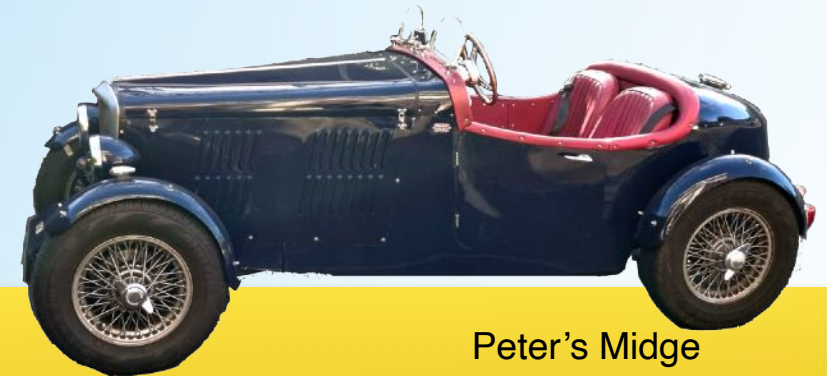


MIDGE MAGAZINE



Spring (ish)
2026



Peter's Midge

MOBC. the Midge Owners and Builders' Club



Hello All.

After a long dry spell after (secretarial) retirement I'm having a go at making up one last MOBC Magazine and as I start this I don't know if there will be enough to warrant publication. Jim Pailing has been kind enough to start the ball rolling.

Graham Fackman has explained how to get the [MOBC.co.uk](https://midgebuilders.homestead.com/index.html) domain to be shown at the top of the web pages, rather than the <https://midgebuilders.homestead.com/index.html> (although that should still work). With a bit of luck I'll have that operational by the time this is published.

The last of hexagonal the brass badges is now sold so although I still have the casting templates for both hexagonal and oval ones. I can send them to a foundry if anyone wants to organise a casting run.

The web site is still running. I shall use the remaining MOBC cash in the brass bound coffers in my cellar to keep the domain and the web-space running. I'll leave it on my Homestead web-space and the GoDaddy framework as it has been for the last 10 years. I set that up early on, and as it hasn't increased in cost in that time it should be good for quite a while.

Life moves on and other interests have started to encroach on the time I can spend on MOBC. I keep an eye on the facebook page as co-moderator with James Dolphin.

My Midges are for sale and I hope to get them onto ebay if no offers come through beforehand. Both are Triumph based and properly registered as Midges. I'm not looking to make a profit on them but the silver one (which I haven't worked on) cost £2k and I have some 15" wire wheels, tyres, spinners and hubs which haven't been fitted yet. The Red one is a 13/60 with a Ford type Midge body on a Triumph chassis. Tonneau cover, racing screens and 15" wires fitted. I think £2k would be a reasonable starting price. Both have challenges but both ran last time I checked.

Both are visible on <https://www.jimhewlett.com/> **UPDATE, Red Midge is now Sold**

I'll see if I can put some pictures and links further down the magazine

JH

Page 1. Editor's rant. Index

Page 2, 3. Jim Pailing's progress.

Page 4 Stoneleigh Festival planned for July

Page 5, Robert McNay DVLA Changes August 2025

Page 6, Mark Powell's Midge returns.

Page 7, JP reflects on the coming and goings of life.

Page 8. An interesting image. Not sure where I got it.

Page 9. Historic bits and bobs

Page 10, Bits and bobs.

Page 11,12 Jim P on Weber carbs

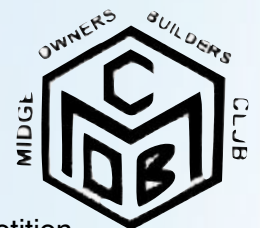
Page 13. Red Midge departure

Page 14. Red Midge retrospective

Page 15. Page eight analysis competition

Page 16. Tailpipe.

Extra Page 17 Midge for sale



Jim Pailing 'Back Burner Marge'

Boating seems to take up the Summer which is logical as we live by the sea. One day, (our tenth wedding anniversary), the wife woke up and proclaimed as we probably had 10/15 years of active life left, we should move ! Bugger ! I thought, I've just got the workshop sorted, the garage is 'ship shape', the pergola is set up for the vine, I've built the patio and erected the conservatory and she wants to move ! 'I think we should move to the sea side', she says ! Well ! 'Shiver me timbers, I'm up for that, I thought'. So, here we are.

What is not logical is that although I have a friend whom I crew for on his yacht, most of our boating is in our narrowboat from Daventry ! What has this to do with kit cars you may ask ? Well, not a lot ! Although the narrowboat engine is an ancient BMC 1.5 diesel that uses the same block as the three bearing MGB engine in 'Super Midge' (a 'P' type BRA Roadster based on the MG that superseded the Midget.) Last Summer found me chasing around the back streets of Handsworth, Birmingham (the family home from the 30's), looking for a water pump that was, in fact, an MGA item. The very helpful gentleman from Jumblemaster (Ebay) pointed me in the right direction, he is almost 'open all hours' and a mine of information !

Other 'dieselized' engines include the BMC 1800 and the 2.2/2.5, which was strictly an Austin engine rather than Morris, originally developed from a 6 cylinder army lorry engine and wound up in the Healey BN2. Now that would make a nice kit car engine, nicely engineered with cast tappet covers and loads of torque ?

Whilst commissioning Super Midge I encountered the horror stories of all time. Being careful to prime oil ways before starting after a long lay up (30 years!) I could not achieve a reading on the gauge. Going so far as priming the 'pump to filter cross over pipe' with a rubber hose and funnel, it became apparent that something was amiss. After taking the sump off to actually drop and check the pump, I filled it with Vaseline and replaced with a new gasket. Catching my breath, I glanced at a spare gasket in the kit and noticed it was the same as the one just taken off ! Long story short, Two gaskets are supplied, one for the MGB, (large) and one for the 1800 saloon, (small) as the 1800 had its gearbox in its sump and the oil pick up is different. Wrong gasket fitted. 'Chateau neuf du pape !' And, the engine had been professionally rebuilt ! They must have overfilled the sump to get the oil flowing and then drained some off as the holes in the gasket overlapped the joint breaking the seal needed. Just goes to show ?

Battery size for Super Midge is a bit small having utilised one sculling around bought for something else. It's OK in the Summer but a 'no go' in the Winter, so I treated myself to a 'Yobber Auto', Ebay about £28. It's a booster pack and is more than sufficient on a cold morning (5°C) and has a powerful torch/flasher built in. (For when I get marooned on a desert island, it will automatically flash SOS. Wow !)

Later last year, having obtained an MOT, and running the wife to the local eatery, I noticed that the steering wheel obscured the original MGB indicator warning lights which, being operated by a rather nice and expensive vintage switch was non cancelling. Could cause problems, so having spotted an indicator light in the boss of said switch, I dismantled it and found spare connections. Checking on the web I discovered that with the addition of a jumper, one could get the light to function. (It rather cunningly uses the other, non-selected indicator feed as an earth, through the bulbs and thence to earth.) Bonnet de douche ! As a professionally qualified designer this kind of thing is easy meat ! Oops, the new indicator warning light is also obscured by the steering wheel !

Marge's Spitfire 1500 engine is coming along nicely; pleasant working at waist height with my smart new engine stand. Most bits available from Jumblemaster except locking tabs/washers for the front crankshaft nut, the back plate and flywheel. Having found I can cut shim steel with a circular leather punch, will have a go at making out of a tin can and my other splendid acquisition, a pair of aviation snips; much easier on the hands !





The non-cancelling indicator as described



A demonstration of the advisability of checking the work of professionals. Neat and shiny but no use with the wrong head gasket.



Not sure where the plane came from



A small battery will suffice if helped by a booster pack. Usually cheaper than a bigger battery, just needs a little camouflage.



A BRA Roadster. An MG P type replica from the '60s A fibre glass tub I believe but definitely Midge-like and fun.



Copied from the MOBC facebook page for those interested. Note that this is for July 2026

EARLY BIRD TICKETS - ALL TICKETS HALF-PRICE UNTIL THE END OF OCTOBER!

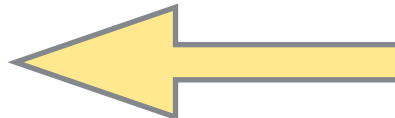
Malcolm asked how much 1/2 price was. They responded with ...If you're bringing your own self build/ replica to display it's £2.50 for one day or £4.50 for the weekend. If not it's £10 per day or £17.50 for the weekend. Camping also available - prices on the website.



Details

Event by Car Show Co NAEC Stoneleigh

Tickets



EARLY BIRD TICKETS - ALL TICKETS HALF-PRICE UNTIL THE END OF OCTOBER!

Thinking of joining us for The Replica & Self-Build Festival at the NAEC, Stoneleigh on 18 - 19 July 2026?

Over 30 manufacturers already confirmed

Live Bands and DJ Sets

Family fun activities

DVLA backs classic car industry and driving enthusiasts with updated registration policies

New Government policies for registering repaired, restored and modified vehicles that will come into effect from Tuesday 26 August.

- DVLA has announced updated policies to modernise the process for notifying DVLA when a vehicle has been repaired, restored and modified.
- Like-for-like repairs and restorations will no longer need to be reported to DVLA, and more modified vehicles - including electric vehicle (EV) conversions - will be able to retain their original identities.
- Changes will take effect from Tuesday 26 August 2025.

DVLA has today (20 August) unveiled a major update to some of its vehicle registration policies, making it significantly easier for enthusiasts to register repaired, restored and modified vehicles. The new guidance reflects modern restoration methods and simplifies the registration process, helping classic car owners keep their vehicles on the road while ensuring safety and accurate records.

These changes follow an extensive call for evidence, which received more than 1,350 responses from classic car owners, motoring clubs and the historic vehicle sector. In response, DVLA is replacing its existing policies on rebuilt and radically altered vehicles with 2 new sets of guidance that will apply to all vehicles, regardless of age.

Key changes include:

- like-for-like repairs and restorations will no longer require notification to DVLA, providing the vehicle's appearance is the same as when it was originally manufactured and there are no changes to the log book (V5C)
- vehicles that have been subject to significant structural modifications will be able to keep their original Vehicle Identification Number (VIN) and registration number, but the registered keeper must notify DVLA of the changes
- vehicles that have been converted to electric will also be able to retain their original identity, but the registered keeper must notify DVLA of the changes

Minister for the Future of Roads, Lilian Greenwood, said: We know how much love, time and effort goes into keeping classic cars – and we're right behind the community. These changes are about cutting red tape and making life easier for enthusiasts, whether you're restoring a vintage gem or converting it to electric. It's all about celebrating the UK's amazing motoring heritage and helping the industry thrive well into the future.

DVLA Chief Executive, Tim Moss, said:

We recognise the time, passion and care that keepers of classic vehicles invest in keeping their cars on the road. That's why we've worked closely with the community to shape these changes.

These updated policies support historic vehicle keepers, and the wider industry, with clearer registration processes that reflect modern restoration and modification practices, helping safeguard the UK's rich and wonderful automotive history. These changes will allow enthusiasts to focus on what they love most: preserving and enjoying these remarkable vehicles.

By Mark Powell

Following the recent comments that no two Midge are the same, leads me to the history of mine..

I first saw the advert for the JC Midge in 1985. Being a Triumph Herald aficionado, and not in the league of affording an historic MG, the die was set.

A set of plans were ordered and a 1965 Herald 1200 was sourced from a fairly local scrapyard for £50. It was an MOT failure, but successfully towed back to my rented garage in Brighton.

I was working part time back then, so the Herald was soon dismantled into it's component bits and all the surplus parts consigned to the scrap man... (if I knew then what I know now!) The chassis needed welding in the usual places (and lasted for 12 years), Everything mechanical was overhauled, although the engine just received a service (which served till 1988)

On receipt of the plans and purchase of basic WBP ply, all the panels were cut out and glued and screwed together

I won't go into the actual assembly, as I am sure most of you will have gone down that route. But basically it took me about a year to present my Midge for MOT. which it promptly failed on worn splines on the second hand wire wheels... Standard steel wheels fitted and passed. Local vehicle licensing office inspected and off I went!

I think the total cost at that point was about £1600.

Fast forward to 1988 and lack of power was cured by the fitting of a Spitfire 1500 engine and Spitfire Mk4 gearbox. Also, a used set of 15" 48 spoke wire wheels (Beaulieu auto jumble) were fitted.

It continued in this form until 1998 when my original chassis finally succumbed to terminal rot. A second hand rolling chassis was sourced, which donated lots of spares and a major headache.. It had been extended 4 1/2"!

Cue rebuild of rear body tub with extended door apertures (result!) Midge also received a shiny new set of 15" 60 spoke wheels and a custom made hood.

Fast forward 4 years and due to high mileage for work it acquired an LPG conversion, an overdrive gearbox and a higher ratio diff.

I eventually sold it in 2011 with at least 100,000 miles completed!



But the story doesn't end there! Following some online conversations it became clear my Midge was looking for a new owner.. So I bought it back in 2017!

Investigations of the returned car discovered that it had not been back on the road since I sold it and also terminal plywood body rot, not very surprising for a very used 32 year old tub... The old extended chassis was also getting a bit crusty in the diff area, so....

A 2 year complete rebuild evolved, replacement chassis, new marine ply body, all epoxy sealed. A change of body colour, new seats and interior and a re-designed folding wind screen. The running gear is all retained, overhauled, of course!

Contact with DVLA has seen it now registered as a Triumph Herald Sport.

Two years ago, a house move to North Wales saw me drive it to its new home from Sussex. The drive in sunny weather was faultless (no roof) with the exception of slightly iffy brakes (now sorted) Cross country route, as really didn't fancy any contact with so-called smart motorways...MP

Marlins/Midges and Malta !

I do not like the cold, I do not like the wind and I don't like the rain; the lot together, forget it. So, when SWMBO*suggested a month in Malta during January, I gratefully accepted ! A long holiday with enforced idleness is good for the soul ! I often find that the brain gently clears; all those urgent jobs become less so and a new agenda arrives. It's not easy ! Several bottles of red wine and a good few meals had to be consumed but I struggled through the hardships, including paddling in mountainous surf, and travelling on one of Malta's vintage buses fitted with a large 'thrumming' Leyland diesel ! The message ? Do less better ! This will mean a reduction in the 'fleet' ! Three kit cars is a bit 'OTT' I must admit and those of you 'of a certain age' will remember Allan Clarke, the MP and journalist who (apart from getting right royally lubricated in parliament) when short of ideas for his column, used to ramble on about reducing his stable of vehicles and which ones to 'let go' ? Muddled thinking I fear. No qualms here 'old chap', simply put them all up for sale and keep the last one. Or in my case sell the lot and get on with 'Madge', the Marlin front end/Midge back end 'Special' which will be designed to take account of my increasing and lowering centre of gravity. Been on the 'back burner' long enough ! The problem was that I was getting discombobulated over the change from the Marlin Roadster tub design, with seating between the chassis box sections and the Midge, where one sits on top of aforesaid sections. How to achieve the change in section ? The answer drifted in to my grey cells during Mozart's Clarinet Concerto (Malta Philharmonic Orchestra and very good too) and all became clear ! Place a piece of 12mm ply on top of the individual and unwelded chassis sections with the body sections on top. Slide the two components apart until the required posterior position is achieved and hey presto ? The tricky bit then is whether the scuttle/door and rear wing panel align in a satisfactory curve ? Mr Morgan does it rather well by splaying these out at the base rather more than the eye tells you ! Then the only problem will be attaching the leaf springs, maybe to a crossmember rather than the 'upkicked' Marlin chassis ends and use a vertical change in floor section to provide a backrest ? We shall see ?

What else did we do ? Well the Classic Car Museum at St Paul's Bay was brilliant ! The wife, Linda, posed next to the Teal Bugatti kit car

outside (Marina running gear and a colour that matched her handbag exactly; so clever ?) and a splendid display of classics inside. I suspect an expert would notice the preponderance of Ferrari red, including a TR3 (I HAD A TR2 BUT IN GREEN !) The owner, workshop adjacent, must have bought in bulk ? But the highlight of the holiday !

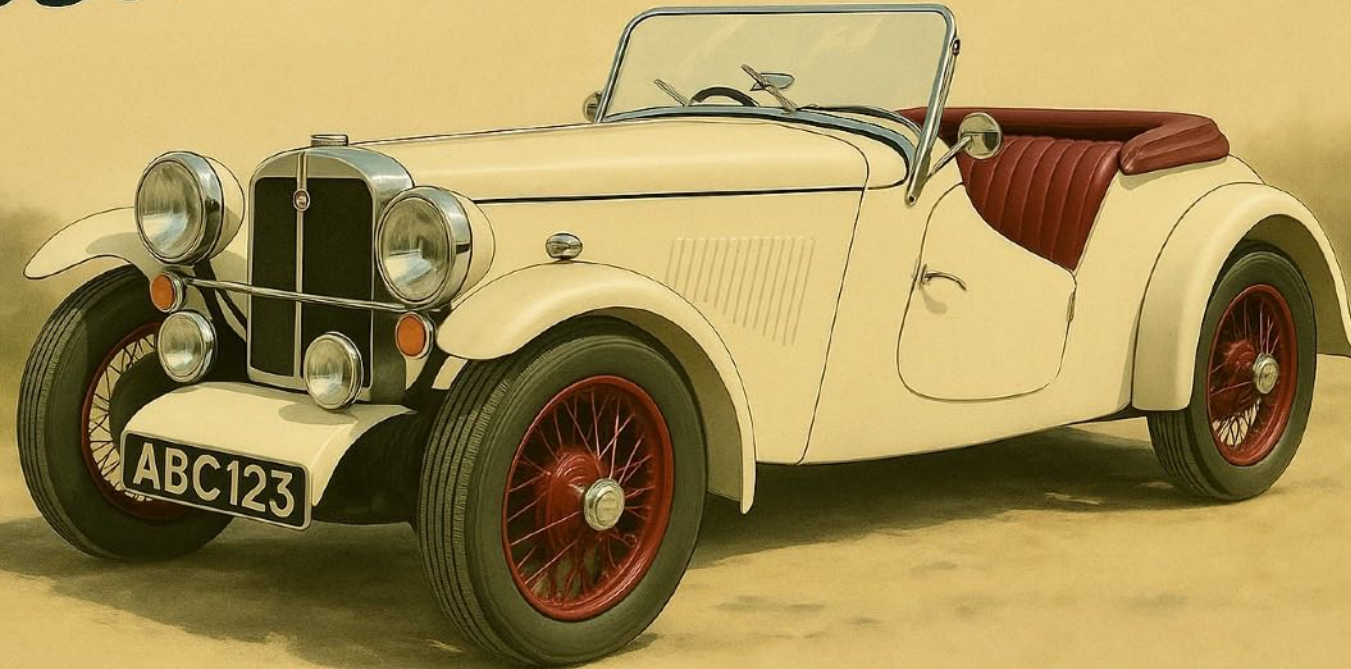
Although; the aviation museum at T'qali was superb with a selection of aircraft from WW2 onwards, including a Flying Flea, designed by a Frenchman in the 30's but which had an unfortunate habit, of when commencing a dive at a steep angle, not wanting to recover from it ! Otherwise, a perfectly satisfactory aircraft, 'old chap' ! And in another, adjacent workshop.....a pair of guys rebuilding a Gloster Gladiator ! Me, being shy and retiring, a shout as to whether it would be a flying example ?.....it will be, they said ! However, using the schoolboy math of, 'if 150 blokes can build a Gladiator in three months, how long will it take two' ? I suspect a very long time. What has this to do with kit cars I hear you ask ! Well, quite a lot actually. Most think of the biplane as antiquated, a 'Stringbag' in fact, (There was one, in the corner, a veritable basket case, I was tempted, but the wife soon corrected my judgement !) In the 30's, the useable aero foil sections were thin, which meant the loadbearing spar booms were thin too. The only way to obtain the requisite strength for the whole structure was to have two wings and brace them together with struts to take compression loads and wires to take tension. Today we call it a Lotus 7. Later, a steel tubular frame with plywood formers to give shape was used. A Hurricane maybe, or we would call it a Midge ? Then, a bright spark used thin metal plate folded into complex shapes to give strength and lightness to make a Spitfire or, maybe, a Marlin Cabrio ?

Those with a literary bent will have noticed the spelling of 'Gloster' ? If you are trying to sell aircraft worldwide, how much time would you be prepared to spend correcting the pronunciation of a city called 'Gluester' ?

JP

* She who must be obeyed.

Build the Dream



JC MIDGE

Great heavens, a CGI/AI picture of a car from the '80s representing a style from the '30s. It is better than many I have seen, but still sets off metaphorical alarm bells about what is real. I would attribute the image to the human component of the artist, but have no idea where it came from

UNDER NEW MANAGEMENT

The Classic 'MIDGE'

This classic traditional British Sports Car is now available exclusively from White Rose Vehicles Ltd. of Kent.

By kind permission of ROB MACKINAY - MIDGE OWNER/BUILDER



New Revised Manual

White Rose Vehicles Ltd. have extensively revised and expanded the original Build Manual, very much with the first-time builder in mind. Revisions to the content, presentation and the Kit Parts List now enables even a complete novice to tackle a Midge build with confidence.

The new Manual also covers the build of a Body Tub using Medium Density Fibreboard (MDF). Used successfully for several years on the 'HUSKY' Jeep, this material does not require the subsequent aluminium 'skinning' of the body tub for weather-proofing.

Instructions are included for Vynil as well, as aluminium skinning of your Body Tub.

Ford Donor Base

White Rose Vehicles offer the Midge on a Ford donor base as Triumph donor cars are becoming scarcer and less reusable.

The 'opportunity' cost of utilising saleable, good quality, potential Triumph donors is probably greater than the cost of acquiring the Ford Escort & Cortina parts required for your Midge!

A Basic Midge for less than £1500

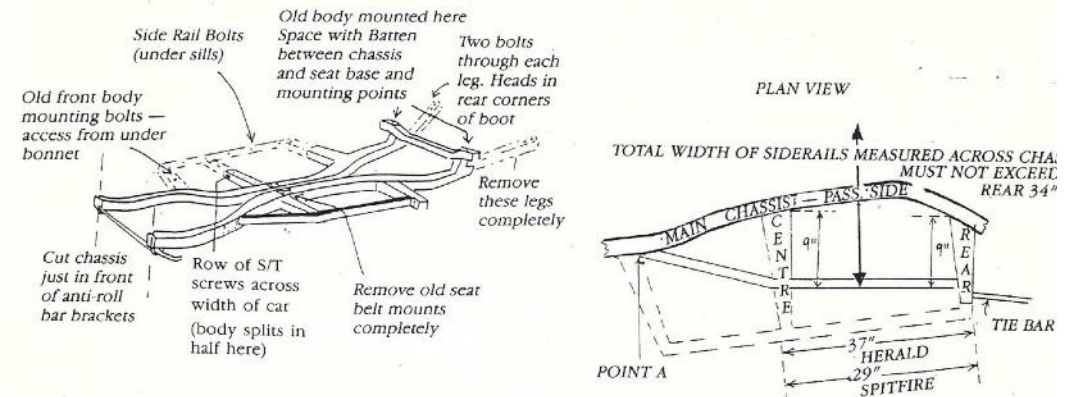


Welcome to the world of White Rose affordable motoring

The BEST LAID Plans

This month brings you the first part of the instructions to accompany the Midge plans we gave you last month. The instructions will be delivered in three parts culminating in the January issue. The first part deals with chassis preparation for both Ford and Triumph based cars. Have fun.

TRIUMPH CHASSIS — BODY REMOVAL AND MODIFICATIONS



REMOVE OLD SIDERAILS AND FRONT OUTRIGGERS SHOWN AS DOTTED LINES. SHORTEN REAR AND CENTRE OUTRIGGERS AS SHOWN. REPLACE SIDERAILS AND TAPER IN AT FRONT TO MEET CHASSIS. SPITFIRE NEEDS SIMILAR CONSTRUCTION.

Wiring Loom

N.B. If a replacement loom is to be used more detailed instructions are supplied with the loom.

Removing the Old Loom

Starting at the front, disconnect the loom from the headlights and sidelights. Insulated connectors will be located behind the headlights. Unclipping the loom as you go work backwards disconnecting in turn, the water temperature connection from the thermostat housing, the dynamo/alternator and coil connections, the oil pressure warning and starter solenoid.

Disconnect and carefully label the leads to the fusebox if fitted and then enlarge the hole in the car bulkhead through which the loom passes and pull the loom through into the car (on Triumph versions, as far as the voltage control box which should be removed from its mounting but may remain connected) now starting at the boot lid with the number plate light work forwards again labelling as you go disconnecting in turn the rear lights, indicators and petrol tank sender.

The two wires disappearing up the nearside roof pillar (Herald) connect the interior light only and may be disconnected, appropriately

insulated and disregarded. Continue to work forwards until you reach the area of the dashboard. The dashboard and/or the instruments which are still connected may be removed intact these can be disconnected, appropriately labelled etc. at leisure but it might be a good idea not to disconnect them until you are ready to re-install the instruments. This way you are less likely to make mistakes.

Body Removal

Plan sheet 1 (TRIUMPH ONLY)

Firstly remove all heavy items from the car body, i.e. boot, doors, window glass, seats and even the roof (Herald), which may be sawn off through the pillars for speed. The seat runners should be saved as these may be re-used. Also the upper half of the steering column, the heater unit, the brake and clutch pedal assemblies, including the master cylinders, the wiper motor and wheel boxes and the handbrake lever. The seats themselves are re-useable and should be saved. The bonnet arms/hinge may also be sawn through to remove the bonnet and the whole front bumper assembly may be removed by sawing right through the front chassis legs just in front of the anti-roll bar. Cut these legs at 90°. The radiator and engine splashguard should next be removed. The radiator is not re-useable and should be

replaced by a Maxi 1750 radiator. The only useful lights are the sealed beam headlight units and the Spitfire rear lights.

Remove the petrol tank and discard, with the exception of the Spitfire tank which is possible to re-use. In any event, save the tank sender and filler neck. The locations of the body securing bolts are shown in sketch 1. Don't forget the seat belt mountings near the propshaft tunnel and the handbrake yoke connection which is bolted under the rear floor.

Chassis Preparation (Triumph)

N.B. If a replacement chassis is purchased no modification is required except to transfer all the running gear etc. Otherwise, having removed the body, proceed as follows:

Herald

Remove by hacksaw, the rear chassis legs (i.e. those under the boot floor) refer to sketch 1.

Remove by chisel or hacksaw, the seat belt mounting points on the centre chassis.

The remainder of the chassis including the rear and centre outriggers should be checked for sound condition and be prepared/repared accordingly. The front outriggers

UK 2025/26 Events

The Car and Classic site seems to be supplanted by

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

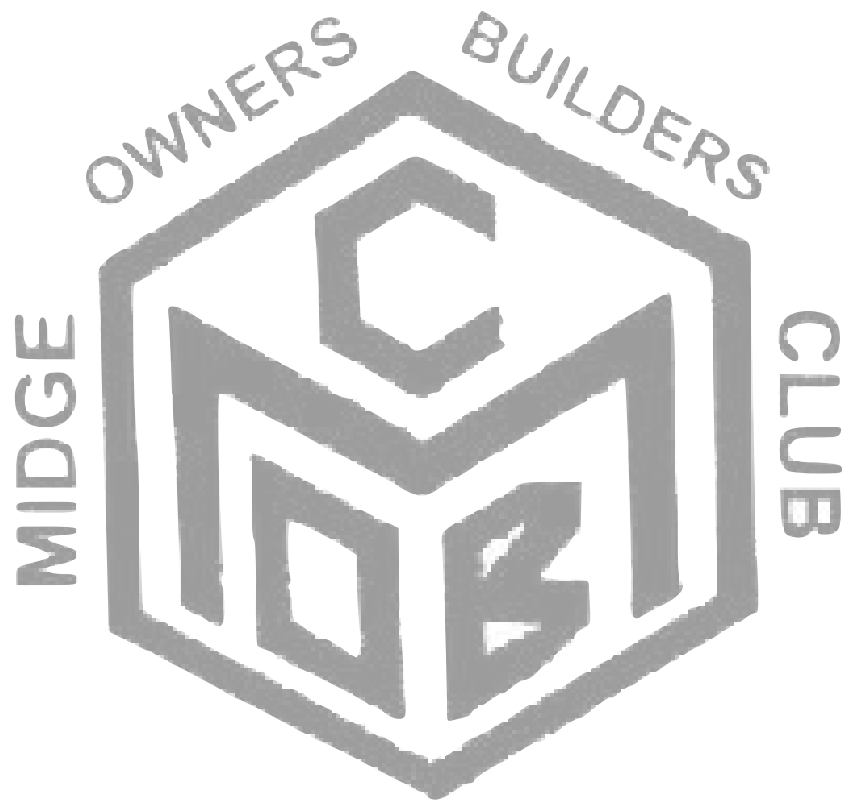
or <https://www.vintagecarsofeurope.com/events>

The website isn't getting as much traffic as it used to so I'll put in this reminder of what is there. <https://midgebuilders.homestead.com/index.html>.

<https://www.jimhewlett.com/Midge-Central.html> for general Midge projects and ideas

I've had various offers and requests for Midge bits, so while ostensibly retired I thought I'd put a note here of my email address (unchanged but in case of forgetfulness) jim@jimhewlett.com. At the moment I have requests for roofs and roof frames, radiator grilles, radiators, mudguards, special wheel nuts for Triumph wire wheels (you'll know them if you have them) chairs and SU Carburettors. Headlights and high-mount windscreen wipers. I'm not intending to buy much myself but try to stop stuff getting scrapped and can stock a small amount. I usually mention items for sale in the Facebook page for people who don't do facebook themselves.

I have some full sized workshop manuals for Heralds and Spitfires. Haynes and similar but also proper engineering file types weighing several pounds. There is also a 'Ford Special Builder's Manual' by G.B. Wake. I think it was a precursor of the Haynes Manual for enthusiasts building specials on the Ford 8 and 10 chassis from 1955 or thereabouts. Free (except for postage) to a good home. JH



**'The lesson today is from St Weber,
Chapter 32, Verse 36'**

I do hate, as am sure many others who tinker do, a piece of kit that is complicated and has inadequate instructions. Probably written by someone who has never, in fact, got their hands dirty ! So, faced with a recalcitrant 32/36 Weber carb. off a Marlin Cabriolet, I decided to do something about it, so here it is ! Chapter and verse ! It really is quite simple !

Most, when tuning a Venturi / jet carb. spring to the mixture and idle screws first; wrong ! If it will not idle properly, hesitates when driving and when foot off throttle ? You sir, may have a blocked idle jet which can be found above and in front of the bi-metallic strip (BMS) housing just below the carb. cover/lid on the off (32mm Venturi) side. A brass plug, it is the smallest of all the jets and can be cleaned with a strand of a wire brush. There is a similar one on the other side for the '36' Venturi that is also small and, in fact, splits so is easier to clean. However this can only operate when the carb. is well open so should not cause idling problems. The main jets are in the bottom of the carb. bowl and should not get blocked, unless you have erred badly and have neglected your charge, verily !



The Weber has an auto choke which is a cunning device which at cold, holds nearly closed the top pair of chokes to enrich the mixture. This is the actual 'default' position and there is no point in tuning anything before they are clear and in the off position which they will not be until the engine is warm. So, after a trip 'round the block', having got the thing started one way or another, one needs to check that the auto choke is disengaged because as well as holding the chokes near closed it also nudges the cold idle screw (CIS) a 'tad' to increase its effect. Therefore it needs to be 'off' before warm tuning. How you might ask ? Well, I shall explain. Proceed to the off side of the vehicle and having removed the air cleaner, peer into the gap between the '32' Venturi and the BMS housing. The BMS operates the cold start when heated by the water passing through from the two hoses either side of it by means of a lever and pushrod culminating in an 'orrible circlip at the top with high 'ping' factor ! ('Commas Pailing, commas !')

You should be able to see the warm idle screw (WIS) and need to ensure that it is not bearing on anything. If OK, tune by adjusting mixture screw (below and slightly to the rear and pointing into the carb. mounting flange at a funny angle) and also the CIS at rear of carb. above it. Aim is to get proper idle by increasing speed by mixture - in, and reducing by idle - out !



When happy proceed to pub' for half of shandy ? Later when all has cooled down, flick throttle to operate accelerator pump/jet, then peer into same 'ole as before and ascertain that the 'warm idle' screw is now bearing on the lobe of a crude cam, thereby holding the choke open a smidge. Start cold engine and adjust the WIS to obtain a fast idle. Do not touch CIS !

Now, the very clever bit. If the WIS is not bearing on the crude lobe because it is out of position, it is adjusted by the rotation of the BMS housing in its holding bracket and three screws (you can get away by loosening top two only), One needs to rotate the housing till the lobe is under the warm idle screw. Now the very, very tricky bit. Due to age and corrosion you may find that the BMS housing runs out of adjustment and clashes with the rocker cover.

Ball pein hammer ? I leave it with you ! JP

History lesson

According to Wikipedia the first Midge was presented by JC in 1985, so the marque is 41 years old.

There's a document in my archive marked July 1996 celebrating the club's first birthday 20th November 2017. I think some history must have been forgotten as I have a Christmas message from 2010 by John Bircumshaw, and a photo of a club rally at Stoneleigh in 1992 with a MOBC flag. John thanked Pete Lord who started the MOBC and James Orr who supported JB tremendously with his expertise in putting the magazine together, and Neil Russell who kept the Website updated. He also welcomed Peter Hayre (number 515) to the club in October 2014 the longest surviving member I have found so far although John Cowperthwaite was given number 1 but that wasn't chronological, maybe as late as 2005. Others may want to update me.

The first Midge Owners and Builder's Club magazine I have found is dated July 1996. A single A4 sheet produced by Dave Wetherall. It was then called 'Midge Matters' so that's 30 years of club magazines. He started the magazines and taken over from Peter Lord who started the club around 1990 as Secretary. John Bircumshaw took over from Peter from May 2005 producing colourful magazines until Summer 2015 and was followed by me (Jim Hewlett). The task was described as a few hours per month. Add-ons like The Archive, Magazine, Website, Accountancy, and Membership became apparent a while later.

I was going to advertise and, if necessary put the red Midge on ebay. Plans changed just in time when I had had an offer from JC. Here just before it was delivered. <https://youtu.be/SCLiExgyF8E> Running tick-over a bit fast as the mixture was too rich. The strap is to prevent the loss of the tonneau cover (made by Bryan Coventry).

JH



Essentially the red Midge is a re-bodied 13/60 Herald based Midge using the chassis and running gear of the 'blue' Triumph Midge and Red Ford based Midge bodywork. To be continued elsewhere by JC.

On the left is the 'silver' (ie unpainted), Midge awaiting refurbishment. (Those chairs will have to go.) I may make new chairs in the style of the red Midge unless any turn up. 15" wire wheels and splines will mean remounting the mudguards and maybe a folding windscreen and / or wipers, roof, etc.





A few days after arrival, mudguards, radiator grille and other adjustments made. Eventually this Ford based car provided the bodywork for what became the Red Midge. Successful but flawed, hence the conversion.



The empty Nest, no doubt soon refilled.

Build the Dream



JC MIDGE

So, how many did you spot?

Off centre radiator cap

Warped bonnet hinge.

Misaligned Head and Spotlights

Missing door hinge.

Warped Rear view mirror & sidelight

Weird wires

Odd louvres

Non Roller-coaster dash-top

Commendations for a good attempt at wire wheels, cross-ply tyres, RHD, suicide doors, big brake drums and windscreen wipers all of which must have been difficult to explain to an AI.

Not everybody can build a Midge, but the dream still lives, so we do what we can. Some paint, some draw, others risk their lives by pointing out mistakes. Although AI is getting better it still fails of a few perspective points, and I imagine this had a few details tweaked by a human. How long before a Midge can be scanned and 3D printed? Presumably as an electric car and assembled by robots. Of course, by then humans may not be allowed to drive and will have to play with an unconnected steering wheel.

Tailpipe

It has taken a while to get this together, I can always find things to write about, but finding the time to compile it is the constraint. Since I started compiling this I have sold the red Midge to JC which removed one article, but I can rejig it into another page. I am about to move the silver Midge into the workshop garage. It'll need the 13" wheels swapped with the 15" wires and the mudguards re-arranged. I may replace the radiator grille and might even fit a roof, windscreen and quarter-lights. I don't doubt the engine will need a bit of tuning. It ran last time I tried, but that was a couple of years ago. In the meantime no doubt the brakes will have bound up. The red Midge did that immediately JC & RC took it for a run.

The main garage seems very empty at the moment, although I find that something promptly turns up to fill the gap. I'll have to roll the silver Midge in before anything else gets in there. Once I've finished the silver Midge I can clear out my stock of Midge bits. It never seems to get any smaller although I have sold quite a few bulky items. Obviously that's when I find I need it after all or somebody else wants it. Up here between Glasgow and Edinburgh I probably don't have enough for a one man auto-jumble, and I find I usually buy more than I sell which kind of defeats the objective. On the other hand I do have access to a farm with a large barn and parking. I'll have to see how it goes. I'll put it on the MOBC facebook page if it seems likely. Keep enjoying your Midges in the meantime and I hope the weather is appropriate.

This magazine will obviously be a bit small. I'll go back and do a bit of filling if I can find anything useful.

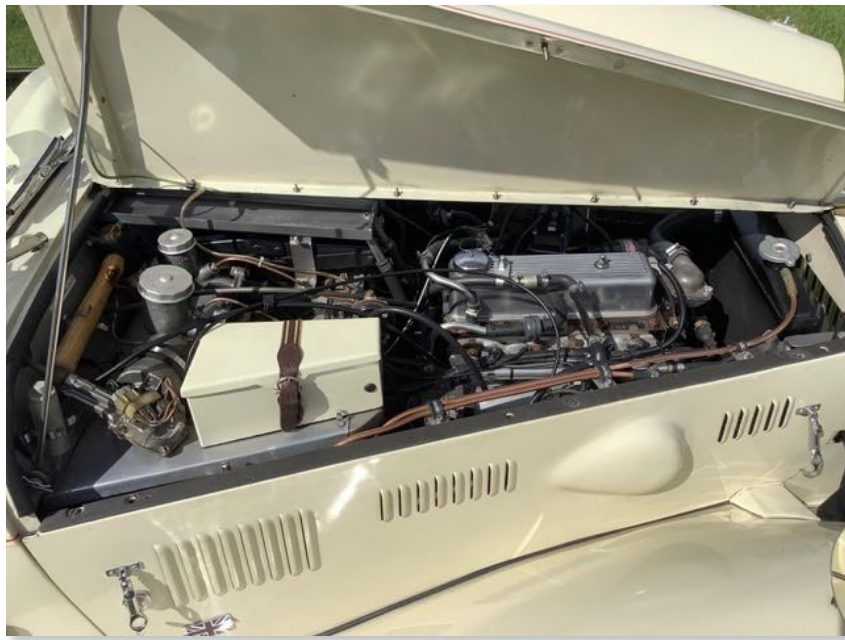
Thanks to all the writers and contributors over the last decade

This will probably be the last publication from me. I have had several applications to join the club since my official retirement last autumn and more than a few requests for parts, advice and contact numbers. I'll help where I can on the facebook page, but time is getting scarce with other activities. Remember to advise anyone wanting to join the facebook page to fill in the 3 questions, otherwise the application sits in limbo until one of us notices. I usually check profiles and admit anyone with some obvious interests, but quite often they are 'bots' with no friends, no photos and no history.

Jim Hewlett 19/05/2026

PS below and on an extra page I've tacked on a last minute advert for a rather nice Midge.





Keith Warren is selling his Midge
He started building it in 1990. Finished and on the road with correct registration since 1997 it has been maintained and updated over the years with its MK 4 Spitfire engine. The chassis is lengthened to match a Herald. A standard body made with frame on the outside to enable door seals. Lengthened doors for easier access. All mechanical bits overhauled including full electronic fuel injection controlled by ECU. Runs really well. He would like offers over £6,000 for it otherwise will be keeping it.
warrenktr6@yahoo.com

