

Midge Owners and Builders Club Spring 2015

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Dear Members,

Welcome to the Spring issue of our Club Newsletter. I hope that you are all well and looking forward to driving your Midge once the warm weather finally arrives. There are some members who use their cars whatever the weather and they have my great admiration. I often regret not building a heater into my car which would have encouraged more winter use!

As I look back over another year, I am most grateful to the support given by members and it reminds me that our Club survives as a result of a team effort. This year we have a number of initiatives which are to be taken on board to bring members together so please support them to make the Club an even greater source of camaraderie. Whilst we have to be content with contacting each other by email or by the social media most of the time, I am sure that we shall look forward to the opportunity of meeting those we know but have never actually seen in the flesh!

John



THE CLUB WEBSITE

Have you visited our Club Website recently? If so you will know that Neil Russell is doing an excellent job in keeping it up to date. This encourages non-

members to find us and get in touch so do go to www.mobc.co.uk for all manner of Midge information. We have recently renewed our website contract so if you have any suggestions on how the site can develop further then please let me know. One such suggestion is that the Wanted/For Sale section should not only include complete cars and projects but should be available for those who wish to buy and/or sell parts for Midges. That's another free service for members so please check out your garages as this is a great way to let others know what you wish to buy or sell.



These pictures come from Thierry Gauchet in Paris. As a Midge enthusiast and talented photographer we hope he will join our Club.

LISTED STATUS FOR YOUR MIDGE?

The Federation of British Historic Vehicles (FBHVC) has backed calls for a United Nations organisation to give historic vehicles heritage protected status in much the same way as certain buildings and locations.

In association with the Fédération Internationale des Véhicules Anciens (FIVA), the European organisation set-up to protect the interest of

classic vehicles, the FBHVC is seeking automotive 'International Non-Governmental Organisation status with United Nations Educational, Scientific and Cultural Organization (UNESCO). The proposed plans would afford the protected status to all vehicles at least 30-years-old.

The FBHVC's calls for classic cars to be given a globally-recognisable status builds on FIVA's existing work in drawing up the Turin Charter, which offers up Europe-wide guidance on what qualifies as a historic vehicle. However, FIVA has spoken of its aspiration for a wider-ranging global status for historic vehicles.

Not everyone is in favour of the proposed plans. The Historic Sports Car Club chairman is worried about where that leaves the drivers. He said: 'If the protected status were to come in, how would it affect driving the cars? An awful lot of the cars raced at our events are more than 30 years old, and people want to get out and drive their classics, not let them sit in a garage.'

I knew our cars would be recognised for their true worth eventually, but having listed status may be a step too far.

MIDGE CLUB CALENDAR FOR 2016



Now that we're getting used to 2015, I should like to mention an important initiative for the Club for 2016, but it's not too early to think about in now.

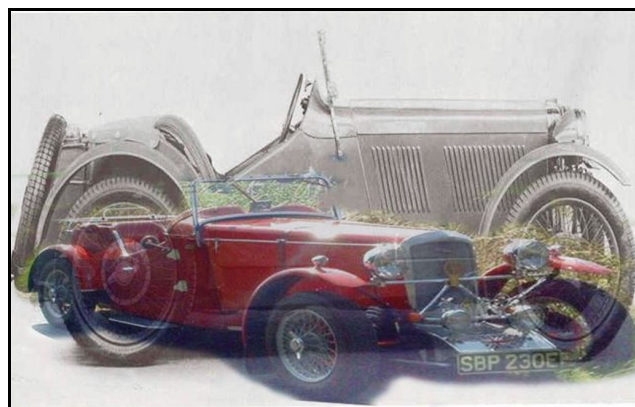
James Orr has volunteered to produce a full colour 12 page A3 calendar for next year. The style: would be as shown in the mock-ups with the top half image, and the lower half showing the month with space for each day.

This is an opportunity to have your Midge in a colour picture which will be available worldwide! Please forward photographs or illustrations of your Midge. (Computer enhanced is OK) to James.

These themes are given as suggestions, but imagination is the key!

- Midge building in Garage
- Winter Midge
- Summer Midge
- Country road/lane/Farmhouse
- Hill Climb/ Midge at Speed

For our members who are not in the UK why not show your car in an environment typical of the Country? There are Midges in France, Germany, Czech Republic, South Africa, USA, New Zealand, Italy, Sweden, Netherlands and Western Australia.



Another idea for your picture

Our Midges are in the style of MGJ2 of 1930's so why not have the Driver/Passenger in 1930's clothing/environment or related to Art Deco/Nouveau?

All images should be sent to James at james-m-orr@hotmail.com The closing date will be October 16th. 2015 and entries will then be sent to all members who will select their favourite images, fill in the online voting card, and return to James by October 30th. Your help is needed to make it work, so please start taking pictures now.

James is currently convalescing from surgery. All Club members wish you a speedy and complete recovery, Get well soon, James, - we need you!



I hope that those members who know me personally will agree that I am not the jealous type! However, I couldn't resist a twinge of envy when I read the following article. If you can read it without turning slightly green then you are a better person than I am!

THE "HOLY TRINITY" ON THE ROAD



A multi-millionaire from Rutland is one of only around half a dozen people in the world - to own the "Holy Trinity" of hypercars - with a combined value of more than £3M. Paul Bailey already owned the £866,000 McLaren P1. In one day he added the Porsche 918 Spyder and the La Ferrari - tripling his hypercar collection. He drove with his wife and a friend to collect the Ferrari before making a 200-mile round trip to Cambridge to pick up the limited edition Porsche. The three vehicles, which all boast top speeds of more than 200mph, are considered to be "hypercars" - top-tier cars whose features, price and rarity sets them apart from "regular" supercars. He drove his McLaren supercar from his home in Rutland, to a Ferrari dealership in Nottingham. There, his wife Selena, 46, got behind the wheel of the McLaren, while he drove his £1.2M Ferrari. The couple then drove 100 miles to a Porsche dealership in Cambridge, where his friend, who was travelling with them, picked up his 918 Spyder worth £780,000. Mr and Mrs Bailey made their fortune when they sold the communications company they founded for £28M in 2012. It is understood that Mr Bailey boasts a collection of around 30 supercars. He said: "I have been waiting about two years for the La Ferrari. I was offered one of the first five UK cars but these did not have the level of personalisation that I wanted. "I live a very surreal life and being the first to own all three does not feel real. This is why I want to use and share the cars with enthusiasts. "It is too early to say which is best as they are all totally amazing." His three newest acquisitions have a combined horsepower of 2,740 and can reach 62mph in less

than three seconds. They are part of a new breed of ultra-performance cars which use environmentally-friendly hybrid technology to achieve fuel economy of up to 94mpg.

And now back to reality. A special event planned for all Club members and friends



Roger West has very kindly agreed to arrange a Club visit to Brooklands Museum where we can all meet up together and enjoy seeing the cars and the place that was so instrumental in the development of the great British racing cars of the 1930s



Brooklands was the world's first purpose-built motor racing circuit, constructed at Weybridge, Surrey in 1907. It was the birthplace of British motorsport and aviation, and the site of many engineering and technological achievements throughout eight decades of the 20th century.

The Museum has a wide range of Brooklands-related motoring and aviation exhibits and the only Concorde with public access in South East England. Through inventiveness, expertise and above all, a sense of adventure, Brooklands changed the world. Do have a look at the website for further details about this magnificent place of pilgrimage which are given on www.brooklandsmuseum.com

If you and your friends would be interested in a day out at Brooklands, then please let me know. There's no commitment at this stage as we're trying to get an estimate of numbers. We're looking at arranging our meeting for a week-day in August and hope this would be convenient for everyone.

If the proposed visit to Brooklands is not convenient for our French members or for UK based ones who feel adventurous, then this poster of Magny Cours gives more details of a race meeting there. What a fantastic Poster!



Ben Thompson has been an MOBC Member for a number of years and loves his classic cars so much that he has decided to go professional and offer restoration and customizing of any classic car.



The poster reproduced here doesn't do justice to Ben's work, but if you wish to discuss any proposal with him, then Ben's contact details are

www.majestic-motors.co.uk
ben@majestic-motors.co.uk
 01926 658923

Ben also tells me that he has a very good Midge dash top and may do a mould to produce new fibreglass or even carbon fibre dash tops. These are rare sought-after items for Midge builders, so if you would be interested in having a new dash-top then please contact Ben directly. Good luck Ben, in your new venture!

MOBC BADGES

Do you have a grille badge or perhaps a dashboard badge like the ones here?



If the answer is 'no' and you would be interested in purchasing a pair, then please let me know. The price for our previous order came out at about £15 including UK delivery.

NEW MEMBERS

I'm very pleased to welcome two new members to our Club

- Daniel Cattelain 'One more Midge en France!'

Daniel writes:

I am a retired TV journalist who lives in Normandy. I bought my Midge last December from a British amateur of classic cars living (almost) next door. To tell the truth, I bought the car in September but could drive it only in December. The *administration française* can be rather slow but it works. And it is now possible to get an official registration for this type of car.

The donor of "Daisy", that's her name, is a 1970' 13/60 Herald. I am as happy as possible with my Midge. "She's a wonderful little car and a great pleasure to drive; she causes many sympathetic

reactions of passers-by. Something we know already.



Daniel's Midge, all ready to go with French Registration

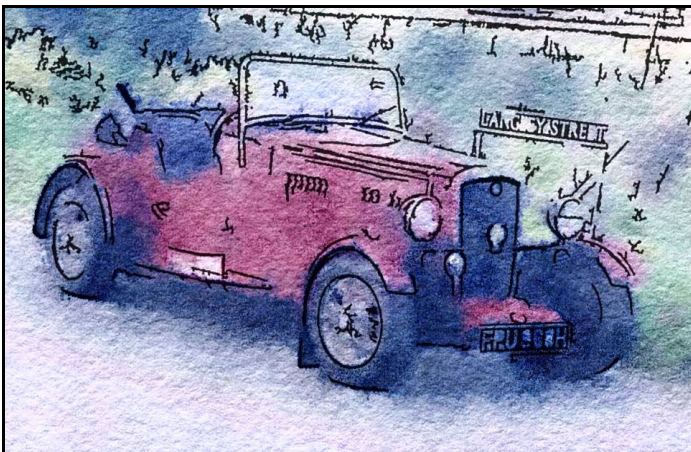
Bienvenue à la MOBC Daniel. Nous espérons que vous nous trouverez une foule amicale

- **Graham Fackman from Great Yarmouth**
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Graham's name will be well known to those who follow the Club Facebook page and he is keen to bring his Midge up to a high standard by making the following modifications:

- 15" Wire wheels and tyres.
- New mudguards and brackets.
- Replacing the 70s bucket seats with either 2 reliant robin seats or a fixed bench type seat.
- re-locating the hand brake from its current central position.

It just proves that Midges are never finished,



Graham has sent us this delightful water colour of his car, computer generated of course!

FOLDING WINDSCREEN BRACKETS

Not satisfied with the current list of 'to do' jobs Graham is also looking into commissioning a foundry to produce some folding windscreen brackets as shown below:



A pair of brackets will cost in the region of £60 -£80. This is for the cast brackets only; the attachment plates will be a little extra. If you are interested in purchasing a pair of brackets please let Graham know quickly on 01493 304170 or email grafack@hotmail.co.uk



To show that we are a worldwide club, here is the Midge of Graeme Kemp from New Zealand

I have often wondered what Midge owners do when they are not working on their cars. The answer seems to be that they find something else mechanical to take apart, renovate and put together again. In this article, which I hope will encourage others to share their interest, Jim Hewlett tells us about his latest project, a Fergie tractor



Jim's Fergie Tractor is now being rebuilt

I have made an excursion into the fields of Ferguson. This is partly because of my being a Farmer's son and partly because I can.

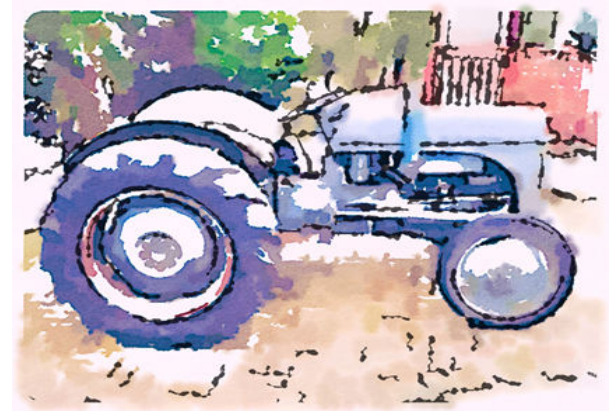
My wife Fiona has a fondness for tractors, so when the TE20D turned up I decided that it would be the sensible thing to do. I mean a chap can't spend all his time and money on Midges, can he? That's a rhetorical question, so just nod.

The registration number proved to be a complete fiction, and there has been a certain amount of swapping of parts where, for instance, it gained a completely rubbish rear tyre with the wrong sized (loose) bolts. Also an alien exhaust and manifold from who knows where. The brakes, rear only and entirely mechanical, were oily on one side, so the seal needs replacing, and the PTO shaft ditto. I think £2000 including purchase should get all the necessary bits and set it right, the rear tyres for instance were £150 plus VAT etc.

The offside brakes being oily, I almost despaired of removing the hub in one piece. Then, just before I went from gentle to brutal, I discovered the engrimed $1\frac{1}{4}$ " wide locking screws that prevent it falling off when there isn't a wheel on it. I was looking for things a quarter of the size. Fortunately, by habit, if I can't progress I usually do some general cleaning while letting my mind works on the problem. That usually finds a solution, and I end up with a cleaner machine as well.

A spot of paint should remove most of the mottled look, though I have no intention of making Ted look concourse, he's for work not show, and anyway it matches the cat.

I'll have to tour the local farms in a Midge and see what archaic bits are lying around unwanted, unloved and underpriced. You always get a better deal in a Midge, it might be sympathy or curiosity, I don't know, but turn up in a super-car and you'll pay through the nose.



A painting of Jim's Fergie. I understand the picture was left out in the rain next to the tractor

And finally, for the Midge Owner who has everything, then why not go for a Mascot?



Sorry - we're too late. This was in 1935. Perhaps it could be Graham Fackman's next project!

My best wishes to all Club members, wherever they may be. Keep sending the pictures and articles for your Newsletter and don't forget to tell me about your 'other' classic vehicles.

John