



The MESSage

Newsletter of the Middlebridge Enthusiasts Scimitar Set

 : middlebridge@live.co.uk



July 2016

MICK'S MESSage

The Elms

Once again, we find ourselves meeting at the Elms on two occasions to discuss all things Middlebridge and, of course, to eat & drink the night away! We have discussed the remainder of our 2016 calendar of events and I'm glad to say we do have yet another milestone this year for the MB marque but more on this in a future MESSage.

Something that we discussed when we last met on the 11.07.16 was the possibility of having a monthly meet at the Elms (J20 M1) on the 1st Monday of each month. <http://www.elmspub.co.uk/> We look forward to hearing from anyone who wants to join us.

Website Gallery Sector

While recently speaking with a MB owner, I was somewhat surprised when he pointed out to me that if owners spent a little time, effort and thought on their own vehicle gallery content it would have many benefits depending on the owner's car's particular and unique history.

Some of the benefits mentioned include - greater detail giving a more comprehensive marque website, with more car detail / history accessible via the site, it could make for a very much easier vehicle sale in the future should the need arise. Concours and notable event attendances, whether it was at Gatcombe etc. are great too. Quirky details also make for good reading and lastly (and has been done) print off the gallery sheet and use as extra evidence to back your 'agreed value' insurance application or as a windscreen advert while displaying your car at any events. I have just started to look at my own gallery content and will update accordingly. Two owners have already sent data to update their own gallery positions.



Make the most of
your car's Gallery
Entry on the Web-
site

Sad News

It is with great sadness that we have to inform you of the sudden passing of two owners and MESS members. Martin Gunnett, the owner of MB70 had recently retired from the Civil Service and was restoring his car as a retirement project. (More of this later in the newsletter.) Also, Neil Forisky the owner of MB65 who was a well respected gun dog trainer and member of the West Berkshire Gun Dog Club. Our thoughts go out to their families.

MICK'S MIDDLEBRIDGE

North East Scimitar Day

After all the recent work on MB33 I finally completed the checks on my car mid-day Saturday 11.06.16 and at 13.00hrs we quickly loaded her up and in less than 4 hours we were in our hotel in Sunderland after a great non stop drive North and in full sunshine. The car ran like a dream and I'm looking forward to my next good run out. ;o)

We also did an accurate MPG check based on the whole round trip and averaged 33.8 mpg. Breaking this down even further I'm sure we bettered this figure on the trip north where we maintained a high average speed. Bizarre it is but my best fuel consumption figures were definitely at high speed which concurs with Peter Freeman's Middlebridge.



MB33 in the Line Up, with Bruce's New Stand Markers

As I said above we had a great drive North to Seaburn. We met up with friends for the evening and shared a great meal at the Marston Inn (In the cliff face) with Will & Jane and Bruce & Alison. We had a lovely evening with much banter and all left late for our hotels. Sunday came and while Matt & I were having breakfast the rain was lashing down continuously. After a few extra teas we decided to head to Seaburn where we met with Jim who was struggling to erect the RSSOC gazebo to try and keep some of the rain from drowning us all.



Summer in Seaburn!

It rained continually in the morning with many of us left chatting / snuggling under the club gazebo!

Around lunchtime it did it's best to dry up giving us all the chance to wander around the event and meet many Scimitar friends both old and new. In spite of the weather we once again enjoyed a great event with a great atmosphere and lots of friendly banter.

I'm looking forward to heading North to Durham next year. ;o)

Durham 2017

Many of the Middlebridge owners that attended the Seaburn event above have done so on several occasions before. Looking forward to 2017 the RSSOC International is to be held in Durham one week after the proposed annual Seaburn event. While snuggling together under the gazebo this year we all discussed doing the International instead of the one day N.E. event next year mainly due to the distance that the Middlebridge owners travel to the event. I have been emailed the attached 'expression of interest' document. It would be good to get a large turn out of Middlebridges at the International so should anyone be interested please email Jim Pace at the following address: SE5.registrar@rssoc.co.uk

Scimitars in Durham

Friday 23rd, Saturday 24th, Sunday 25th June 2017

Expression of interest form

In 2017 the Scimitar International event will be held in Durham, North East England. It would be very useful for our planning of the event if you could indicate your interest. Thank you. Jim and Ruta Pace

NAME: _____

ADDRESS: _____

EMAIL: _____

TELEPHONE: _____

NUMBER OF PARTICIPANTS: _____

Nights, please tick			
Thursday 22nd	Friday 23rd	Saturday 24th	Sunday 25th

Room Type, please tick (subject to availability)					
Standard Double Room	Standard Twin bedded room	Standard Single Room	Deluxe Room + £20 per room per night (double or twin)*	Premier Room + £30 per room per night (double or twin)*	Executive Single Room + £20 per room per night*

**indicative costs subject to confirmation*

Event Only (no accommodation)

Additional Notes:

Marque Awareness

Jon Smith has followed up his recent article in Classic Car Mart with a six page feature on Middlebridge 28 in the July issue of Classics Monthly. This time it concentrates on the restoration of his car and includes a section on the Reliant Scimitar, more welcome exposure for the Scimitar. Not strictly Middlebridge but I see Martin Buckley in Classic & Sports Car (June 2016) is advocating buying a Scimitar now "before values take off".



MB 28 "Before and After"



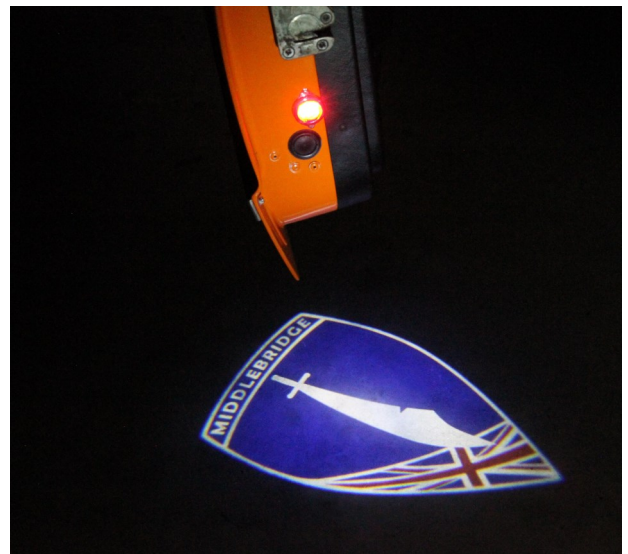
Classics Monthly also carried an advert in their "classic kit" section for the newly launched GAZ GP adjustable front coil overs for the Scimitar (£96.34ea), and an article on the Ford V6 engines.

Pete's Puddle Lights:

The high quality Middlebridge LED Puddle lights can now be seen on three cars with more to follow soon. Hopefully the attached picture will give you some idea of how clear & bright they are. Should anyone else be interested please just make contact either, George, Bruce, or myself.



As Supplied and End Result



Middlebridge 70—Not for the Faint Hearted!

A few weeks ago I received a phone call from the Brother of Martin Gunnett, (Owner MB 70) Sadly, Dave informed me that his Brother had recently passed away. I knew Martin, and he had left my details with his Wife. We arranged to go over for a good chin wag and to have a look and assess the car.



The Gunnett Family and MB70

After lots of talking we followed them to another village where the car was stored in a Council garage. Luckily the weather was lovely which helped. We looked at the car and noted the following within minutes,

- Paint in very poor condition
- Needs a new front bib spoiler/ bumper
- Wooden wheels ;o) I have never seen this before.
- Engine bay, part stripped out mechanically.
- Engine bay, some wiring removed.
- No battery
- Car unable to be moved as on axle stands.

Interior needs complete restoration

Interior some electrical wiring removed

Some suspension work undertaken (not sure if complete)

Rear hatch locked shut and no keys

Fuel cap left open and tank totally dry

Disintegrated spare wheel tray.

Rear lights broken

Only 3 of the original MB wheels were serviceable so we're on the hunt for two MB wheels 'n' tyres. (Hint hint) ;o)

After looking at the car with the family it was very clear that they really wanted Martins car to be completed and for them to finally know that his project would come to fruition and be a nice road worthy car "which Matt & I agreed to" as it has been out of action for some years (I don't know how many, but I suspect quite a few, judging by what I have seen and as per the pictures.).



MB 70 On The Move

After discussions a price was agreed with us saying that the car was a saver for us 'not a keeper such was the work required' a week later, Matt arranged for recovery of the car. Space saver wheels were fitted just prior to loading onto the recovery truck luckily in lovely weather as we did not want the car to get wet / damp as she was bone dry after her long spell in the garage.

Clearly, Matt and I would need some help to progress this project at the rate we wanted to as we both still work full time and have lots of the usual jobs to keep us busy over the summer.

1ST JOB, GET HER UP AND RUNNING:



Pieces of the Middlebridge Jigsaw

Turn engine over by hand, check oil, engine bay wiring checked & replaced. Plugs removed, new battery fitted, 15 litres of fuel added, turn over and no joy. (no fuel supply) Get down under and no current at fuel pump, run a direct live from battery and hey presto a working pump, this was when we noticed the condition of the fuel pipe from tank to pump, (see picture)



The hose was actually air hose which was very worrying. Fit new spec' fuel hose & try again and STOP!, as the engine bay speed fit fuel line connector instantly disintegrated and sprayed both Matt and Clive the mechanic in petrol.

Decision made change all of the fuel hose and clips, especially as many MB's have recently suffered similar failures. I changed everything on MB33 earlier this year.

Here we go again. Replace the spark plugs, turn over and hey presto she bursts into life and after a minute settles to a lovely idle, with no tappet noise or rattles 'great news'.

There was a small water heater hose leak to be repaired and she was then run up to temperature with the engine fan cutting in and out nicely. With her on the ramp she was run through the gears (manual) and no abnormal noises at all up to "80 mph". ;o)

Needless to say all of the transmission requires a full service but that's for another day.



2ND BRAKES AND SUSPENDERS

Starting at the front. New fully adjustable AVO's with springs to lift the front end and stop the front bib grounding out as this is what has wrecked the one currently fitted.

Two new front callipers & pads, new stainless Goodrich brake hoses, ball joints and trunnions overhauled,

Track rod ends, power steering gaiters, a full grease up to complete the front end overhaul.



For the rear end were back on the phone to the marque specialists for a set of rear shoes (see pic') a wheel cylinder and new rear brake pipes and new exhaust mounts.

Considering we collected the car on 02.07.16 I think we have done pretty well, especially when you see the pictures which in this case are certainly worth a thousand words each.



That's it for the first instalment, hopefully more in the next MESSAGE if she's not snapped up first!

Coming and Going

Since the last Issue Glyn Howell the new owner of MB43 has made contact. Trevor has sold MB21. The new owner, Paul Wade who previously owned MB70, has returned to the fold! We also helped Alan Timmis acquire a car by putting him in touch with the owner of MB50. Alan has started work on recommissioning as MB50 has been standing unused for some time. George Straughen has sold MB53 and we welcome the new owners David & June Coxon. Bob Brown has completed his restoration of MB36 and has been using the car regularly but has now sold it to Tom Lisney and is on the lookout for another MB to restore.

Norman Patterson has put MB 15 up for sale, which is probably the most original and low mileage Middlebridge (if you exclude MB77!). I have seen this car numerous times at shows and it is in immaculate condition. Louis Guigoz tells us that MB 29 now has a new owner in France and we welcome Frédéric Hermand to Middlebridge ownership. Mick and Matt have acquired MB70 and we welcome John Unwin to Middlebridge ownership as he has just acquired MB65.

What about ASBO, the pimp mobile?

What a costly saga

Four years ago I bought a new HRW window for it. Broke the first one screwing the side bolts up. The next one was fine but clear glass and not tinted green. Hey Ho.



It Would Make You Want to Screen!

Recently I decided to give ASBO some attitude, namely tint the side and rear window. Did the side ones first. Not dark enough. Out and re-done.

Next was the HRW. First place first attempt. Looked like sand paper. They had a second attempt. The tint did not even go into the corners of the window.

Tried a different place. His first attempt was not good enough by his own admission so he had a second attempt. He used a hair dryer on it, cracked the glass and promptly had a nervous breakdown.

Off the Tamworth and bought a new HRW. Took it to a third tinter who actually did a good job. I tried fitting it into the surround and promptly cracked the glass.

Another trip to Tamworth for another one. Got it home, unpacked it and it was already cracked before I even touched it. That led to a three way exchange of emails but at least I got the third one (5 really) for half price.

So after a third trip to Tamworth I drop latest HRW off with the same tinter. Well he didn't do it himself but the YTS lad had a stab at it. It was dreadful. So for the seventh and final time it was done again and looks good.

Meanwhile I had the rear window frame re-engineered so that the frame can be built round the window without the slightest chance of it breaking.

I have just spent all afternoon with a big vice and hammer altering the brackets so that the rubber sits properly along the top edge gap. It seemed like a good idea at the time.

I have come up with another idea to give it just a bit more attitude. (or I might not bother after this saga)

So if anyone asks for advice on tinting, forget it.

Pete

Bruce's Message July 2016

Middlebridge Scimitar Events 2016

The Middlebridge event season has now started,
unfortunately we haven't got off to a good start.

Motor Sport at the Palace was the first event of the year and we were unable to muster 5 cars for a club stand, therefore Middlebridge marque wasn't represented at the show, we will try again next year hopefully with a better result.

As the poster below suggests we need your support, it would be nice to see new faces and vehicles attending various events.



Autokarna at Wollaton Park

The second show was **Autokarna at Wollaton Park Nottingham**

At this we fared a little better with three cars but again we required 6 or more MB's to have a club stand, and consequently we were placed in the general classic car area, luckily being able to park the cars along side each other and place the new MB stand marker spinners at the four corners of our area. It turned out to be a better than expected the sun shone and the cars attracted a lot of attention making it a very successful event.



Seaburn Classic Car Show Tyne and Wear

We would like to thank Jim and Ruta Pace for a very successful show with a total of 15 cars, 6 being Middlebridges which had travelled some distance to be at the event. If Jim could summon up the sun god for the Scimitar International in Durham next year it would be even better, here's hoping.

See Mick's message "North East Scimitar Day"



Bristol Classic Car Show 2016

Bristol & West Classic Car Show a little disappointing again as we were unable to help David Asselborough include a Middlebridge for this years display, to line up with an SE5 and a early sabre to show the development and changes from the early cars to the latest.

Historic Wheels Show at Brodie Castle

near Forres 13th and 14th August, contact Will Anderson for details. will@Drumin.com

We have four cars signed up for this which will be the largest gathering of Middlebridges north of Perth, that I am aware of! A report to follow in the next Message.

RSSOC National Sporting Weekend 2016

Middlebridge at Curborough

Sunday 21st August

Curborough Sprint Circuit, Curborough, Lichfield. WS13 8EJ

The advanced programme price of £8 entry per car includes all occupants for members and their guests to the site for the entire weekend. It is cheaper to book in advance, if you attend without obtaining an advanced programme it will be £10 per person on the gate.

email: club.secretary@rssoc.co.uk

Deadline for this Form to be returned

To bruce.beauchamp@virginmedia.com before **12th August.**



NAME: _____

ADDRESS: _____

EMAIL: _____

TELEPHONE: _____

MIDDLEBRIDGE No. _____

I would like to exhibit my MB car at this event	
I will not be attending this event	

Classic Car Drop in at Bartons

10th September

Bartons plc. Barton House, 61 High Road, Chilwell,
Beeston, Nottinghamshire.NG9 4AJ

See link for map details and other events in Beeston

<https://beestoncivicsociety.files.wordpress.com/2016/07/hod-beeston-2016-final-proof-4152231.pdf>

Admission FREE

Deadline for this Form to be returned

To bruce.beauchamp@virginmedia.com before **31st August.**



NAME: _____

ADDRESS: _____

EMAIL: _____

TELEPHONE: _____

MIDDLEBRIDGE No. _____

I would like to exhibit my MB car at this event	
I will not be attending this event	



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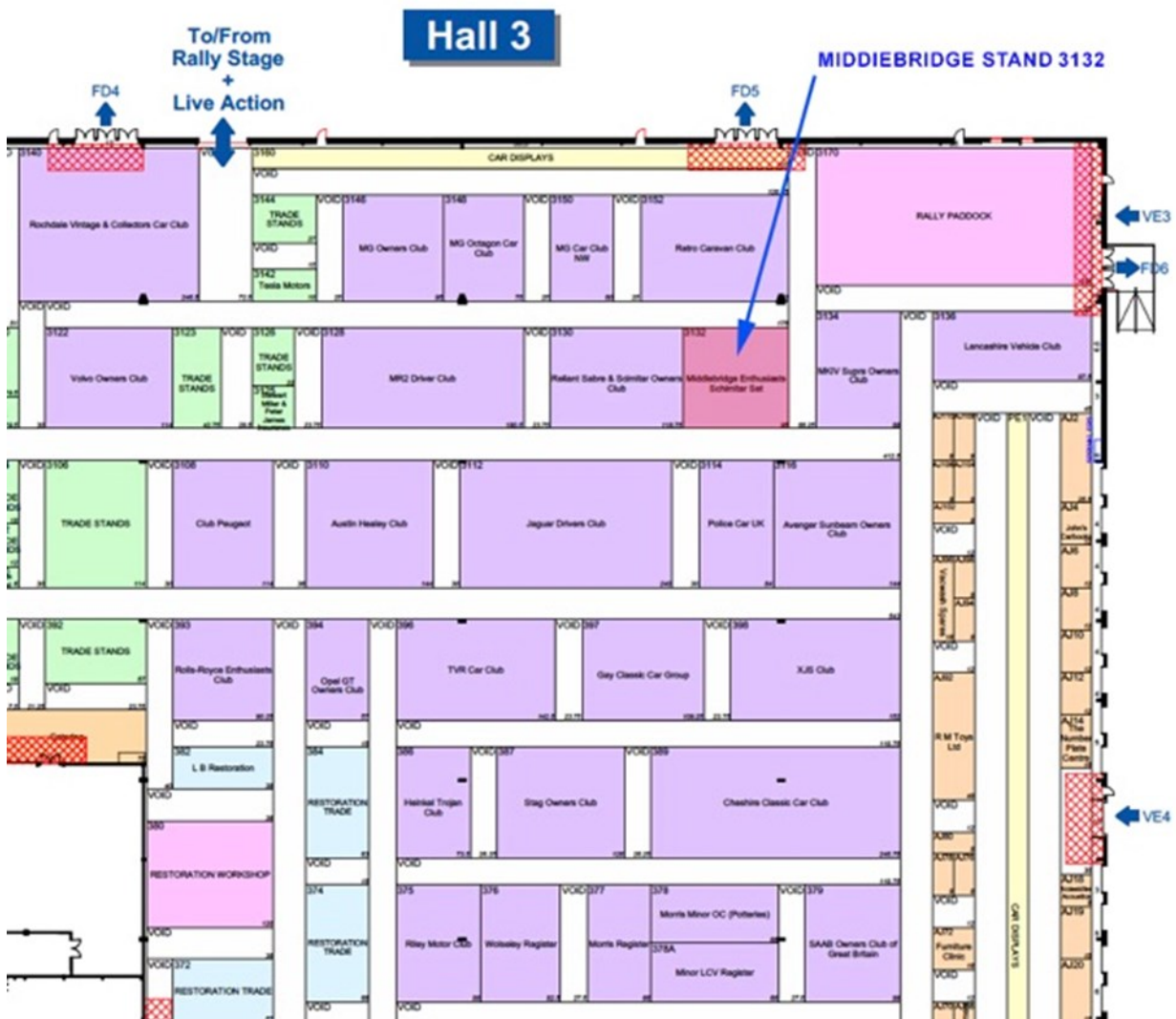
TICKETS ON SALE NOW!
 Click on the link, or call
 0844 888 9991

SEPTEMBER 17-18 2016 | EVENTCITY

Middlebridge MESS application for stand space at the above car show has been accepted, and have allocated a stand area of 10 x 9.5 m.

This space will allow 4 vehicles to be display, if you would like your MB displays to be considered please contact

bruce.beauchamp@virginmedia.com



More details to follow when we receive the Exhibition Manual

Sywell Classic "Props and Pistons"

24th-25th September

Sywell Aerodrome, Northhants. NN6 0BN

Maximum of 10 vehicles to be displayed

Admin charge £5 per car to include driver and passenger

Website www.sywellclassic.com

Deadline for this Form to be returned

To bruce.beauchamp@virginmedia.com before 8th August

Please note 5 cars have already pre booked, the remaining spaces will be on the basis of first come first served and admin charges are to be paid in full by 8th August.

Cheques made payable to 'Live Promotions Events Ltd'

Send to Bruce Beauchamp, 27, Bridge Fields, Kegworth. Derby. DE74 2FW



Join us for this year's Footman James Sywell Classic – Pistons and Props motoring festival, combining historic racers, hot rods and motorbikes with classic planes and vintage music to create a fantastic two-day event, celebrating classic motoring on the ground and in the air.

Watch amazing live action on the transformed 'Racing Runway' and 'Sprint Strip' with iconic Formula 1 cars, Group B Rally cars, Hot Rods, Dragsters and Motorcycles all in action throughout the weekend.

Up in the skies; expect to see a variety of breath taking aerial displays & acrobatics from a variety of display teams.

Live Music will be played throughout the weekend with a superb line of bands performing in the Footman James sponsored Scarf & Goggles bar

This is a two day show and the club must commit to both Saturday and Sunday



NAME: _____

ADDRESS: _____

EMAIL: _____

TELEPHONE: _____

MIDDLEBRIDGE No. _____

I would like to exhibit my MB car at this event

I will not be attending this event



LANCASTER INSURANCE CLASSIC MOTOR SHOW BIRMINGHAM, NEC, 11-13 NOVEMBER 2016

The Middlebridge MESS application for stand space at the above car show has been accepted, **Please refer to George's Message – Result !!!**

More detail to follow when we receive the Exhibition Manual



THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

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Meguiar's Club Showcase | Silverstone Auctions | Lancaster Insurance Pride of Ownership
Restoration Theatre | Dream Rides | **Free** entrance to the Classic Motorbike Show
NEW! The Lancaster Insurance Classic Motor Show Tour

ADVANCED TICKET PRICE*	Fri*	Sat*	Sun*
ADULT (16 years +)	£28.00	£21.50	£21.50
SENIOR (Over 65 years)	£28.00	£21.50	£21.50
CHILD (5-15 years)	£13.50	£12.50	£12.50
FAMILY (2 Adults & 3 children aged 5 - 15)	N/A	£48.50	£48.50
CHILD (Under 5)	FREE	FREE	FREE
GROUPS (10 or more)	£25.50	£19.70	£19.70
GROUPS CHILD (10+)	£12.50	£11.50	£11.50
WEEKEND PASS (Sat/Sun only)	N/A	£37.00	
3 DAY PASS (Fri/Sat/Sun)	£58.00		

Weekend discount available for exhibiting club members - contact your club for details.

THE NEC BIRMINGHAM:

Friday 11th November
10.00am – 6.30pm

Saturday 12th November
9.00am – 6.30pm

Sunday 13th November
9.00am – 5.30pm

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NECLASSICMOTORSHOW.COM QUOTE CMSFLY16

MESS Meetings

Those of us who (attempt to) coordinate the MESS are more than aware that the material that comes out is generally from the same people. Now we also understand that many of you are quite happy with that but, being an inclusive bunch, we want to give you the opportunity to become involved or to tell us if you think we have got anything wrong or could be doing things better.

In Mick's MESSage you will see that there is an open invitation for members to attend the infrequent meetings at the Elms. Although Will has managed a couple of these, even from the far north, we recognise that it is not convenient for everyone.

Although MESS is informal we have suggested that an Annual Meeting could be held at one of the shows which would give owners and enthusiasts a chance to meet with the coordinators and put faces to names and to generally give us a hard time or suggest what we could do better!

We know the mere words AGM are enough to strike fear & dread into the best of us but hopefully we can make our AGM a little different to the norm' We have decided to hold it annually in Nottingham on the same day as we attend the Barton's Garage event. (As advertised by Bruce).

The plan is to arrive at the Barton's event in the morning and at lunch time'ish drive round to the Beekeeper (which was the Middlebridge Local) have our relaxed AGM and possibly a meal. We can even finish the day by driving round to Lilac Grove, where your car was made some 27 years ago.

We appreciate that for some people distance and other commitments will stop them attending. To this end we are happy for anyone to email in any suitable questions and they will be discussed at the AGM. Details of the AGM will be in the next MESSage.

Regards

Mick, Bruce, Will & George.



Middlebridge 46

LAST CHANCE to add a Middlebridge Scimitar Silver Anniversary Keyring's to your MB memorabilia to commemorate the MB's 25th Silver Anniversary event at Gatcombe Park.

The Keyring's of which there were only 50 produced, 48 have been purchased leaving only 2 with white background.

(The remaining keyring's were ordered but not purchased these will be on sale again, as priced for Gatcombe Park £6.50 + postage)



**MIDDLEBRIDGE SCIMITAR
Silver Anniversary
at
Gatcombe Park**

Limited Edition

Keyring with Silver Anniversary logo, a 60 year perpetual calendar on the reverse has been produced to commemorate the event at Gatcombe Park 20th-21st September 2014

Diameter: 3.5 cm

Total length 6.9 cm

Keyring price £6.50 plus postage

Last Chance

The commemorative keyrings of which there were only 50 produced, 48 have been purchased leaving a balance of 2 with white background to the MB emblem..

(The remaining keyrings were ordered but not purchased)

bruce.beauchamp@virginmedia.com

Badges for SE6

All badges are printed on chrome finish self-adhesive then domed; badges can also be colour coded to vehicle.

The decal can be applied direct onto existing shield providing the surface is smooth. Badly pitted shields would require flattening and then black or silver spray paint applied to create a flat surface to apply badge.

See red grill badge applied to the front of red GTC.



MB enthusiast interested in displaying their vehicle at any of the above events or require any further information please contact; bruce.beauchamp@virginmedia.com

All application Forms and cheques to be returned by due dates

To:

Middlebridge MESS

Bruce Beauchamp

27 Bridge Fields

Kegworth

Derby

DE74 2FW

MESS Caption Corner



This snap shot of George, Chis and Peter at Autokarna Nottingham deserves a caption.

Best caption wins a personalized MB Keyring.

Send to bruce.beauchamp@virginmedia.com winner will be selected at the next

MESS meeting at the Elms. *All Middlebridge enthusiasts are welcome.*

Send in your MB show stopper photo's which begs a caption.

Places visited before the Classic Show at Seaburn



Seaburn sea front Sunderland



"Tommy" the World War One soldier in Seaham sculpture by Ray Lonsdale



The Marsden Grotto Restaurant & tapas Bar with private beach

Trouble With Brakes!

A broken plastic clip securing the brake line, where it passes over the top of the differential, resulted in a fractured brake pipe.

The plastic clips become brittle with age and break easily, once broken the brake line moves with vibration from uneven road surfaces causing it to fracture where it passes under the large metal clip around the axle tube near the near side drum.

On MB47, after experiencing a soft pedal leaving the motorway, a quick check for leaks etc didn't reveal anything. The next time I took the car out, for the club meeting, the brakes seemed fine at first. But after a few miles on the motorway, the brake pedal pressed a long way before the brakes became effective. After the meeting, the brakes seemed to be behaving but by the time I reached home, they were next to useless.

This time, there was a significant loss of brake fluid, but I could see where it was being lost. The rear near side



shock was wet, looking as if it's seals had given up suddenly. The brake pedal offered virtually no resistance so I topped up the reservoir and pumped the brake pedal. The idea being, with the car stationary, I might see fluid dripping somewhere and trace the fault. As it turned out, the feel of the pedal started to come back, then as the pedal was depressed there was a "pop" accompanied by the sound of fluid being sprayed out under significant pressure, and all the resistance in the pedal disappeared.

The sound came from the rear of the car, the near side shock wasn't leaking, it was being sprayed with brake fluid, as was the silencer and the wheel arch! A puddle was now forming under the car but it was only when I pulled off the metal retaining clip that I could see the cause. The pipe had cracked where the edge of the clip had been holding it.

The plastic clip that should stop the brake line from moving, was still attached to the pipe but had broken where it pushes into the bracket on top of the diff.



Middlebridge 47 at North East Scimitar Day

With the fluid level so low, the warning light should have come on, but didn't. The float switch was not giving a short circuit, as it is easy to dismantle I cleaned the contacts and the disc, but found even when perfectly clean the performance of this device is pretty hit or miss. The disc is very light and doesn't make reliable contact across the 2 terminals.



L-R MB15, MB46 & MB47 at the SDCC

We had three Middlebridges on the RSSOC stand (15, 46 & 47) but there were four at the show with Bob Brown's MB36 also present. Bob bought MB36 around 2011, when it was advertised on eBay. I was looking for my first Middlebridge at that point and intending to go and look at 36 the following weekend but it sold before I could get to it. I should really be thankful, as it has taken him since then to carry out a full restoration, particularly because of the microblistering which required considerable time in preparing the shell for paint.



Middlebridge 47 by the new Forth Crossing

I don't know of a solution to this at the moment – just don't rely on the wee light to tell you there is an issue.
Mark Amos (MB 47)

Stirling District Classic Car Show

We are well into the show season and both MB46 and MB14 have been pressed into service, the former by default as my attendance at the Stirling and District Classic Car (SDCC) show was supposed to be in the SE5a but as I still had problems with the overdrive, and this involved a 360 mile round trip, I took MB46 instead and it performed faultlessly.



Middlebridge 36 at the SDCC



The car looks fantastic with great attention to detail. There are about 8 cars in this shade of blue and it is one of my favourite Middlebridge colours. Bob had the paint shop analyse the paint shade and trace it to a period Renault blue, then had the car resprayed as original. It also has a stage1 engine, Wilwood brakes, straight through exhausts, 3 branch manifolds and Recaro seats with the rear seats trimmed to match.



Astonishingly, after all this hard work Bob has sold MB36 as he wants another Middlebridge to restore. This would be his third restoration as he was also responsible for the concours winning MB22.

The car is now in the south of England and the new owner, Tom Lisney, has made contact with us. Tom has been looking for the right Middlebridge for some time and I think he has bought well .

Middlebridge 71

I was updating the register recently and MB71 stood out as a car that had no recorded history with the register since 2000.

MB71 was an incomplete auction car which was finished by Graham Walker and fitted with a 24 valve Cosworth engine.

I am pleased to say we have managed to make contact with the owner and can confirm it is still in the same family and is to be recommissioned this year.

The car has an interesting history and is clearly cherished by the current owners. We look forward to seeing it out and about at shows again and hope to have a few more photos for the next MESSAGE.



George's MESSage—Result!!!

Despite stepping down from the “Events” role, there was still some unfinished business for me to address. It was at the lovely and hot Autokarna that my background negotiations with the NEC were successfully confirmed by Bruce Beauchamp. This year's Classic Car show in Birmingham will see the Middlebridge Scimitar contiguous with the Daimler Dart SP250 Club – and there is a tenuous connection chaps!!

Hall 2 exhibits Jaguars, Range Rovers etc, and the more up-market classics - if you like. Initial plans showed that we were contiguous with the RSSOC as in previous years, but I had been trying to also get a couple of cars squeezed into Hall 2 - as a bonus, if not moving the entire Stand completely.

I cannot express the absolute delight I felt when learning the news that The MESS had been allocated sufficient room for 4 cars. A slightly smaller stand, perhaps, but more prestigious, clearly.

We are making inquiries regarding additions to that Stand - possibly an electrical point, some floor covering maybe, a backdrop perhaps...nothing over the top, however NEC costs can be eye-wateringly expensive, so we are negotiating some sponsorship. It would also be nice to update the 'History' panels which always creates interest – because they would benefit from more 'recent-history' copy, nevertheless they would cost almost £100 each to replace.

As you all know, The MESS is funded entirely by voluntary contributions (as is the SP250 Club, incidentally), consequently we are (as usual) looking for ANY donations to swell The MESS funds, so raid your piggy-banks folks – a shilling or two, here and there really does mount up, paper money's even better, of course! Thanks, in anticipation.

I suggest our combined efforts to raise the marque status has been finally acknowledged and vindicated.

The day after Autokarna, Bruce, Mick, Matt and I had a meeting at the Elms Pub, Lutterworth, where we reminisced about the MESS's humble beginnings, the many challenges and the upward and onward success of The MESS since – surely culminating by our presence at Gatcombe Park for our Silver Anniversary Celebrations.

It helped, of course, that fellow owners also appreciated and understood our aims and could see the benefit of having their cars resprayed and re-trimmed at vast expense - and now we have the majority of cars that are in superb condition.

Our special cars are gaining some respect and status at last. At Autokarna I witnessed one visitor grab his chum and excitedly said “...ah! these are the Middlebridge Scimitars – the last of the breed and the best one made!” This is the first time that I've seen/heard this happen and seems to confirm that our efforts are bearing some fruit.

I think we have all earned ourselves a huge 'pat-on-the-back' plus some thanks to a number of Classic Car magazines and, despite past differences, I hope our success will rub off on our Reliant cousins in the RSSOC.

George Sampford, MESS Chancellor