

# MIDGE MAGAZINE



Winter  
2016



MOBC. the Midge Owners and Builders' Club

Malcolm's Midge

## Style. Should I have one and where can you get them?

So the landscape format seems to be acceptable. If any difficulties arise feel free to mention them. If the magazine seems a little lighter this time, my apologies, especially as you'll be needing something to sit down with after the traditional Christmas Lunch and instead of the family argument. Not that I've ever had one, argument that is, but I heard one over the fence a while back. I put it down to the chap not having a decent shed to go to. Mind, Graham Fackman seems to have taken it to extremes, and I think we'll all be a bit jealous as his is big enough to have its own weather system inside.

Somewhat less pleasant news is that the UK government seems to be considering introducing a 10% ethanol petrol to our lives, probably in 2017. I think they'll have to mark it as such, but no doubt the price of any 5% will be raised. There are effects on the bits of rubber and plastic as we know from the 5% (E5) which will be made worse by the increase. It will tend to damage the older carburettor, fuel pump and other components possibly including petrol tanks. The ethanol is, if my understanding is a biologically derived alcohol referred to as a biofuel of rather lower energy output than petrol. There are additives that say they can prevent the damage Millers Oils had this on their website *The Federation of British Historic Vehicle Clubs (The FBHVC) is pleased to announce the results of its fuel stability additive test programme. This research was designed to test the anti corrosive properties of proprietary additives claiming to provide a high level of protection against potential corrosion of fuel systems, including tanks, pipework and fuel metering equipment on historic vehicles caused by the addition of ethanol into unleaded petrol. So all may not be lost. Jim*



Page 1	Editor's rant. Index
Page 2	A note from Yvonnick in France
Page 3 ,4, 5	David's saga continues
Page 6	Jim Tinkering
Page 7	Business report.
Page 8 & 9	Jef refurbishes his Garage
Page 10	Peter's Midge advert.
Page 11	John Cowperthwaite's early models
Page 12	JC early Midge development
Page 13	Links to events, bits and bobs
Page 14	Really Retro event information
Page 15	JCSportscars.co
Page 16	Obligatory Cartoon
Page 17&18	Festive thoughts and Christmas card

Stories and photographs from members are welcomed. Please forward to Secretary Jim Hewlett at [jim@jimhewlett.com](mailto:jim@jimhewlett.com) or The Old Manse, Tarbrax, West Calder, West Lothian, UK EH55 8XD

Welcome to Paul Williams (Mk2), Nigel Herbert (Mk1) and Chris Herd (Mk2) Mike Funnell (Mk2)



A Message from sunnier climes, it may have lost a bit in translation, (Google Translate) but you'll have less trouble than if it was in French.



Yvonnick Bourigault writes.

*Some small news from the Brittany of France or the sun allowed us to escape. The renovation of the Midge is over a few months, it has taken a lot of time. Now she travels the back roads, it's great...!*

*Because of its rarity, it is very noticeable and many questions arise around this model. In short, that happiness.*

*I hope all is well for you and the Club MOBC evolves beautifully. M. Bourigault*



There's no doubt about it, Midges do well in France and come to think of it, pretty well everywhere when it's not raining, and yes, I've asked Yvonnick where the new, bolt on wire wheels come from.

He replied :-Regarding wire wheels, go on the "MWS wire wheels auto-reverse" on brand (make)Triumph Herald. The bolted steel painted grey rim is at 283.50 euros each.

*It is very expensive .....!!!!*

They are certainly expensive, but you won't need hubs, nuts and spinners and I assume the track width stays the same. Might be worth thinking about for a Christmas Present (Not sure if the price will be the same, given the plunging pound, they are probably made abroad) JH





**David Harvey's Journey to Greece (from his diary) continues...**

We then rested for a while with an ice cold fresh orange drink and went for a swim in this very quiet and peaceful cove. We were surprised that just away from the taverna was another, not crowded but busy, where we enjoyed our swimming. On returning to the first taverna we decided to stay for a meal, which consisted of four pieces of garlic-herb toasted bread with a Greek salad and giant king prawns, absolutely delicious, followed by the best wine for my lady friend and the usual Metaxa-mix for me. As we ate our meal we watched the beautiful sun set over the sea, just across the Taverna a large Greek family was having a party, some eighteen people plus several children.

As it got dark and there being no street lights, we decided to try and find our way back through this thick olive grove, which appeared to be closing in on us as the darkness increased. I called for the bill, and of cause you never get it, until they decide to give it to you, and on calling for the bill, out came the little specialties: small sweet delicacies along with their small drinks. While the Taverna-owner was distracting us, the older member of the family fetched from his car a superb guitar and the most ornate bazooka I have ever scene in Greece, and he started to play some of the old village traditional songs. It was fabulous; I love this music, and over the years have learned some Greek dancing. I could not now leave; it was about quarter to four when Magdalena reminded me of the time and how dark it was. So I asked the owner: "which is the best way to the nearest main road for the Ropa plains?" And we reluctantly left this idyllic haven, to end up after driving and taking a couple of wrong turns in Corfu town. At that time of the morning it is still a throbbing hive of activity. So after showing Magdalena the "naughty side" of Corfu, we went to a little restaurant run by a very close friend of mine, his name is George. Sometimes you think that there are only six names: being Spiro, Demitri, Vassilli, Costinos, Stephen, George. Still you do get the odd Leon here and there. Anyway, back to my friend who runs a small Taverna in the Port road from eight in the evening to seven am, for mainly Port workers and people passing. I shall be one of those on the early hours of Saturday morning, when I catch my ferry back to Italy, as it leaves Corfu at the ungodly hour of 04:45. After I had introduced Magdalena to George we headed back to San Stefano's and arrived back at Ouranos Club, where I left her half dead for what was left of the night at 05:30. We started from San Stefano's after breakfast at

10:30. So we had covered almost the entire Island from north to south within 19.5 hours.

**Second challenge**

The following day was lost in lazing around the pool and the beach. For some reason she said she was tired; we ended that day with a lovely



meal at the Armourada fish Taverna in Arillas and a late night swim in the sea. So on to the next day when Magdalena was due to return to her home in Germany, we spent a lazy day at the Jasmine family pool, which is where I live when I am in Corfu. At four o' clock in the afternoon I drove her to the docks in Corfu, where she boarded her ferry and left me. As I drove back to San Stefano's the feeling of extreme loneliness came over me, the same feelings that I had experienced over the four years, since my wife passed away. That night I tried to get drunk. I went from bar to bar until one of my friends walked with me to my apartment; and knowing me very well he knew, that I never really get drunk. I just go in a circle back to sober. After a bad night I went to a masseur, who gave me a superb massage with oils and light music playing in the background. And for one and a half hours I felt, I was in heaven. It worked wonders for me.

I felt relaxed and ready to carry on with this silly challenge I had set myself. So next day, as the beautiful blond Austrian lady climbed in my car, her name being Verena, we set off on yet another



adventure around the northern part of Corfu, ending with the usual giant ice-cream in Sidari, before returning her to her husband, who, before you get any silly ideas, is twice my size and whom incidentally I asked how long have I got her for. His reply: "five years at least". If he had been serious, he would have lost her there and then, as she is lovely. I have known them both for quite a few years. I first met Leonidas and his brother Vassilly in 1985. It was a time of great happiness, we regularly had arm wrestling challenges with the result, that various plastic chairs got broken and ended up being thrown over a four metre wall, as if they were empty bottles; I asked him, that there might be someone on the other side of the wall. Casually he replied: "no or ochi ochi". Then the memories came flooding back, to previous times, when Vassilly and I dressed up as the conductors of the "orchestra for night at the proms", and the CDs were played at almost full volume, and our antics together had the place in uproar. I had the singing "Giant king Prawns show" when we had a meal of garades, which is the name for the meal. I would put the head on my fingers and they would either talk to each other or sing silly songs.

Shelia would say stop it, you are crazy. But daft as it may seem, it did cause a good laugh and the odd free drink, and of course as part of the act I have been unceremoniously thrown out only to reappear, either in correct attire or another disguise. We had many wonderful times with the children, who are all grown up now. Some have married and have children

themselves. - How quick time seems to pass and the changes that come with it.

### The way back

And now having achieved half of my goal, I am on the ferry back to Italy. As I am writing this, a fellow passenger is like me typing away on his PC. An amusing thing has been happening over the course of the morning: there have been several calls on the tannoy for car owners to report to reception, not all together, but spaced out over about three hours. And we looked at each other, started laughing, and then at the same time said: "Is there a whole in the bottom, are we loosing cars one at a time?" And about ten minutes another call for a driver came, and my friend said: "Is your car red?" I said: "Yes". He replied: "it has just floated by; they must be trying to save fuel by lightening the ferry?" Well, we both just cracked up laughing, and everybody around saw the joke, and half the lounge where we were, fell about laughing. It is so wonderful, when so many strangers of different nationalities all see the funny side of what we said. "Hang on a minute, how do you know my car is red?" There's a photo in your computer case and I assumed, that was your car that you are writing about. -

It's a beautiful day, the sun is hot, and the sea is like a millpond, as we steadily progress towards Venice and Italy.

Then I make my journey through Switzerland, eventually to Germany, Köln, Weeze, where I will meet up with Magdalena again.

Then a new chapter in my life may begin.





The long drive from Venice to Germany seemed to take for ever, what with wrong turns, tiredness and the eagerness to be with Magdalena, taking its toll on me. I eventually arrived in Switzerland and taking the Simplon Pass, I drove north towards Berne, only to find, that my satnav was taking me in circles. So after an exhausting day I parked up, had a cup of tea and tried to sleep. On waking next day I consulted my road map and found, that the quickest way was, to take the car ferry, a railway car transporter, from Lausanne to Berne, about 50 miles. Then I drive to Cologne along the E37 for about 600 miles. As the day proceeded the car ran perfectly, cruising at 75 miles an hour on lovely smooth roads. Arriving near Cologne I stopped for a rest to find, I was losing oil; where from, I am still not sure, but I lost about a quarter on that drive. So I purchased some and topped the engine up, plus filling the petrol tank at the same time with 43 liters of 95 octane, as that was the best they had. And they also tried to persuade me, to fill up with E10, no thank you!!! - So I had some food, a mug of tea - you can't beat a mug of tea, what ever the problems one faces - and got my head down for the night.

Next morning I had a bacon and egg sandwich, a mug of tea and consulted my map. Having studied it, I decided to use my sat-nav. What should have been a straight forward 100 mile drive, turned out to be a nightmare. I arrived finally in a small town called Kevelaer, which I now know, is only about six km from my destination, which is Weeze. But my satnav kept taking me in the wrong direction; and after going again in circles for almost an hour, I finally gave up and phoned Magdalena, who came to my rescue. But I left my satnav on and as I followed my friend, the satnav repeatedly told me to go back, "do u turns", even as I



arrived at Magdalenas house. It was instructing me to go back three miles. I don't think, I will trust that machine on my return journey. That is, if I do return, because I love it here with Magdalena. When the time comes, that I must return, it will be extremely difficult to do so. Until then I must rest, because so far it has been a great experience, but extremely tiring.

### **Heroes of the past**

My time spent here with Magdalena has been extremely interesting, we have been to Düsseldorf, sat by the Rhine and had a drink, later walked around. Some stalls selling allsorts of things, similar to the flea markets we have in England. We then had a lovely meal outside a street café in the "Altstadt", (Old city), then returned to Weeze. The following day we spent walking around Weeze, visited the riding stables, where Magdalena is learning to ride, met two of her friends, then went for a long walk with her little dog. His name is Jonnie, he is a little beauty. I have always had rather big dogs, but he is so lively and great fun. We spent time walking through an animal reserve, which is privately owned and free to go in. And later we had a giant ice cream at the local ice cream parlour. These, I must point out, were days of rest, as I really did need them. It took me almost a week before the tiredness left me. Having had a good rest, I decided with Magdalena's help I would visit some of the areas in driving distance of her home, which related to the last war. So we went to Nijmegen, which is a beautiful city with history dating back to the Romans 1<sup>st</sup> century BC, with many battles and changes over the century to the present day. With the period from 1940 when Germany invaded, making Nijmegen the first Dutch city to fall into German hands, bombed by the Americans in early September 1944 causing great damage to the city centre. This was claimed to be a mistake, as the intended city should have been Kleve in Germany, which was later to be confirmed as correct in 2005 by an independent group. Nijmegen was liberated in late September 1944.

So we'll leave David there for now. Happier than he was when we left him in Austria.

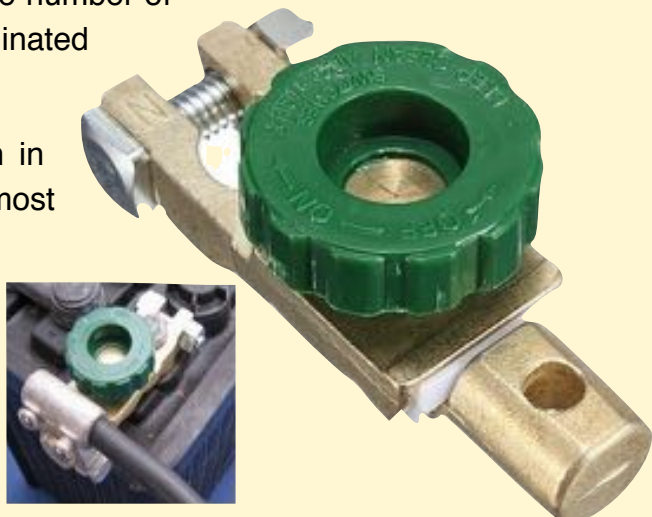
*Final chapter in spring*

One of the nice things about being the editor is that you can put your own oar, or car in when you feel like it. On that basis I decided you would all like to hear about my Dynamos and Alternators.

When I started merging the Red and Blue Midges in the previous magazine I had some trouble with bits that had been fitted (to the Blue), looked nice, but strangely completely non-functional. I replaced the coil and the points and the engine started. However, once I'd worked out how it was supposed to be wired in, I found the red ignition light wouldn't go out. As far as I can tell the dynamo / regulator set up provides power from the ignition switch to the bulb and 'earths' through the dynamo. As long as the dynamo isn't generating 12 volts in the opposite direction the current flows through the bulb, which accounts for why it dims rather than simply turning off.

I bought new springs and brushes for the dynamo as cursory examination showed that one (carbon) brush block was rather reduced and its spring had lost the little curl at the end that pushes the block. There is a simple method to see if the dynamo is charging, and an extended version to check the regulator box. I'll not explain them unless someone asks, but it is all available on the internet. Anyway, the refurbished dynamo charged, although further work might increase the effectiveness, but the regulator box refused to do its thing. I had several spare boxes and dynamo parts, but decided to convert to an alternator as it was more efficient, reduced the number of components and thereby eliminated several weaknesses.

The wiring diagram seen in the Autumn magazine shows most of the answers on how to. There is a number of ways of actually going about the change, but as long as the wires are thick enough and electrical connections good



there's no real problem. I would advise fitting a manual isolator (bottom left) on the earth terminal of the battery so that it can be isolated quickly and easily while threading wires through the various routes. It also acts as an extra car immobiliser. The isolator should, in my opinion, be on the earth terminal as an accidental short between any two points will then be less dramatic.

My 'new' alternator is a different shape to the dynamo, (I decided against spending a small fortune buying one made to look like a dynamo,) The fan-belt pulley wheels and tension adjuster aligned naturally and the lower bracket bolt positions seemed to work out simply by adding reasonably robust pieces of steel pipe spacer and longer ½" (AF) bolts. Stronger, machine made spacers are available, but more expensive. Now the only remaining problem seems to be the hole in the bulkhead previously covered by the regulator. The only note of caution I would add is that there are various types of alternator. Mine, a Lucas, has '+' '+' and 'ind' marked by its spade connectors. I have another marked '+', 'S', and 'Ind'. I think S is for sense, but I don't know yet what it does. If you do convert, check that none of the wires become warm and that the battery doesn't flatten overnight. I think I'll add a volt meter to the dashboard.

My other weird wiring event was the indicator. It would indicate right but not left. I eliminated one fault where I'd connected the common wire to the right and the right to the centre, but the problem was unchanged. Fortunately I had a few spares, so I put in a different indicator stalk... same problem. Changed to a new indicator stalk, still the same problem. Tried a fourth rather old stalk...no problem. Further investigation showed that all three duds had the same fault, a bad contact on the left side. If you predict about 1 in 4 would have a fault and 1 in 16 would have that particular fault then the odds of it happening three times is 1 in 1024. Funny old world isn't it? Jim.





## Financial report and general 'business' update.

Well it's not that dramatic, but I feel it is at least polite to demonstrate I've not been spending the joining fees on new equipment for my garage. I've not kept this to the financial year, so this is just a general update about what's been happening.

Joining fees are the greater part of the income since there is no annual membership fee at the moment. Expenses, or outgo. are largely website and ink. The ink is for the printing of those magazines that are made for members who don't use computers, and since I get the occasional contribution from such members I can't say that's a great burden. The bank statement has been gradually rising (from £500) since I took over from John, as it had done under him. Apart from the joining fees there was a small profit from the calendar, which James Orr and myself hope to repeat for 2018. This year we took a rest as neither of us had the time to invest in 2017. Other small income was generated by selling the last of the brass car badges, and similar.

The other expense mentioned is the website. MrSite has been hosting the site and paying for the domain name for some years since Neil set it up. It had served its purpose well and we still have some time on their hosting platform, until February 2018. I find their software difficult to work with, not their fault, I just learned on a different system. Anyway I thought it best to park the site on my own space, especially since it is free to the club and more practical for me. I bought a 'domain forward' site on GoDaddy for £2.16 pa, which simply directs visitors to MOBC.CO.UK to the site previously known as [midgebuilders.homestead.com](http://midgebuilders.homestead.com). If your computer remembers the old address it should still get there.

I also paid GoDaddy £133.18 to keep the domain for an additional 8 years which we would have had to pay MrSite in Feb 2018.

The other significant expense was getting another production run of brass oval and hexagonal car badges. £253.20 for 30 of each. That cost and VAT and delivery and envelopes to post them out again totalled £272.20.

I'm selling at £12 for a pair, (one Hex and one Oval,) which should return about 50p profit per set after postage, though I'll put the price up if it doesn't cover future postage rates. Now, in mid December '16 about nine sets are sold.

The effect is that the club balance stands at £362.18 with about 21 sets in hand.

The badges are as seen below (apologies for the quality of the photo, it's quite difficult to image shiny things square on)

£12 for a pair

£7 for a Hexagonal

£5 for an Oval

Payment by bank transfer (BACS) if possible. PayPal is my second choice and cheques third. Cash by post is risky for the sender. Drilled mounting holes are not included but available at most wholesalers. The lift may go down as well as up.

There is some chance of organising a production run of the hexagonal JC thingie that goes on the radiator grille top. Let me know if you want one and if there is enough demand I'll see what I can do. Jim.



**Jef Brockhurst** has been making his Midge more comfortable. He writes...

My Garage is a tandem arrangement (11.4m x 4m.), large enough to store logs, an area for woodworking and right at the back- space for the Midge (which needs a great deal of spannering to get it back to the road). The garage had been poorly built by a couple of weekenders many years ago and was in need of a fair bit of attention just to deem it water tight. A collapsed corner and rotten window frame with no glass made the work an imperative. Also the roof had lost its integrity and if the list was not long enough the power supply was so badly done it could not support a welder. These were the main tasks on my list.

I ordered a tarpaulin to cover the car and a second for the rest of the garage contents as this was not going to be the work of a moment. All the rest of the materials were ordered to arrive the week of our return from Le Mans 24hrs. (A Special treat for making it to retirement unaided.) That trip was a tale in its own right! Well it would be with a traveling partner the name of Delaney driving a Porsche... (Film: Le Mans, starring Steve McQueen!)

Strangely, the week I started dismantling the rotten roof and brick work, friends and family either went away on holiday or had really strong reasons not to help out in any way. The one thing that was on my side was the weather, I'd spend the next six weeks in a rather natty little pair of shorts. Having laid out all that cash on tarpaulins we only had a few spots of rain for the whole duration. A fact that should really not complain about.

It's not strictly true that I had no help on this project as I was completely unable to get the single sheet of EPDM Rubber roofing from the ground to where it was needed, it weighted a ton!

Step in helpful neighbour, a couple of planks of wood and some webbing straps. Phew and double Phew!! Also my partner climbed the ladder to help me glue said sheet of rubber down to the new decking. Very good of her as heights are really not her thing. It was a strange ballet we performed that Sunday evening atop the new improved flat roof leaping the drying glue to hold rubber sheet aloft and feed it into the next glued patch. Back and forth, back and forth slowly laying the membrane down without any air bubbles... That was another night I slept particularly well.





All the work has been completed for a few weeks now, including a total rewire , roof insulation and blocking up the the old window cavity. It's still a novelty not having to go out and place buckets under the latest set of drips, and there has been an abundance of rain of late to test my handy work. Fabulous, I can now get down to the real task in hand. I say Car, Car, Car. Alas my partner is saying Kitchen, Kitchen, Kitchen You can guess which will come first!

**Jef Brockhurst.**



Thanks Jef, and well done on the retirement event. It should be about a week before you first say "I don't know how I fitted the job in"

A particularly effective quilted ceiling wrap. Decorative, smart, insulating and easy to dust. The painted walls brighten it all too.

I shall have to make an effort to tidy mine up to match, in fact I'm expecting a surge in garage photo submission as Midge owners start utilising that long boring bit after the festivities. Let's have a few before and afters. J.H.



Peter is selling his Midge, The advertisement will be used in other media, including the sales and wants of the club website so it is aimed at a general audience.

**Triumph based Midge for sale. £3,100.** This is not a run-of-the mill kit car, this is a hand built one off special. Each Midge is unique and there is a club devoted to the Midge based on the internet it has free annual membership "Midge Owners and Builders Club" I built this car in 1998 and is based on a Triumph Herald 13/60 of the year 1969 and has retained its original number plate so is tax exempt. It is registered as Triumph Herald 13/60 sports, this is shown on the reg document. I have the original build manual and undamaged paper plans that I used to build this car.

The engine is 1296cc and the mileage on the clock is 9457 it was 6886 when first reg as a sports back in 1998. There is a new battery plus I have added electronic ignition and a new coil for this season also new track rod ends have been fitted as there was an advisory on the MOT for one track rod end so I replaced them both.

There was a new MOT in April and the road tax is FREE as it is classed as a historic vehicle, I insure this car for just £98 per year.

This car is now ready for the summer show season.

PLEASE NOTE THAT I WILL NOT ACCEPT PAYPAL FOR THE ITEM,

PLEASE DO NOT ASK. CASH ON COLLECTION

OR A CHEQUE ONLY AFTER IT HAS BEEN CLEARED.

You are welcome to have a good look at this car.

Peter Stainton  
[peterstainton49@gmail.com](mailto:peterstainton49@gmail.com)  
Norwich Norfolk





## Some more Midge History from John C



**When I was sixteen I was given most of an Austin Seven saloon in pieces and decided, without any knowledge or experience, to build my own 'Special'. I learned to drive in it when I was just 17 .**

The car was christened 'Colonel Bogey' and cost £45 in total to build. The slab petrol tank was from an MG TF sourced from a scrapyard and cost 15 shillings! I also made a canvas hood and side screens with some unique features! I couldn't manage a



conventional 'Roller Coaster' ( I coined that phrase) dash top so I had to cut the perspex screen to fit around the crudely curved aluminium attempt, which resulted in very short wiper blades! I later sold the car and purchased the car in

the next picture, parked to the right of my friend's 'Dellow like' Ford special. This was 1934 SS1 special named 'Penelope' purchased for just £75 (!). (well it was 1960) It had a Standard 16 chassis and running gear and was the forerunner of the Jaguar SS100. The Engine had an alloy head and the fastest I ever achieved on the flat was 96 mph.

The last two pictures show the next attempt at special building 16 years after Colonel Bogey. This was a loose replica of a 1929 Mercedes SSL based on a stretched Austin commercial chassis with ex Lanchester 19" Rudge Whitworth wire wheels which were salvaged

from a domestic garage clear out and fitted with splined hubs from an E type Jag in a scrapyard (!). Note the hood fitted in 'Coupe de ville' in the second picture. These 2 photo's of it were taken in Holland en route to Germany by which time I had retro fitted the car with a Rover P5 3 litre straight 6 plus overdrive and it achieved

110 mph on the autobahn! A bit scary on thin wheels!

It is a lot of fun isn't it? This special building lark! That car was the incentive for Moss and consequently the Midge. But all that is another story, and quite a long one!

J.C.





**The early development of the Midge.** *John goes on to shed a little light onto how it came about*

All my cars have been effectively sculpted before the design was finalised. If you see a side elevation of cars designed in this way they can look a bit odd at first but in reality the eye sees them from 5 feet in the air. not 2'! A lot of computer designed cars look alright in a side elevation but from 5 feet up just don't look right. I think you have to actually make one, I keep walking around it, correcting the line and form round it until it looks right then you commit. This is how William Lyons designed the Jaguars from day one. Looking at the present generation I don't think that they do that anymore. If it looks right on screen it probably will not have that 'flair' in real life.

I actually sculpted the Midge body directly onto a Herald chassis, cutting sheets of soft fibreboard to approximate lines drawn on with a marker pen! This involved a lot of staring, a lot of looking at vintage MG photo's, a lot of modifications and a lot of fibreboard, because you can chop bits off to see what it will look like but you can't add bits back on! The bonnet side panels were prototyped in cardboard. These shaped body pieces had to be then cleaned up and transferred to plywood before 'first assembly' i.e. screwed together 'dry' to fix to an approximate floor panel with wooden connecting blocks. Having assembled a bare plywood tub I tackled the inside. i.e. the rear floor, dashboard and the bulkheads that had to carry the pedals etc and attach the side panels with drawn on doors! Using Herald seats I frequently had to sit in this contraption to figure out knee clearance, leg length, elbow height, steering column height, handbrake and pedal positions etc. The bonnet sides and top panels, slab tank cover and scuttle top where all pre-formed from extremely large sheets of stiff card rolled to suit the required curves, sellotaped together, marked out and cut to shape. When this lot looked about right, I figured out a windscreen shape to suit the rest of the car, knocked up crudely from aluminium channel and set at a gentle rake with slightly tapering ends and then the whole thing was dismantled and used as patterns to make patterns.

The shapes had all the edges straightened from the roughly cut board and all the corners squared up so that the final set of patterns would be accurate. Then came the job of measuring and marking out the wooden block positions etc. This was followed by overwritten assembly instructions on each sheet, and then the accompanying build manual.. After the final construction came the Mudguard, headlight and spare wheel mounting positioning and fabrication. The first car used a vintage Wolseley radiator grille which was replicated in the now familiar aluminium casting. Later came the weather gear to suit. I designed the hood and frame and Sheffield Trimming Company produced them. Amazingly the whole project was completed from inception to completion in 3 months, working outside at home on the drive during the dry (!) summer months of 1984., whilst 5 miles away the Moss 'empire' was running itself! (I had a garage but the light was better outside! and I could work uninterrupted at home!)



*Sadly the dog appears to have eaten almost all John's photos of the early development of the Midge, so this is the only record of the fibre-board mock-up. JH.*



## UK 2016 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

Useful links [http://www.carandclassic.co.uk/car\\_events.php](http://www.carandclassic.co.uk/car_events.php)  
<http://www.classicshowsuk.co.uk/>  
and <http://www.kentkitcarclub.com/2014events.php>

Not actually trying to make you all jealous, but this is Graham's new Midge Garage. Those of us who now and then have to shimmy around the car when accessing the far side of the garage might feel a bit aggrieved. On the other hand since there's enough room for a rally including the obstacle course and a decent sized bar



we could all go and have a party under cover.

Room for about 50 small ones Graham?

Don't forget we 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.....



Its back! The Really Retro and Classic Car show returns on **SATURDAY 20th MAY 2017** for more Classic and Retro car action on a former WW2 Runway in Staffordshire.



The event will be held on **Saturday 20th May 2017**, featuring cars from the 1940's through to the 1990's. With hundreds of vehicles on site, we believe it will be one of the largest retro car shows in the UK, yet it will remain relaxed with the focus on you; the car enthusiast. There will be the usual competitions to include 'Best Car Club' and 'Finest Show car'. Within the trade village there will be Retro themed stalls together with a host of automotive and craft traders for the shopaholics! For the kids there will be the on-site playground, bouncy castle and rides for the little ones.

**VENUE ADDRESS:**  
Seighford Airfield, Clanford  
Road, Stafford, ST18 9QE

**[CLICK HERE TO BOOK IN](#)**

- 1) Click on the above link.
- 2) You will have the option to select 'General Public' or 'Display your car'
- 3) Select the 'Display your car' option
- 4) Then click 'Next Step', on the next page select how you want tickets either email or print
- 5) At the checkout page add your car details and name of club and then check out to complete the transaction.
- 5) Your E-Tickets will be sent to you automatically to print.





**New JC Sports Cars website being fabricated.**

John Cowperthwaite recently had a little bother with his website at [Lightning cars.co.uk](http://Lightning cars.co.uk) and was looking for a bit of assistance as the information was becoming out of date and was proving difficult to adjust. He was also looking to trade under a separate address for the Mk2 Midge Roadster, so as not to confuse it with the children's car, the Lightning.

We have started up a new site for him called [jcsportscars](http://jcsportscars) on the GoDaddy host site, which I hope to equip with sales options, paypal, history, and perhaps a hints and tips section.

There is of course no kind of barrier between the two kinds of Midges or their owners, in the club even if they are a bit younger and faster. I guess that applies to both, but I was thinking about the cars.

The new site will take a bit of adjusting and development as, although very cheap, I am not a professional website builder so I would be obliged if

anyone with a minute or two could wander through it and look for typos, gremlins and non-functional components.

Comments are also welcome on style, presentation, taste and ease of use.

Perversely I have incorporated the Children's car 'Lightning' for the moment, and of course the screen shot on the left inevitably had that on the slideshow. I hope to separate the two elements later under a different domain. The paypal system may be active, so be careful not to buy anything unless you actually want one and check with John if you do. Some of the information, prices, availability and such, may be out of

date. I'll be tidying them up with John's help later. It'll keep us both busy over the festive period if there's any time left over.

Jim



# Notable Midge Owner Trait #1.



A tendency to take things to pieces.

He's doing something wrong, spotted it yet?



And so, as we all collapse in a heap of over-indulgence, perhaps a last glimpse of Summer and the cheerful refrains of the Midgeing song. Click somewhere on these words...Take it away Ray....

*Jim*



And since John Bircumshaw found this picture in the archives in time for Christmas, I thought it a nice counter-balance. Facebook readers will have seen it and anybody who got the Winter 2000 magazine, but there'll be a few others.

Finally there's a Christmas e-card / End of year newsletter from me and mine to you and yours as the last page which, if you have lots of ink can be printed, folded and used as a fire lighter.



Christmas card 2016 from Jim and Fiona.

Ho ho ho, and now we've got that over with, time to look back 12 months, reminisce and make apologies. Sorry, for instance for the lack of newsletters that I assume you all enjoy, sorry about the weather and the climate and most of all sorry about Brexit. It might seem like the end of the world, what with Trump, well that's about it really. Trump. Wasn't there something in the bible about the last trump? Still, it could be worse, and judging by his history it soon will be. Talk about the sublime to the ridiculous.

Having dealt with the gloomy bits what's the good news? well in 2016 we took Mum to Sardinia for a wee holiday, and popped over to Corsica while there. Strange how normal and comprehensible French (Corsica) is after a week or so of Italian (Sardinia). Good cooking and excellent wine available in both and nice and warm too. I was most impressed with the Sardinian Hotel, it even had a sea-water moat. It's a kind of dry island, so you wouldn't want to waste drinking water, especially since the hotel was 100yards from the Mediterranean and in the swimming pool it's easier to float.

My brother Bill dropped in (to the UK) and stayed. Which Mum is enjoying, especially since he is an excellent cook. I think Charlie our nephew likes that too, so Mum is entertained and fed, and we managed a Mum visit in August around a Wickham Music Festival, saw Bill and also got fed

At home I've dropped a couple of trees, and paid to have several more dropped (tricky positions). Made some Garage doors, had snow in April and November. In March I bought another Midge, a trailer and a Spitfire. In September Fiona and I went off to the Kyle of Lochalsh and Plockton (remember Hamish McBeth?) and paddled around with Helen and Derek in the sea-kayaks enjoying some excellent weather. I did manage to fall in the river, but surprisingly the iPhone survived. The folding caravan got an airing, it is really easy to tow which means we don't generate great queues of traffic. It worked really well considering it had hardly moved in several years. Later in the year Fiona was able to get hold of a really nice Swarovski telescope for her bird watching. Modesty forbids I tell you who paid the very reasonable but still slightly eye watering price, but it made me feel better about the cars.

The village had an Heritage Festival which went well, our WATIF? charity is starting to bring a bit of 'community' back in and reverse the dormitory effect. We're hoping to make some local signed walks with the cooperation of the Forestry Commission. On the house front we bought a new more efficient wood-burning stove, and put the old one into the rental house, to the delight of our tenant. Also the Microwave I bought in '84 became unreliable. I'd bought it when Bill visited from Australia in that year, so I currently buy one every time he visits Scotland. This one is a lot smarter, and tells us what to do and decides how long to cook. Seems to get it right too.

I've been doing a bit of helpful in the village and just got back from wiring a new electronic brain into a neighbour's air-source heat pump. It's

Chinese as most bits of tech are nowadays, and kept turning into a block of ice because the defrost mechanism wasn't being triggered by the computer. The ambient temperature was around zero, so it needed fixing before the pipes burst. I'll re-write this paragraph if it blows up before I post this, but so far....

On the motoring front the Zafira threw its Engine management module (another computer), and I had to get that replaced. That would be well outside my skill set, although I suppose the Air-Source one was too, but in that case there wasn't an engineer available. The air-source suppliers said I should 'have a go' so I did. The garage just drained a lot out of my bank account, smiled and gave me the keys back. The Midge being much simpler kept on rolling and even stood in for the shopping trip.

The festive photo of the shale 'bing' at the back of the village is a bit bleak, but it has a certain majesty, if that's not too grand a word for a few hundred thousand tons of industrial waste and a light dusting of snow, but it has a sort of presence, and you can get quite fond of it in a strange way. Anyway the snow in the garden hasn't been deep enough to do justice to the Christmas card. Meantime, have a merry one and a happy one of the others.

*Love from Jim and Fiona*

