



The MESSage

Newsletter of the Middlebridge Enthusiasts Scimitar Set



: middlebridge@live.co.uk



May 2019

MICK'S MESSage

My Car No 33

I intended to use my car throughout winter this year and had several long trips planned. Matt has said for some time that No 33 needed a little fettling to her underside. She was initially steam cleaned for several hours, then stripped out including the rear ARB, Trailing arms, watts link, fuel pump, filter assemblies, exhausts and both cross-members. After everything was shot blasted, I took selected items and got them triple gold zinc plated while the black items were 2k primed and top-coated in black Raptor paint.

As can be seen below, the chassis is in A1 condition, this too was 2k primed and black Raptor'ed to give many more years of future protection. To finish off the fibreglass underside was also Raptor'ed in Gold to match the shell. Some people may think it a little ostentatious but, and here goes, Raptor paints are indestructible with many hardcore Land Rover owners using this to not only protect their galvanised chassis but also to stop thieves from realising that they are indeed galvanised, the Raptor paint is also used in Military applications. I think they also quote 6+% noise reduction but I did not choose it for this reason. The triple zinc coated items should never rust and that's the reason for the whole job.



No 33 had her 1st outing soon after her completion of the above work, it was Boxing Day (Market Harborough Classic Car meet). The weather was awful and the turnout was well down but I still managed to get a first.



MESSEMBly

A monthly MESS meeting is held on the first Monday at 7pm in The Elms Pub, Lutterworth LE17 4HB.

Food available and Travelodge next door. Every enthusiast is welcome to join us, owner or not.

Banter expected and encouraged.

A gent came over to discuss the car, I did the usual MB spiel only to be told that the Middlebridge Scimitar's were only owned by the cognoscenti. I'm still pondering over this. I did respond by saying that many MB owners had owned earlier Reliant cars and it was a logical progression, myself included. I also pointed out that many owners still owned Reliant cars, again myself included.

Meguiar's

Following a chat at a local car show with some Meguiar's representatives, when apparently they were shocked that the paint was 16 years young! having been painted in 2003, we accepted an invitation to take No 33 to their headquarters for a whole day for them to assess the car and detail as necessary. All of the work was FOC and they were happy to teach Matt and myself the finer points of car preparation.



Hosting workshops and seminars for car enthusiasts is an important part of Meguiar's global activity, and they can take groups of 12-20 people at their premises in Daventry. These are booked up well in advance but we have a provisional booking on a date to be confirmed. Currently we have five people interested but if you want to join then just let us know and we will keep you informed.

MB 66

I don't think Matt will believe this but I'm hoping to have 66 mechanically sorted by end-April. (I certainly hope so as I'm keeping Nigel at QRG very busy posting parts). That just leaves the interior to complete, get the wheels fully refurbished with new tyres oh and of course a paint job. (no pressure then eh). So lots to achieve before her maiden voyage & appearance at the Silverstone Classic in July. Matt wants 66 to be a totally original car. She has spent the last 2 years in a warm, dry environment in preparation for her forthcoming paint job which means while writing this update purchasing a new Outdoor Carcoon Storage System as our garage is full. Blimey, restoring & storing cars properly is not cheap.



MB66 in 2012

Middlebridge Road Test & Appraisal



Having been around Scimitars since an early age, and having owned and driven most models over the years from GT to SS1, I'd always wondered what a Middlebridge was like. How different were they to the Reliant models? My curiosity grew after editing and reading the various articles on the website over the last five years, but my garages are already full and my bank account is normally empty. Think there must be a link there somewhere.

Anyway, in recent years Mick has offered me a drive of his car but logistics and timing means we didn't get round to arranging it. Fast forward to Curborough 2018 and Mick handed me the keys!

So there I was, nice sunny day in August and I'm given responsibility for Mick's spotless MB 33. Somewhat nervously I climb into the driver's seat and first impressions are good. Lovely leather seats and a wood effect dashboard make a nice change from the 'normal' Reliant Scimitar trim.

Engine started and wow, how smooth and quiet compared to the old Essex V6. First time I've driven a Cologne engined car and the level of refinement is quite startling in comparison. My own GTE has a tuned 3.0 and it's quite lumpy. No problems with this one!

Auto box lever slipped into 'D' and we're very gently off. Now one thing I'm not used to is power steering on a GTE. My own car is mildly heavy at slow parking speeds, but has a decent amount of feel once on the move. The Middlebridge was much lighter at manoeuvring speed which was very welcomed. Didn't want to run anyone over at Curborough!

Now it's quite a responsibility to be given the keys to a car like this so it was driven with the appropriate level of care. Driving round the various roads near Curborough, the car was truly effortless to drive and very smooth. The engine picked up nicely and the auto box was ever so smooth with its changes. I can imagine on a long journey a Middlebridge would be very cossetting and relaxing.

The car feels nicely planted on the road, effortless steering and smooth pick up. Compared to a Reliant Scimitar, it feels a much newer car, which I suppose it is in some respects. No rattles, no funny noises, just a nice smooth comfortable car with all the right ingredients. I could quite get used to this, but thought I'd better take it back before I got too attached. I didn't count all of the 450+ improvements that Middlebridge made but can well believe they're all there.

So nearly 30 years after seeing my first Middlebridge I finally get to drive one. Thanks Mick, it's a lovely car and I can see the attraction!

Martin North.

(Many thanks for the kind words, Mick.)



Technical Stuff

Coolant Low Level Warning

The Middlebridge has no coolant low level warning so the following may be of interest.

A low level warning system comprising:-

A coolant tank having 2 level probes.

A circuit board/ module to suit the level probes.

A low coolant sounder (or warning light).

Coolant hoses to suit.

Bracket(s) to support and secure new tank.

At least two types of coolant tank are commonly available to give low level warning. Those with sensor probes and those with a make/ break switch. Though the latter is simpler to wire in I couldn't find one suitable so ended up with the former (from VW Golf).

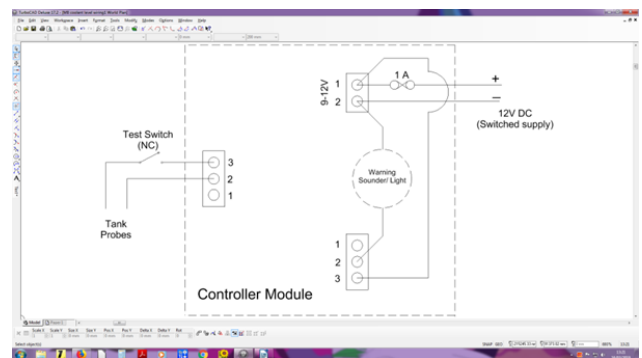
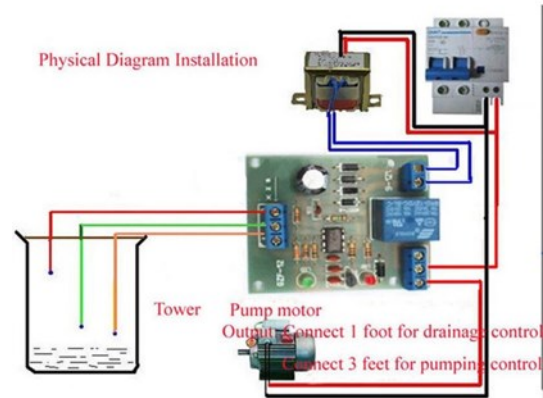
Sadly, the current through probes types is very, very weak and needs to be boosted to action a sounder or warning light. From eBay (cost less than a fiver) I bought:-

"9-12V Liquid Level Controller Sensor Modules Water Level Detections Sensor^AC/DC". At less than a fiver I thought it worth trying.

The module:-



Which I wired thus:-



The module caters for three probes but we need only two, "Common" and "Low Level".

Ignore the AC stuff illustrated in the module diagrams and go straight into our 12V DC.

I used a warning sounder (Piezo) rather than a light because I didn't want to be cutting holes in the dash or adding brackets for a visible light. Also, I incorporated a test switch (normally closed) to conveniently check from time-to-time the circuit is still in good order.

My module, sounder and test switch are all together on a board fixed to cockpit side panel (out of sight but conveniently located to operate the test switch from driving seat).

The 'Golf' tank has 16mm coolant connection whereas MB tank is greater so different hose is required. But, engine coolant pump connection is anyway 16mm so now it's conveniently 16mm throughout. Also, MB tank bleed connection is 10mm whereas the VW is 8mm. This good news because the engine thermostat housing connection is also 8mm and now we have 8mm straight hose throughout.

When fitting take care tank does not interfere with closed bonnet, bonnet stay and alternator.

Alan Timmis MB50



P.S. Do not throw away the original MB tank as they are rocking horse poo scarce. Save it to restore MB to original condition should you later wish.

P.P.S. At less than fiver a pop consider buying a spare module.

Alan Timmis MB50

GEORGE'S JARGON - MARCHES ON

January 1st seems a long way back now, however I recall it was quite a nice, bright day to attend the 10th and Final CC meeting to be held at Stoney Stratford – see pics. I believe there were more interesting cars, and more

people this year than in the past, it was heaving probably because this was the last one... There were certainly a greater number of motorcycles, including a couple of Brouchs, one a new version costing £50k plus, and one rare Brough sidecar lashed to a Brough Superior motorcycle. Brough machines make anywhere between £60k and north of £250k, depending... it is rumoured that Laurence of Arabia's bike, that he named Boanerges (on which he died), was sold a few years back for £2.5m.

Lovely, friendly atmosphere, and it's Free, surely it can't be allowed to die? Last year I wrote to the Organisers asking if there was anything that I/we could do to save this event, I never received a reply, perhaps my reputation scared them off, anyway the Good News is that there is someone else taking on the task, apparently, so it should be ok for next year. Whatever happens, I shall go anyway and I'm sure many others will do so,



too. I saw 2 Reliant Scimitars, but not their owners.

BANBURY BECKONS

Returning to my car, I found a flyer beneath the wiper asking for Classic Cars for a static display in Banbury, not too far from my home near Rugby. It wasn't long before the 130 cars were signed up, which were there to see the Start of the 'XXII Rallye Monte-Carlo Historique'. The rally cars were varied, some quite unexpected. How about a 1953 Ford



Popular, or Austin 1800 landcrab, or a Morris Minor? The Audi Quattro Turbo however, made complete sense.

These cars had come down from Clydebank, Scotland and probably explains the drivers' foolhardiness (or bravery) required in entering such an event. Boisted by buckets of porridge and free range haggis, every car went away on time. See pics again. Maggie shot a short video of my Middlebridge going over the Start ramp at the invitation of the organisers. I'll



send a copy to Wills to see if it's something that's useable.

(Can't include the video but above is a shot of George's car on the ramp. My (weird) sense of humour got the better of me so I have to draw your attention to the name of the shop in the photo bottom left—very apt to be parked outside that—now do I mean the car or George..... ;-) Ed.)

PEARLS AT SILVERSTONE

Behind the scenes there are all manner of happenings in connection with Silverstone. I believe that we are getting close to the 30-car target, more would be even better of course. Approaches are being made to a couple of possible Sponsors which, if successful, should reduce the costs associated with this event, such as Roundels for the windscreen, magnetic Name Badges, outdoor-quality display Banners, etc.

Though we have more money in The MESS accounts, we're not rich and cannot fund much with it, there's always the PLI money to be found and the running of the website, too.

Now is probably as good a time as any then, to beg for money to support The MESS. Please, do consider a donation, either a cheque to me or via PayPal - see Mark's PayPal Guide to Parting with Money—i.e. press the button at the top of the MESS web page!

PEARLS OF WISDOM

At the last MESSEMBLY the matter of a Pearl Anniversary meal was voiced again. At Gatcombe some wanted a restaurant meal, others settled for a barbeque, I imagine this year will present the same diversity. Whatever your choice, and if it needs organising, we need to know, or is there anyone who has a better idea? There will be plenty of foodie stalls at Silverstone which may suffice anyway. The Pearl Anniversary Cake, and cutting of, may be the only real icing on the cake...

Now that the roadworks around Towcester have ceased, I'll attempt to obtain bus timetables and bus hire, because if folk wish to eat offsite it will be a logistical challenge to hire Taxis or minibuses, never mind the



possible hike in charges... It may be fine to use the caterers at Silverstone and simply mill around, hoping that Micky G's shorts don't put you off your food, anyway, please tell us what your thoughts are – the more input the better.

BOUNCING IMAGES

Amongst the most important, astonishing and vital British inventions ever made - was Radar. Every airplane trip that you make relies totally on Radar's efficiency and effectiveness in every part of the World. Not too far from Silverstone is the village of Litchborough. Just outside the village, and best approached from the A5, on the right of



sharp left-hand bend, is a small memorial to where the Radar experiment was proven by its Scottish (Of course! ;-) Ed.) inventor, Robert Watson-Watt, in 1933. Those of you interested in such things may consider a visit worthwhile whilst you're in the area, especially our friends visiting from Scotland.

The memorial was in a terrible and derelict state until a localish chap, Roma Adams, decided it was such a disgrace that he set about tidying it up. He couldn't find who was responsible for its upkeep initially, however once found, they were quite happy for him to look after it on a voluntary basis! Oddly enough, I visited the memorial on the 27th February last, on my way to further research

at Jacks Hill Café, just one day after the successful test some 86 years ago.

A few days later I joined other Northampton VMCC members to hear another interesting talk by Roma about more history of Radar at our Club night. Roma also mentioned the amount of rubbish that is deliberately dumped there, fridges, sofas, even several bags of food thought to have been taken from a broken-down freezer. Isn't that absolutely shameful...

NB: Not only does this organ impart masses of Middlebridge-related articles, it is also a diverse source of knowledge, even if I do say so myself...

George.

MIDDLEBRIDGE PRICE GUIDES

Dr. Dan Mitchell has been working with the Classic car press for two years to get specific values for the Middlebridge Scimitar and sent me the following information.

"The Classic Cars Magazine valuations are under 4 headings the same as he established two years ago and are repeated again in the June 2019 edition of the magazine. Condition 1 Concours/dealer at £30,000 Condition 2 Mint £24,000 Condition 3 Usable £16,000 Condition 4 Rough £10,000.

Classic Car Buyer April 10th 2019 issue 479 have 3 different headings and their valuations are now Condition 1 First class £25,000 - not Concours which would be higher. Condition 2 Good condition with MOT on the road but may need TLC £15,000 and Condition 3 In need of work – usually major £10,000.

I hope this information will help owners when discussing agreed values with your insurer."



OBSESSION?!?

Peter has been working on MB27 again..... He tells me that he has sourced orange silicone vacuum and water pipes and might paint the rocker covers too.....

I suggest bringing sunglasses to Silverstone, and not because of the weather!



MB50 TAKES ON THE NC500

Elwood: "It's 106 miles to Chicago, we've got a full tank of gas, half a pack of cigarettes, it's dark, and we're wearing sunglasses."

Jake: "Hit it!"

Apologies to the “Blues Brothers”. We are not going to Chicago, we don’t smoke, it’s not dark and we’re definitely not wearing sunglasses.

No we are going to the NC500 and we “Hit it!”

On the way to Carlisle (our first over-night) we note Cumbrian hills covered in snow and same stuff on side of roads hereabouts. Does not portend well and we’re thinking perhaps early April may be a little too early for this jaunt. But we are English, no know better and



together with mad dogs continue anyway. A diversion into Gretna green takes us off the main highway and results in lost bearings (inevitably). Lost in country lanes we stumble on council dust cart doing it’s duties. Affable crew want to know all about MB and after chat we accept directions to put us back on course. Why anyway divert to Gretna Green? Futile attempt to make a shilling by offering ourselves as witnesses to marriages of questionable parental support. No takers!

When not messing about with cars Sandra and I mess about in muddy ditches on our narrowboat so we had to stop at Falkirk to look at the ‘Wheel’. Fabulous bit of kit! Save the Kelpies for another day.

Inverness, our over-night and start of NC500, greets us with leaden skies and accompanying light drizzle. So what, we are here now let’s book into Premier Inn and take a walk along the river (Ness) bank.

Three things are immediately apparent; it’s cold, it’s windy and folks locally either did (still do?) a lot of sinning because there seems more churches than bus stops! We counted 7 in a quarter mile stretch, which amounts to a lot of praying for forgiveness of misdeeds methinks.

Rising next morning we looked out the bedroom window. Same grey sky as yesterday and the Ness is a swirling torrent. Ducks being carried along at great rate, some sideways some backwards, some upside down and none singing happy songs. Decide to forego promised early morning dip. Though we are English, know no better and generally do it with mad dogs we do draw the line when ducks are sending up distress flares. Head for Inverness exit and hope for better things ahead is best plan we reckon.

From this point on the scenery takes over. Don’t know the extend of it yet but found as we moved up the West coast and along the North we were to be completely taken with the big skies, big lakes, big landscapes

and dramatic views everywhere. Won't try to describe the scenery (others before me and those who follow do better) simply I say it's stunning! Read the guide books.

Next over-night is to be Shieldaig via Applecross and we find ourselves looking at a signpost that says Applecross to the left or it's straight ahead (Scottish sense of humour?). OK, pop into nearby hostelry and ask what's what?

Apparently one route is long and easy (coastal route) and t'other is over formidable looking lump of Scottish granite which presently has it's head in the clouds (the short and hairy route). Local advice is: "I wood-nay tackle yon the noo. 'Tis Dreich." (look it up).

We thank the native for his well meaning advice and consider options for about 10 seconds. But we are English, no know better and together with mad dogs



head towards the lump anyway.

Fantastic, not to be missed! Single carriageway, twists, turns, hairpin bends

all the way (tortuous would describe it) and what do you know, the Celtic gods take pity on the idiot Sassenachs such that half way up the lump the sun breaks through to show glorious views (and stop us falling over the edge). Reached the top and read the trig point to find we are 20053 ft above the wet stuff and atop one



of the highest roadways in Britain. Result!

Drop down to Applecross and bizarrely find ourselves in a 200mph car park. Wacky petrol heads from Newcastle decided to blast their way to this most obscure place just for a laugh. Serious motors in the park, all with loud engines, big tyres, big numbers on the doors and advertising everything from Banking services to Durex. You had to be there!

To give the madhouse a touch of class and sanity I nuzzle MB next to a McLaren decked out in preparation for the European Cannonball Run (Much change out of a million quid do we think?). MB blushingly receives many compliments from the assembled and would stay longer but the Geordies are preparing to leave "the noo"! Some going to chance it over the lump but others, McLaren included,

reckon it not practical (low ground clearance problems and suchlike) and so aim to return the more civilised coastal route. They depart, this way and that, in a blue haze, engines screaming and ear to ear grins! Speed regulation limits?



Pardon? What they?

Fun over we head towards Shieldaig but soon find the road taken over by highland cattle (long horn jobbies), some sort of protest for Scottish independence I think. No getting through those guys in a hurry so we pull over and I get out to take piccies. One rather large beast gave me the eye and bellowed loudly, but I'm English, have the mad dog gene and not impressed so nonchalantly carry on (in truth, with increasing distance and knees knocking). Eventually, cattle pull to one side for a committee meeting and we pass by, slowly! Wandering cattle and sheep are commonplace in these lands. Beware!

Arriving at planned accommodation in Shieldaig the memsahib takes one look and flatly states "Not staying there"! This Lady is not for turning so, with only whimpish resistance I set MB Northwards out-a town. Not many miles down the

road we find 'The Torridon' has just one vacant room so we snatch the keys. Finding good accommodation in this part the world is chancy business and we were



lucky.

Perchance, if two ever find themselves billeted in 'The Torridon' they ought order the venison and steak pie, but beware. Ask for just one pie with two sets of tools. Absolutely huge pies they are and will need a Trencherman of substance to deal with one on his own. What did it taste like? Fantastic!

Ullapool is next and with wall-to-wall sunshine now the order of the day we settle in perfect spot high up overlooking





the Loch and just five minutes out of town. Perfect!

Stopping regularly to admire all things, at Scourie's rugged coastline I claim an Orca sighting! Of course it might have been a big wave breaking on under water rocks but the guy next to me with huge lens on his camera but no/ little English (something to do with Brexit I think) rubbed his belly and says "white". Now, if there's something out there of that size and it has a white tum I reckon it's an Orca and I want my prize please.

At Rhiconich our hostess claims the sea hugging West coast really doesn't have much snow at all, "unlike the East coast". Must say we see plenty of white stuff on mountains near and far but none down



here, just another warm and sunny day. She also says her husband is a whale watch freak and the local whale watch twitchers do say Orca's are in the area. It's official, I'm an Orca spotter!

We thank giver of local knowledge for delightful stay then show appreciation by reversing overlong MB into her brand new Mercedes. Ooops!

Still grieving over MB bruised rear end and promising to fit parking sensors soonest, we head towards next over-night at Wick, via John O'Groats.

John O'Groats, where ladies spread a tape affront the famous signpost to welcome two bicycle riders. Riders breast the tape, one hits deep gravel path and goes a pearler (proper cyclists fix shoes to



pedals and today they refuse to separate). Only damage is to pride. How we laugh!

Turns out these guys peddled from Lands End without misfortune only for one to spoil the party by falling off just two yards from the finish. Poor sod!

Did the journey in ten days. I take hat off to them, congratulate and shake both by the hand. The fallen warrior asks I'd like his bike as he never wants to see another two wheeled peddling contraption again in his F...ing life. How we laugh.

Not to be outdone, memsahib follows that escapade with one of her own.

Folks pay to gain entry to public toilets in this Northern land so she duly paid her 20p and went forth into the Gents! Now, I will say to her credit the lady is not careless with money and having laid out such a magnificent sum was not going to let it go at that. She hollers into the void:-

"Is anyone in there 'cause I'm coming in".
Reply comes back: "Yes, one in the stalls".
Response: "OK, stay there I'll be in and out in no time".

Job done and out the pair come. How we laugh!

The man falls in love with MB, as many others have, takes photo's. Fun day.

Onwards to Wick, Wetherspoons, another charming hostess and a warm bed (not together!). Next day we leave Wick but not without "a good breakie in your belly". Must say, all the people we've met have been lovely and certainly they take the 'Breakfast' bit of B&B very much to heart.

To be honest the East coast is fine, but after the rugged splendour of the West it is

rather mundane and Inverness gives a "what you two again" welcome (cold and



damp).

What do we care, we've had a wonderful time on the sunny side and like it or not we've time to spare and shall look at your fine buildings. Sandra takes off to study her temples (shopping) and I keep I keep barlord of 'Oldest pub in Inverness' company. Decent arrangement I reckon.

Finally, a routine and sunless motorway (mostly) sprint to Lincoln broken only with overnight in Berwick-upon-Tweed. Said Berwick is a dreadful place to park even a bicycle and why the Scots and English fought so hard and often over it beats me.

Berwick locals still hanker for a good scrap it seems because the Royal Burgh is still at war with Russia (true?). Watch out President P!

Friends in Lincoln say the weather has been cold and glum "you must have been freezing up North". Sandra and I look at each other.andOh, how we laugh.

Footnotes:-

Don't do the NC500 in the season! On the single track roads (West side) you'll be pulling in passing places every few hundred yards and the locals will not thank you for bringing their roads to virtual standstill.

Research accommodation thoroughly and book well in advance.

Don't do the driving if you're more interested in the scenery. Roads narrow, very winding, blind bends, blind 'braes' (brows of hills), cattle and sheep not street wise. Can't safely take eyes of the road for more than few seconds in many places.

Not the full NC500 and you won't get the 'T' shirt but do consider doing just the West side (up then down) to get best out of the scenery (and possibly best of weather too).

Take handouts of information about the car. Whenever the wheels stop turning it seems someone will come over, offer compliments and want to know all about it. Even invited to pull over at a road maintenance site on one occasion. Don't get that with a modern Eurobox do you.

On the West side don't be surprised to find 5th gear is mostly redundant, 4th is OK but 3rd gets most the work.

Give or take, the round journey for us was 1,600 miles and MB50 averaged 37mpg which, considering the variable driving conditions, surprised me no end.

Alan Timmis MB50

By Royal Appointment: Middlebridge Scimitar at the Classic

(The article below has been reproduced from the Silverstone Classic website.)

HRH The Princess Royal's lifelong love for Scimitar sportscars – as well as her well documented lust for speed – will be on show at this summer's Silverstone Classic (26-28 July) as part of a record-breaking display celebrating the 30th birthday of the born-again Middlebridge Scimitar.



The enduring relationship The Princess Royal has enjoyed with the much-loved British totem dates back to 1970 when she was given one of the original Scimitar GTE shooting brakes (now more commonly known as the estate car) built by Reliant as a joint 20th birthday and Christmas present by Her Majesty The Queen and HRH The Duke of Edinburgh. In subsequent years, she has owned no fewer than eight further Scimitars, all retaining the original car's 1420 H registration plate in honour of her position as Colonel-in-Chief of the 14th/20th King's Hussars – an armoured regiment which existed until 1992 when amalgamated with The Royal Hussars. Such is her affection for the model it was

no surprise when she was quick to support an ambitious new company – Middlebridge Scimitar Ltd. – funded by a Japanese businessman and car enthusiast Kohji Nakauchi when it resurrected the GTE shortly after Reliant had ceased production in the mid-Eighties. She officially opened the new factory in Beeston, Nottinghamshire in 1988 and the following year took delivery of the fifth Middlebridge Scimitar (MB5) off the production line – a car still in her stable today.

Even more famously, while awaiting its delivery, Princess Anne was loaned the production prototype (MB1) in which she was twice caught speeding on the Aylesbury by-pass on consecutive days by the same policeman!

In July, along with the pre-production



prototype, MB1 and MB5 will be reunited at the Silverstone Classic to mark 30 years of Middlebridge Scimitar production. It will be quite a celebration, too, with an unprecedented gathering including visits from Kohji Nakauchi (known lovingly as 'Mr Middlebridge') and Dennis Nursey who was the company's Chief Executive.



Only 78 of these plusher, fuel injected reborn cars were hand-built at Beeston before Middlebridge went into receivership and 28 of these highly-prized GTEs have been rounded up by the Middlebridge Enthusiasts Scimitar Set and will be driving to the Classic from all over Europe.

“It will be the biggest-ever gathering topping the 27 we had for the 25th anniversary at Gatcombe Park... and we are still hoping for what would be a very fitting 30 cars,” said the club’s Mick Gaughran. “The Silverstone Classic is one of the greatest events in the world and we are delighted to be holding our 30th birthday party there – with such a fantastic turn-out, it’s going to be a wonderful occasion.”

Adding to the festivities, Friday’s special anniversary track parade will be headed by a motor sport icon. As well as acquiring the manufacturing rights to the Scimitar, Middlebridge’s ambitions also stretched into circuit racing culminating with its purchase of the Brabham Grand Prix team. Previous to its short-lived F1 foray,

Middlebridge Racing had been competing in International F3000 and famously its 1989 Reynard 89D as raced by Mark Blundell was backed by chocolate giant Cadburys, boasting an eye-catching purple Dairy Milk livery.

The standout single-seater was recently



found in the States and is currently being fully restored to its previous fettle in time to lead the parade at the Classic.

The passionate Middlebridge Enthusiasts Scimitar Set is one of a record number of car clubs registering to be a part of the 2019 Classic, all taking advantage of an exclusive ticket package which remains open until the end of this month (May).

MESS at Silverstone



To those of you who have booked, thanks for supporting the marque, we look forward to seeing you at the Event. Hopefully you will have seen the press releases recently from Silverstone, as well as the one copied above.

For those who have contacted me and let me know they can't attend, many thanks for that and for the many messages of support for what we are doing for the marque.

If anyone has booked direct with Silverstone and not used the Club Code we don't know you are coming! Can you please let us know so we can speak to the organisers to see about getting your ticket logged to allow you to be on the Middlebridge stand.

Finally, for those still considering coming (and there are at least half a dozen who I know are still hoping to come) please be aware that you only have a little under three weeks to book using the Club package – this ends on 31st May.

Just a reminder tickets need to be booked through the car club part of Silverstone's website using the MESS's unique code.

The code and link are -
Code - CCD00302019
link

<https://silverstoneclassic.seetickets.com/event/silverstone-classic/silverstone/1266782?src=carclubs>

LOCATION, LOCATION, LOCATION!

Mystery Picture (Last Issue)

Last issues picture was of Middlebridge 14 in the Square, Grantown on Spey.

Ashley Edwards, got the prize for this as well!



Auctions, Sales and Lend/Lease

Original black luggage cover,
£85, Dan Mitchell,
01926 814484,
Warwickshire

A Brace of Load Covers

Well, like buses, you wait for ages
then two come along at the same
time!

Please contact the sellers directly if
you are interested.

A folding luggage cover in
brown, £100,
George Sampford,
07816 448494 Rugby
(George will donate the
Proceeds to the MESS)



Coloured Metal RSSOC Badge

- George says he is not sure of the origins of this but has never seen another one this colour (Cue half a dozen on eBay next week!) He is not sure how much it is worth but is open to offers with any money raised going to the MESS funds.
 - Offers (inc. £2.50 postage) to will_anderson@live.com and the highest offer received by 21 December 2018 will win the item.



Middlebridge Cloth Bags

- I have five of these left on a first come, first served basis. Approx. 13.5 inch by 13.5 inch with MB logo and website address on one side.
- £5.00 minimum donation to the MESS (plus £2.50 postage).
- Email: - will_anderson@live.com



Brake Master Cylinder

- Brake Master Cylinder and Reservoir, £100 plus postage. (It's heavy!)
- Email: - will_anderson@live.com