



Mick's MESSage

No 33 has once again, proved herself, this time shaming my VW Transporter! I was meeting with George to attend a VW Camper show near Nuneaton when the day before the event my van started pouring blue smoke from the exhaust ! A quick call and video to George and I met him in my MB and I have to say she really got noticed at the event. The van had a typical modern vehicle problem and an expensive EGR System overhaul cured the smoking!

I have now seen the new unique MESS display sails in action and boy, I have to say that they are an awesome addition to our stand and will really help further publicise the Middlebridge marque at events. They came into their own at the Stoneleigh and events upcoming and really set us apart from the crowd. We also have the new Middlebridge floor advertising mats to further push the marque & the MESS. Advertising has been a priority for us this year and we will continue to push the marque in new directions during 2026 but more on that in a future MESSage.

MB 33

Matt decided, post scimfest and the concours, that my rear window was in an awful state with millions of minor scratches and one historic deep wiper scratch that has been there since I have owned the car. I have tried on numerous occasions myself but have not had any success at all. Matt also pointed out a very bad mark on the driver's window glass that he would like to address using various different compounds.

Well, Matt did half of the rear window in one hour I have to say that 99% of the scratches were gone, I was delighted and wanted to see the finished rear screen. Well, I was stunned at the results of the rear window and it first saw the light of day at the Bangers and Cash, Stoneleigh event in October.

When he has a bit more time he will tackle mark that has been on the drivers window that's at least 25 years young!

We have also re-installed the original Alpine stereo to return the dash to factory original. I hope I don't regret this as my awesome modern stereo had DAB / CD and BT. (watch this space).



Stoneleigh Classic Car Event 12.10.2025 (Bangers and Cash)

This is a first time event for the MESS, it sounded very interesting and after gauging interest George organised the event for us. (thank you George).

Wow, what a shock, I opened my door at 6am to drive to our pre –arranged meeting point and was instantly greeted with pea soup fog, the first of the year and a much lower temperature “shudder” after I had found my garage and got going the following is true, I drove to the M1 and north to the M45 and to the A45 before I was actually overtaken and I was doing 55 to 60 mph!

The first photo was taken after we had all assembled at the Coventry airport meeting point and prior to driving to Stoneleigh in convoy, following our local boy (George) in his VW Task Force van. Another photo shows Peter Humphries receiving a book on how to read a map and a compass from George, all tongue in cheek and good fun I might add. George has already earmarked his next victim. :o), I do have a good idea.



On arrival we were fully set up in no time, the new marque banners are superfast to erect and really set the MESS apart from the crowd. The classic car display area was not large and once again thanks to Bruce, we certainly had the most professional looking stand in the hall. The auto-jumble and the Bangers & Cash team were the main draw but we were all kept incredibly busy all day with people showing a real interest in the marque. From this point the event was truly a success. We also had Classic Car Weekly take a few pictures of the cars on the stand, I was delighted to spend 10 minutes later in the day speaking cars and auction details with Dave from the Bangers & Cash team, what a really nice and down to earth bloke. One of the nicest things about this event was the totally relaxed atmosphere which has now endeared this event to me.

Many people agreed they would do the event next year and that it would work as a one day event without hotels etc. I will let the pictures tell the story.



I have to say that I left the venue at 4pm and it was a lovely day, I had some music playing and had an awesome drive home and straight into the garage as the car was still very clean. My car did not do the NEC this year so this was my last official run out, I will however do a few small events prior to hopefully doing Stoney Stratford on New Year's Day.

Many thanks to George Sampford, Bruce Beauchamp, Alan Cavendish Tribe, Peter & Marie Humphries and finally Alan & Sandra Timmis all of whom made this a memorable event.

It was also great to see and meet several Middlebridge owners during the day, Alan Earl, Andy Goss and Roy Thurman. We thank you all for popping in and visiting us on the stand.

Whilton Locks, Local Event 18.10.2025

George invited me to join him at this event, it's held at a local outdoor go-karting track, however the spread of cars were from rough classics to a 1930's Bugatti Race Car. It was also a very relaxed affair and with an indoor café to get out of the cold, I thoroughly enjoyed this event and will be going back again.



NEC Lancaster Insurance Classic Car Show 07-09 November 2025

This year saw us allocated a smaller stand than we are used to, (3 cars). We provisionally agreed a theme of first & last but until we had contacted the owners we could not confirm, thankfully Alan Earl MB01 and Graeme Conway MB 78 were both delighted to bring their cars to the NEC and for them to be on display for the three days. I must say that both cars were stunning, I do love the Sapphire Pearl Green Colour and Graeme's car well, what to say it's a stunning example of the marque.

Centre stage was Bruce's wonderful Porsche marine blue car and with that stunning interior, Bruce did leave the door open and I have no idea how many people looked in and took photos. Bruce also produced a special banner to mark our stand theme (see pics)



Alan Earl MB01 with Dennis Nursey and Kohji Nakauchi



The 11.00 remembrance 2 minutes silence with Bruce's car covered and everyone wearing poppies.



All three owners adjacent their cars, Alan Earl, Bruce Beauchamp and Graeme Conway.

Now that we have all started to recover from sore feet & back ache, I would Like to thank the following people. Bruce who is not only responsible for organising the event, he also designs and creates the stand. Incredibly the whole stand this year fitted easily into his MB with NO trailer.



Next is Alan Earl and Graeme Conway for bringing their lovely cars and helping on the stand over the weekend,



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Will and Mairi who drove down and back to Moray and stayed on the stand over the three days. Finally, George and Alan Cavendish-Tribe who both helped on the stand over the three days.

We would all like to thank the MB owners existing, future and marque enthusiasts for visiting us on the stand for a good chin-wag and to catch up generally.

You all made it yet another successful event in spite of the fact that we didn't have any cars to sell!!

Marque Heritage Certificates:

Middlebridge Authentication Register.

As explained in The Essential Buyer's Guide series published by Veloce Books, classic, collector and prestige cars usually come with a portfolio of records that document the history of the car. For many makes of collectable car this could include a certificate proving the age and authenticity of a particular vehicle, sometimes called a 'Heritage Certificate', and a valuation certificate or letter signed by a recognised expert.

Mick Gaughran made numerous enquiries, establishing that the Middlebridge marque would likely benefit from Heritage Certificates due to the limited number of cars manufactured. The British Motor Industry Heritage Trust provided a sample certificate together with advice on how to certify a car when the manufacturer is no longer in business. Classic car insurance specialist, Adrian Flux confirmed that Heritage Certificates are considered in 'Agreed Value Insurance' applications. The MESS has developed the Middlebridge Authentication Register that will provide a robust and auditable process for issuing Heritage Certificates whilst maintaining a record of supporting evidence.

Since the launch of this project one owner has significantly increased the 'agreed value' of his Middlebridge and another had little problem with having the V5C corrected. It is also anticipated that these certificates will support applications to the DVLA for 'Historic vehicle tax exemption'.

The cost of a Heritage Certificate is £35. The money raised is being used by the MESS to promote the marque at various motor shows, pageants and exhibitions. The MESS continues to develop display screens to tell the story of the Middlebridge, as a result of the high quality displays the MESS is regularly offered notably good stand locations. This not only draws the attention of classic car enthusiast, but also representatives of the insurance industry and the classic autotrade.

The data required to support a Heritage Certificate is the majority of the list below. In some cases the MESS has access to other pertinent information which will be used in the verification.

- **Scimitar Model Identification (photo of car front showing grill and number plate)** ü **Date of Manufacture (photo of Chassis Plate)**
- **Chassis Number (photo of Chassis Plate)**
- **Body Number (photo of Body Plate)**
- **Engine Number (photo of engine number)**
- **Gearbox: A4LD (Automatic OEM) or Type 9 (5 Speed Manual OEM) (owner statement)**
- **V5C – Vehicle Data (photo of V5C page 2 listing vehicle details including date of first registration and serial numbers)**
- **Exterior Paint Colour (original) (owner statement)**
- **Exterior Paint Colour (current) (owner statement)**
- **Exterior Specification: (extras) (owner statement)**
- **Dim-Dip Lighting Kit; Cruise Control; Sunroof; Tow Bar & Electrics**
- **Interior trim Colour (owner statement) Interior Specification: (extras) (owner statement); Full Leather, Leather Seat Facings, Velour Cloth**
- **Quality Veneer Facias, Standard Black Facias, White Facias**
- **Wool Carpets, Velour Carpets**
- **Original Dealer (photo of Black Book)**
- **First Registered for use (photo of Black Book)**
- **First Owner (photo of Black Book)**
- **First Registration Mark (photo of Black Book)**
- **Current Registration Mark (photo of car front showing grill and number plate)**
- **Current Mileage (photo of odometer)**
- **Date of Vehicle Data (submission date of the above, time of authentication)**

Once the vehicle has been verified and included on Middlebridge Authentication Register, a Heritage Certificate will be prepared in draft for the owner to check and then two signed original certificates will be issued. Two signed certificates are provided to ensure the Middlebridge owner is able to retain an original with the car records, whilst the second may be used to support applications such as 'agreed value' insurance. For further information, please contact alan.cavendish.tribe@gmail.com

MAKING SENSE(ORS)

Pete Humphries writes: -

When in the police 80% of all our accidents were whilst reversing. In the past 14yrs, since retiring, I have pushed the bar up to 100% with 3 minor dings, so decided to fit rear parking sensors. There are several types on the market, ultrasonic, electromagnetic, radar, camera based systems and all wired or wireless.

I chose Dolphin DMS Micro from Amazon at £50. They are ultrasonic and come in 9 colours but surprisingly not in ASBO electric orange. They advise Matt black if being sprayed. The connections are waterproof, twist fit, and spares readily available.

They could be fitted to the MB rear bumper without taking it off. There is nothing to avoid behind it. The sensors come in two diameters, 20mm and 25mm. I chose the smaller micro ones so as to be in keeping with the car, and not stand out so much.

The pack comes with its own hole cutter. Three holes were perfect but one had chipping around the edges. The micro sensors have only a 1mm collar. If not taking the bumper off for spraying, I'd fit the larger sensors, as they have a 2mm collar and thus cover any chips caused by drilling.

They are simply wired into a feed to one of the reversing lights. Engage reverse gear and one beep indicates they are active. They then work as you would expect. The detection range can simply be altered but worked fine out of the box.





GEORGE'S JARGON

That's another year over and what have we done? (to quote a well-known song...). Rather than resting on our laurels, this year has seen The MESS trying some different shows, all have seemed satisfactory with varying degrees of success. Showing our cars to the non-classic car enthusiast was a double-edged sword it seems.

On the one hand, some were intrigued, interested, unaware, impressed by what they saw and the experience may well encourage them to attend many more such shows. The down-side appeared to be some folk who assumed they had every right to climb into any car without seeking any permission from the owner! I can only think that it's their own experience when possibly buying a car from a dealer. Or is it just plain ignorance, a complete lack of respect even!

The 'highlight' surely must be the Salon Privé event, especially as it was last minute and Micky G was awarded 'Runner-Up' in the concours. Wow! This prestigious show is 'invite only' and we have been invited again for next year. It must be said that we were very wary of attending this costly event originally, however its success dispelled that doubt. It's been added to our potential list of shows for next year so we may well have more Middlebridges wanting to attend, but they must be absolutely presentable. So...

WRINKLY REBELS

What to do about the well-known rebels within The MESS?

Peter Humphries 'Asbo' is in superb condition, it's also quite radical. Had he bought it from new, it would have been painted Orange no doubt, however the other bits in stainless steel and black wheels may have presented a difficult and different outcome.

'Syd' (Alan Timmis) insists on using 'Wolfies' to prop up each corner, again non-standard and not part of the 'bespoke' package at the time.

Steve Robinson's (no. 8) Scimitar has been the subject of a full and gorgeous restoration, but was non-standard from day one! The original owner bought it to use for rallying, so no rear seats or bracketry for them were fitted. A Cosworth version of the 2.9 Cologne engine was fitted, but cannot have been done by Middlebridge as it would have needed Type Approval.

You can all see the conundrum here...we were advised (by one mega-rich owner who regularly shows his cars at this event) that the cars should be 'original'... therefore, I'm not sure how you should define a 'bespoke' Middlebridge, do you?



HENLEY Boat Show - MESSing about...

The Lead Team have discussed this for next year too, it's still under discussion. It's also a very 'prestigious' show that is supported by the financially well-heeled. My initial enquiries were mainly to see if the Middlebridge Scimitar fell within their remit. It did and probably the Royal connection helped. No owner around that area has come forward to offer their car for this event, so it's down to the usual suspects again! Consideration must be given to costs of travel, possible accommodation and time. If I were to tow 1420H it would take about 12 hours in total. What would 'The MESS' gain from this exercise, is the question. I'm tempted to go just for the day, to assess if we would benefit at all.

IOW Extravaganza

The 'MESS' didn't support this show in 2025, however it looks like it could be back on the menu for next year. I've already booked a ferry and a caravan pitch and will spend the week down there anyway! The organisers have reverted to its original set-up of holding the show at two different places, so the intention is to only support the day that it's showing in Ryde. Those that fancy it could simply meet-up and go in mob-handed on the other day rather than make it an official MESS attendance. If it's oversubscribed and we're denied admission, I suppose we could always find a pub to soften our disappointment.

ChristMESS Dinner

Due to a last minute dispute* with 'The Brewers Fayre', this was held at our old MESSembly haunt 'The Elms' in Lutterworth. Thirteen of us had an enjoyable evening, with much banter ensuing as expected. New attendees to this event were Andy and Sue Goss and Alan Earle. Andy was presented with a 'Scimitar Restoration Kit', comprising some rusty nuts, bolts, Paracetamol, paper clips, nails, string, etc. I cannot say whose idea it was... Andy and Sue had travelled from Bristol, Alan from Bedford, and added to Lincoln's Syd and Sandra, Mansfield's Peter and Marie. Others were Micky G, Alan C-T, Bruce and Ali, Maggie and me.

No-one took-up the offer of visiting the various local sites connected to the Gunpowder Plot on the Sunday, perhaps it was to do with the late change of venue?

*A letter has been sent to three different 'directors', explaining the affair, I've received an acknowledgement from one, but nothing else yet. We'll see...

AGM

Earlier in the day the AGM was also held at The Elms, Mick has submitted his take on it all elsewhere in this MESSage.

For my part as Treasurer I explained how I'd done things differently and much simpler this year. I've a page that shows income from donations. A different page shows outgoings – which are cross referenced, showing who the is recipient and what was purchased. I no longer try to balance the accounts on a weekly basis, I rely on monthly print-outs received from Lloyds. Each week Lloyds send a text to my phone stating the current balance, plus any money received or expenditures.

To summarise:

There were 19 donations which totalled £2082.82p. Added to the donations was the PLI which was generously paid for by Mark and Sue Cropper. Thanks for that both. (I'm hoping that every other MESSy Member who donated did receive a 'Thank You', too.)

The Lloyds Bank Current balance is at £112.42p on the 23rd December 2025.

Hinckley & Rugby Building Society hold £50 as a 'Back Up'.

It should be noted that we incur penalties at Lloyds for handling our account, this is enhanced by the amount of cheques issued and received.

I cannot find any cheaper alternative 'banking' available anywhere.

A new cost for next year is to 'Practical Classics', Mick has negotiated a deal which includes a half-page advertorial starting in May. This will be reviewed each month, to see if this affects the interest in the Middlebridge marque as Salon Privé did..

STONELEIGH – Restoration Show

This was a new show for us which wasn't enjoyed by everyone who attended.

The clue is in the title 'restoration'. It wasn't going to be full of nicely presented cars to look at. As Peter H pointed out, there were loads of stalls selling loads of rusty junk! Absolutely! Junk that some restorers would eagerly pay silly money for, I reckon, just to complete their project.

As there wasn't a ChristMESS do last year, Peter was presented with a belated gift consisting of a compass and a book entitled 'Map Reading Skills', which was inspired by Syd's travelling adventures with Peter et al, very amusingly portrayed in The MESSage.

NEXT YEAR...?

Should we do it again we could make a weekend of it as it's very near to Coventry Air Museum. They actively encourage visitors to clamber over the aircraft. My enquiries confirmed that we could have a photo shoot with the planes. This suggestion, however, depends on recent plans to turn the airfield into yet another housing estate, so the future of the museum is uncertain!

Years ago, I was told that the airfield had to remain as an airfield in perpetuity, that may or may not be true, but Coventry Council have a record for ignoring its rich heritage, history and famous local people such as Sir Frank Whittle.

STONY STRATFORD 1st January 2026

Once again I shall be Marshalling at this free, laid-back Classic Vehicle Event, I'm hoping that Mick will take his Middlebridge there this year, his personal circumstances permitting.

It's an event that I've supported since its inception and it has grown like Topsy. What concerned me however is the risk of a fire breaking-out and the damage that could be done to some rare, precious and expensive machinery, let alone someone being killed or injured. I raised this particular concern with the 'committee' in light of the disaster at Bicester Motion where 3 people died - the financial cost has never been disclosed. It seems that this year there will be some fire-fighting equipment available to us Marshalls, I assume we will be given some kind of instruction on the day. A tenuous connection then...?

NEC

Amongst the exhibitors at the NEC I came across a company called 'Gloss Fire Action' who specialise in fire extinguishers that differ from the usual variety. It's called a 'Fire Safety Stick'. It has a number of interesting features:- lightweight, non-toxic, 10yrs shelf life (at least), 3yrs warranty, doesn't create damage, isn't messy, etc. I spoke with Paul Holden who owns it, he has offered a 10% discount to fellow MESSers quoting MESS11/25X. You can see the videos on their website www.glossfireaction.co.uk



I do have fire extinguishers at home, in my van and my caravan, they are of the powder kind and are maybe getting out of date... it's something that I must check!

Once again the NEC was busy and enjoyable, added to by having some different cars to show this time on another lovely Brucie-designed stand.

Thanks must go to Alan Earle and Graeme Conway for presenting their beautiful Scimitars, Alan's is the first Middlebridge made, Graeme's is the last, hence our 'First & Last' theme. There's no doubt that the Middlebridge version (and the name) is better known now...years of effort, excellent presentation at shows is paying off with educated comments from a more knowledgeable public.

It was really nice to have Roy Thurman and Andrew Sait visit us, too. Amongst other visitors was a French gentleman who knew all about the Middlebridge story, currently he owns a 5A. I suggested he bought the 1hd Middlebridge that's currently for sale in Holland!

Another very interesting chap claimed that his brother actually did the original Scimitar drawings and still has those originals. I have his contact details and hopefully some of us will visit him in 2026.

PENULTIMATEly

Depending on when this epistle is published, I hope you all have/had a very Merry Christmas and a Happy and Prosperous New Year to everyone.

NEW YEAR

Alan C-T has a vast list of potential shows for the 2026, how many we will support is open to further discussions. A warm welcome is always offered to any Middlebridge Enthusiast wishing to join-in at any event, this unique group is inclusive to all, so why not join us...



Alan and George deep in thought and planning for next year!

For Sale / Wanted

We currently have two cars for sale on the Middlebridge website.

Pre-Production Middlebridge, 1 owner car, Manual and in excellent condition.

LHD Automatic Middlebridge with factory air-con etc and in very good original condition.

Please navigate to the For-Sale area on the Middlebridge Scimitar website for more details.

Restoration Challenge!

Dr Dan Mitchell writes: -

If Middlebridge owners might think they have problems - restoring an American M60 tank is way more complicated - see the video below.

We have friends who specialise in restoring tanks and military vehicles. They are genius engineers and mechanics.

The Greek army was recently selling surplus deactivated American M60 tanks .The deactivation involves chopping out key parts but the purchaser receives all the chopped up parts for each tank ! The engines needed a complete rebuild.

They have also used a restored Chieftain tank fitted with a 3 point linkage for ploughing and recently demonstrated it at the national ploughing championships. The plough itself weighs several tons .

Thought you might all enjoy this video ! Note how thick the welding is! <https://youtu.be/CmVYwujrmU?si=aXsEHpoWQCI-tznV>

Makes servicing our classic cars look simple

Regards

Dan

MIDDLEBRIDGE ACCOUNT

Lloyds Bank, Lewisham (309089)

120 Lewisham High Street, Lewisham

London SE13 6JG .

Sort Code: 30-90-89.

Account No: 49350668.

BIC: LOYDGB21256.

IBAN: GB79 LOYD 3090 8949 3506 68.

MESSEMBLY

In person. The monthly MESS meeting has resumed and be held on the First Tuesday of each month at 5pm in The Brewers Fayre, Central Park, CV23 0WE. Every enthusiast is welcome to join us, owner or not. Banter expected and encouraged.

Virtual MESSEMBlies will continue with the invitations sent to members by email.

AGM 2025

(This is the text of Mick's presentation to the AGM mentioned in George's Jargon page 11.)

Firstly, thanks to all for attending, and to confirm this AGM is merely a general overview of our previous year and a first step towards our goals in 2026.

2025 MESSy Events,

Overview: To my mind there are only two events to discuss.

Salon Prive was undoubtedly the MESS event of the year, our website views dramatically shot up and the sheer ethos of the event can only be good for us. It appears that we are being led by events like this but surely that's not a bad thing, or is it....

NEC, Personally I thought the NEC was a great success this year, we had another awesome stand thanks once again to Bruce. We had two new cars and owners on the stand and that's brilliant for the MESS. On the downside our stand was very small this year but that is completely out of our control.

Question for Bruce, if we did the March NEC Restoration event could the organisers look to give us a better or bigger stand in November?

2, 2026 Events

NEC in November must be a given.

Any other event ideas to be discussed at the Brewers Fayre or alternative site. Any suggestions via WhatsApp, Google meet or email.

A few to consider are-

- **NEC Restoration Show (March)**
- **Isle of Wight**
- **Sywell**
- **Suggestion- Festival of the Dead**
- **Beeston Bash (Crouches)**
- **Suggestion – You tube events (These are potentially the future).**
- **Why are we not picking up on some of the largest events. (Multi Car @ Malvern etc)**
- **British Car Journey, Brit Cars 12th April**
- **Silverstone (also, Possibly for our next anniversary year)**

3, MESS Projects

A, Alan's Heritage Cert Project.

It was decided that we would mention the Heritage certs in our next MESSage. People have been using them alongside their agreed valuation paperwork. That alone makes the cost of them a no brainer. Should anyone be interested please just make contact Alan.cavendish.tribe@gmail.com for details and current pricing.

B, MESS Charity fund raiser project Lands End to John o' Groats. What charity would be best to support? Children in need, Cancer, Dementia,

C, we're all delighted to welcome Alan Earl and thank you for your very kind donation and for supporting us at the NEC with your lovely car MB01. Also a big thank you to Graeme Conway for joining us at the NEC with MB 78, what a stunning car. We also welcome Andy Goss and we really look forward to not only seeing his project progress reports but also hopefully having his car on display in the future. I'm also hopeful that Andrew Jackson's resto will finally come to fruition, another car just painted and ready for 2026 is Chris Wilkinsons Silver MB. THINGS ARE LOOKING UP.

4, Website

The website is getting an incredible amount of hits and we do have a list of people wanting cars!!

5, Finances,

At this point I will hand over to George, but suffice to say we had a great result after our last request for donations, these have enabled us to purchase some unique stand alone banners, some event specific banners for the NEC, individual car data plinths, floor mats, the NEC carpet etc. I would like to thank everyone for their very kind donations over 2025.

(Any feedback on this from members not able to join the AGM will be gratefully received.)



We, the MESS would like to thank everyone for their help and support this year and we wish you all a very Merry Christmas & New Year and we look forward to meeting up with owners, enthusiasts and newbies in the year ahead.

Take care and have a great 2026. "The MESS"