



# The MESSage



Newsletter of the Middlebridge Enthusiasts Scimitar Set

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January 2016

## MICK'S MESSage

Well, here we go again, 'tis now time to start preparing for the year ahead and as mentioned in our pre-xmas MESSage Bruce Beauchamp has taken on the role of events organiser and I know that he has already been working very hard on our behalf and I do look forward to seeing what he has in store for us over the coming Classic season.

### Middlebridge Website

I'm delighted to say that we have now integrated our MESSages into the marque website for all to read. I will try and slip in some of the items from previous newsletters that I feel pertinent and worth being kept on file. I would like to, once again, thank Martin North for adding this new feature to the website. "Thanks Martin!"

## MICK'S MIDDLEBRIDGE

Over the Xmas break and with my MB away with Andy thus creating some much needed working space, I took the opportunity to try and have a good clear out, create an EBay pile and box / catalogue many of my 'can't live without' spares ;o)

Now with the Xmas break behind us I called Andy for a progress update on my MB. I was hoping that the new exhaust manifolds would have been manufactured but alas not. "next MESSage eh?" According to my cars history the engine is original and has not been overhauled from new, Andy has inspected my engine externally and the block has now been re-painted with POR-15 engine paint prior to the re-fitment of the new headers. Hopefully many of my smaller jobs on my to-do list will be done by Andy over the next two weeks.



Just in case you have forgotten what Mick's car looks like!



# MICK'S MIDDLEBRIDGE

## Tinkering (Rear Hatch)

A couple of years ago I bought a used rear hatch from one of the auto-jumpers at Curborough for £20. All of the rubbers were completely shot (internal & external) but the glass was in A1 conditions as was the HRW elements and contacts.



Refurbishment Under Way

Most importantly for me was the fact the frame was manufactured in Stainless Steel and was not the far more common chrome plate version which is very much more difficult to keep in pristine condition. My first job was to

ensure that the frame would restore to A1 condition, it is after all 40 years old.

The pictures show the stainless being sanded and then polished. Next job will be to offer the screen up to my car to ensure there will be a good fit. (fingers crossed, hopefully so) .



Reassembled and Ready to Fit

Does anyone know the story behind the Stainless rear hatch frames, did Reliant have a number of suppliers with one making the hatches in Stainless. Yet another quandary, me thinks, unless someone knows better and can share the story with us.

## Middlebridge Tool Bags

Some time ago Steve Jenkins sourced and purchased a batch of personalised tool bags and after selling Coupe, Scimitar and Middlebridge ones he has three MB ones left. I promised him that I would advertise and hopefully sell them for him. Please see the attached pictures, the price, £15.00 each + £5.00 delivered to a UK address. Just drop us an email if you are interested and we will post to you. [There are only three so first come first served].



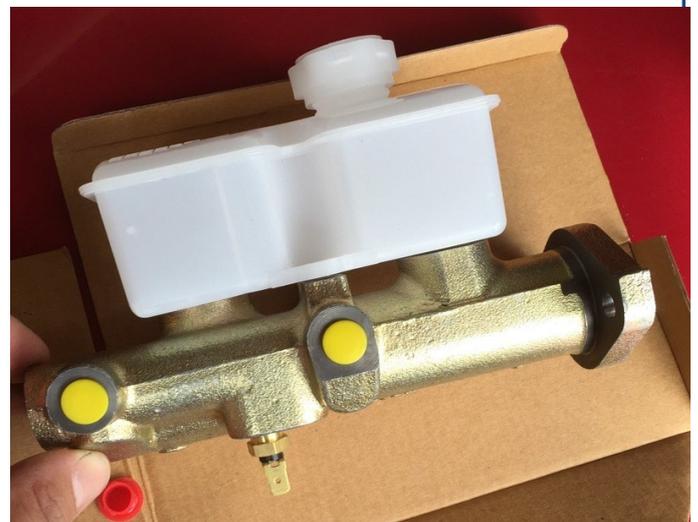
## Brake Master Cylinders

I have just received an email from Steve Cork who is very well known and respected in Scimitar circles. Please see email below.

“Hi Mick,

Just to let you know I’ve managed to get hold of some more brake master cylinders and reservoirs. The parts supplier tells me that they don’t have many MCs left and can’t restock as the part is now obsolete. Should any MB owners want one please let me know. I have just eight available”.

Cheers Steve.



Master Cylinders could soon be difficult to source

Link to the advert and photos on scimitar web <http://www.scimitarweb.co.uk/sgwrs/viewtopic.php?f=21&t=31575>

# Bruce's MESSage

Happy New Year to all Middlebridge enthusiasts somewhat belated I know but it's still January, just.

As you have read in dispatches I have been given the task of Events Coordinator this all came about during a meal we were having at a restaurant, after a very successful exhibition at the NEC Classic Car Show. I wondered why they were all buying me drinks! (only joking)

I have been involved with Scimitars and a member of the RSSOC for very long time. My history or love of Scimitars starts back in the 70's when I purchased my first SE5, WRR 950M then SE6, OKL 374P and SE6, NEF 5P which was re-sprayed Ford Granada Metallic Red, I wonder if any of these vehicles are still on the road today?\*

I now own two Scimitars a Red GTC which I have enjoyed for the last 20 years which has been restored, re-sprayed, new hood and new interior and I also have Middlebridge No.26.

Again I have cherished this car for 16 years and it has been restored with new paintwork to the original colour Porsche Marine Blue metallic pearl and the interior upholstery changed from black velour to Magnolia leather with blue piping, crash pad covered in blue

leather. New dark blue carpets fitted with over mats. The instrument panel, cuddy box lid, centre console and centre armrest console finished in dark gloss metallic blue carbon fibre effect. Electric Sunroof, heated seats and heated front windscreen, rear of vehicle fitted with removable retractable parcel cover.

The original black velour seat coverings and carpets from the Middlebridge have been transferred to the GTC with the alteration of the black piping being replaced with red.

The new dome badges which I have designed for Middlebridge have been applied to interior and exterior. These badges are now on sale contact me for more information [bruce.beauchamp@virginmedia.com](mailto:bruce.beauchamp@virginmedia.com) and see the picture insert on the next page.

For those people who are reading this who own SE5/6's and their shields and petrol cap badges are looking a bit dull and pitted, I am currently looking at dome badges similar to the Middlebridge Badges Pictures of SE5/6 badges will be in February's MESSage.

No.26 has been exhibited at numerous shows around the midland area and of course at the Middlebridge 25<sup>th</sup> Anniversary at Gatcombe Park.



Middlebridges at Sywell with some of Bruce's design suggestions for stands and a little artistic licence on the sky!

# Bruce's MESSage

Now back to my role as event coordinator; my career involved the designing and manufacturing of Point of Sale displays and Exhibitions, as a young designer I owned a SE5 Scimitar: it was seen as a designers car at the time and my opinion with all the updates over the years to the present day Middlebridge Scimitar is still an iconic car.

I am now following in the foot steps of George who has done a great job and accumulated vast amount of knowledge over the years and has helped to push forward the marque and MESS. "Thank You George."

George will be passing over information on various contacts to help make the change smoother so I can organise the Exhibitions and other Classic Car Events the MESS will be attending this year In consultation with Mick, George and Will.

A list of event will be forwarded in the next months MESSage.

There may be other car events located near to you that we could investigate as a place to exhibit. It will of course require input from MESS enthusiasts please email:

[bruce.beauchamp@virginmedia.com](mailto:bruce.beauchamp@virginmedia.com)

all suggestions will be gratefully received, a much clearer picture should then emerge to where we could centralise other locations providing the opportunity for more Middlebridge members to attend and meet other enthusiasts.

*\*Will's note: Out of interest I checked the DVLA site and it is not looking good for Bruce's cars— WRR 950M has been untaxed since 1993, OKL 374P is on SORN and NEF 5P has been untaxed since 1996.*

 MB/06/Black No. ?/79	 MB/05 Blue/Black No. ?/79	 MB/12	MB/01/Silver £10.00 each Rear & Near Side in front of rear wheel arch
 MB/01/Silver	 MB/09/Hub Cap Centre	MB/02/RH/Silver £10.00 each Off side in front of rear wheel arch	MB/03/Black £10.00 each Rear & Near Side in front of rear wheel arch
 MB/02/RH/Silver	 MB/07	MB/04/RH/Black £10.00 each Off side in front of rear wheel arch	MB/05/Blue/Black No. ?/79 £8.00 each Rear vehicle identity No. ?
 MB/03/Black	 MB/8 Petrol Cap	MB/06/Black No. ?/79 £8.00 each Rear vehicle identity No. ?	MB/07 £12,50 Pair Replaces GTE badge on B post
 MB/04/RH/Black		MB/08 £20.00 Per Set Petrol Cap	MB/09 £25.00 Per Set of 4 Can be colour coded to car
		MB/12 £3.00 each Stering wheel	

## Coming and Going

George Sampford's MB63 is still available as is "the Swiss Middlebridge", MB29. Graham Walker told us at the NEC that he had bought in MB19 and that it would be undergoing a little work on the brakes before being offered for sale. The car briefly appeared on Autotrader in mid-December, but at the time of writing it is not known whether this has sold or the advert has simply time expired.

Mike Holland has sold MB39 and it is now with its new owner, Peter McLuskie, who has made contact with us and joined the mailing list, welcome Peter.

## Marque Awareness

We have been contacted by one of the Classic Car Magazines at very short notice to provide a car for a 'Middlebridge v Volvo P1800' test. The article is due for publication very soon. We will elaborate more in the next MESSage, The photo-shoot etc. has already taken place and knowing which MB it is I'm really looking forward to reading/seeing the article.



MB39 at Gatcombe 2014



MB 39 Interior

**1989** An Invitation to all Scimitar enthusiasts

come and celebrate with us the return of the legendary SCIMITAR GTE

Thursday 25th May - 5.00 p.m. onwards

**KENILWORTH GARAGE LTD.**  
Coventry Road, Kenilworth  
☎ (0926) 52145/55386

## 300,000

We know that the Scimitar is capable of running up high mileages but verification on the Reliant cars is sometimes not easy as they had a five digit odometer. My first 1973 SE5a had 50,000 miles on the clock when I bought it. I guessed that was 150,000 but on investigating the car's history it was actually 250,000.

With a six figure odometer the Middlebridge is a bit easier and there are a number of cars which we know are in the mid to high 200,000 mile mark, some of these are still on their original engines. However, Peter Freeman's MB No. 9 has surpassed them all by turning 300,000 on Christmas Day 2015. We think that makes this the highest mileage Middlebridge and the first to break the 300,000 mile mark, unless you know different!



3 (00,000) is the Magic Number



MB9 at Gatcombe 2014

## Middlebridge 14

It is getting close to MOT time for MB14 and I have decided to have some work done on the rear brakes and suspension, one area that had not been looked at by the previous owners. So, after a very pleasant, but expensive, phone call to Graham Walker (even with a nice discount), I now have a complete set of shoes, springs, adjusters and cylinders, along with a couple of new brake drums. I was also looking to replace the rear shock absorbers and springs and discussed this with Mick as to what might be most suitable. We spoke to Mark at GAZ who was very helpful and have ordered dampers with adjustable ride height and bump and rebound damping. The springs are 200lbs in rate and 12" long. Time will tell how these perform and we will report on them later in the year.



Shiny bits ready to go on  
MB14

