are similar. Perhaps some of our continental members, or British members crossing

the channel, could expand on that. I would like to have a reciprocal agreement as we do with health-care. We don't charge non native holiday drivers for UK road tax as far as I know, but I guess it's all in the air until Brexit anyway.

The only drivers to beware of are the taxi-drivers, they would try to get between your fork and your plate if they saw a gap, and have no concept of a safe distance, not actually touching seems sufficient, and consider chevrons as an affront to their reflexes. The rest of the drivers seem far more relaxed, and will even wait while you work out what the more ambiguous traffic signs mean. In effect the combination of factors means that you can usually merge to the left onto a dual carriage-way without any difficulty. Unless, and this is important, it is a taxi in your way because they don't shift over.

Now lots of you will have much more modern 'conventional' cars than my 2010 Zafira, so you'll be used to the modern conveniences. However I did miss its relative simplicity, and certainly the real simplicity and all round visibility of the Midge. Given the weather, about the beginning of December, a Midge would have been more fun... well there was one torrential downpour, perhaps not then...if I hadn't had a schedule to keep to. It was fun though, perhaps I could persuade Fiona to drive the support vehicle..... Mmmm, doubt it. Jim.

From Practical Classics

MoT news just in from FBVHC:

Here's the Department for Transport (DfT) Guidance on Substantial Change of Historic Vehicles.

1. The Guidance sets out the definition of a Vehicle of Historic Interest (VHI), vehicles which will, from May 2018, be entitled to be exempt from taking a vehicle (MoT) test.
2. The Guidance reflects the outcome of intensive discussions between the DfT and the Federation of British Historic Vehicle Clubs (FBHVC). FBHVC wishes to express its appreciation of the open and collaborative manner in which the DfT approached these discussions.
3. In the discussions FBHVC was careful to take account of all possible members of the historic vehicle family.
4. The Guidance supersedes all previous potential criteria released for discussion by DfT.
5. The Guidance makes clear that it does not in any way affect DVLA's registration criteria and processes which remain unchanged.
6. The Government included motorcycles in the Motor Vehicles (Tests) (Amendment) Regulations 2017. As the Guidance implements the Regulations, DfT could not accept FBHVC's representations, based upon the requirements of the EU Directive, regarding historic motorcycles, so they are included in the Guidance.

7. Following STRONG representations by FBHVC, a vehicle may generally be a VHI if relevant changes were undertaken more than 30 years previously. This will be a rolling 30 years and replaces the fixed 1988 date previously proposed by DfT.

8. Major points of note are:

- a. The process is one of self-declaration.
 - b. Owners will only be required to declare their vehicle to be a VHI if they wish to be exempted from an annual MOT Test.
 - c. All vehicles will still be able to be tested if their owners wish
 - d. The criteria are generic and permit changes made, less than 30 years prior to the declaration, which improve efficiency, safety, preservation or environmental performance.
 - e. Those vehicles registered on a Q plate, as kits or built up classics are not entitled to be declared as VHIs until forty years after they were registered.
 - f. For motorcycles only the criteria of Q plates, kits and built up classics prevent declaration as a VHI.
9. The Guidance refers to "a marque or historic vehicle experts". A list will be published on the website of the Federation of British Historic Vehicle Clubs by 30th April 2018. Vehicle owners wishing to confirm if they may declare their vehicle as a VHI, may choose to contact the appropriate nominee from this list
10. FBHVC will be explaining the Guidance in full in its first Newsletter of 2018 and as soon as possible on its website at www.fbhvc.co.uk.
11. Text of the Guidance is at: <https://www.gov.uk/.../vehicles-of-historical-interest-substantial-change-guidance.pdf>

This was found by John Bircumshaw and borrowed from Practical Classics. Opinions so far suggest owners of Mk1 Midges in the UK made from donors older than 40 years in May 2018 will be able to apply for exemption from 'MOTs'. (May 1978 and rolling)

The Midge would have to have been registered as such (or variations like JC Midge, Moss, Roadster etc) on the V5c for 30 years in May 2018 (May 1988 rolling) The whole thing only applies to vehicles registered 40 years before the application is made. The crucial issue for us seems to be the rolling 30 year rule from May 2018. Can you prove it?

In May 2018 Mk1 Midge owners will be able to apply for exemption from 'MOT's as Vehicles of Historic Interest (VHI) ...if... The donor was first registered in May 1978 (40 yrs before May'18)

... and... Modification or conversion to Midge was registered before May 1978 (30 years before '18)

These dates will roll forward from May 2018 so in 2020 the dates will be 1980 and 1990 respectively. Q plate cars should be easier to exempt. Personally I find my V5cs only have the date the donor was registered, so I can't prove when they became registered Midges. It looks like I'll be continuing to MOT. I think it's safer that way. JH

This is only my opinion, I may be wrong.

Extensive rebuild proposed

Now obviously we'd all like an MGJ2, but they are very rare and overpriced. However if you fancy a rebuild there was one recently featured on the BBC website in a gun emplacement pit on Salisbury Plain. One of the local children, now somewhat older, remembers playing in it and how it ending up there in the '60s. The MOD intended auctioning it off and the details indicate the sale is now closed.

Coincidentally I was told, a few decades ago, by a friend that he had buried a motorcycle near Stonehenge. He never did explain why, but I believe it too has been rediscovered and excavated.



I think there must be something odd about the area that encourages burial, although the sandy soil probably helps.

From the article I expect that the MG will be rebuilt, and that its 50 year rest will count toward a low mileage rating. It would be interesting to know how much of the original car is used, although I imagine there must be some valid contemporary spare parts.

