




The MESSage

Newsletter of the Middlebridge Enthusiasts Scimitar Set

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September 2019



Middlebridge 30th Anniversary Silverstone 26—28 July 2019



Silverstone

Middlebridge 30th Anniversary

What a great event; a big thank you to the organisers Mick, George, Bruce, Mark and Sue as well as the owners of the 27 cars which turned up to celebrate 30 years of Middlebridge Scimitar and in particular Her Royal Highness The Princess Royal for allowing her car to be shown and the owners of the Reynard 89D which was an important part of Middlebridge Racing's history.



Middlebridge No. 5

Any event is only as good as its participants and the commitment from the Middlebridge owners and enthusiasts was great to see with many, including those not attending, giving support and donations to ensure that the artwork and banners could be updated and that the stand could be up to Bruce's usual high quality. Add to that the number who came from far and wide,

including MB29 from France brought over by Fred Rambert and Patrice Beauchant who stood in for Frederic Hermand when he could not make it due to work commitments.



Middlebridge No. 56

We would have had 29 cars but some last minute problems for Pete MB27 and Simon MB23 meant they had to pull out but we did gain Roger and Eileen's MB72 and Peter and Heather's MB73.



Middlebridge No. 6

I have tried to use photos of everyone's cars but apologies if I have missed anyone out!

Over to Mick for his take on the Event: -

Mick's Silverstone

After lots of discussion at the monthly MESS meetings through 2018 we decided to hold the Middlebridge 30th Anniversary Event at the Silverstone Classic. Boy was it the right decision!

As soon as we tendered our application Silverstone and their media partners were in touch with us and, working together, the Middlebridge marque gained massive media coverage via the classic press, net, social media, radio and TV. They even invited us to their media day where we did a full lap of the Grand Prix Circuit while being professionally filmed. We could not have dreamed of such marketing. In return we did all we could to give them a display befitting their efforts.



Silverstone's Publicity Shot

In the end we had 27 Middlebridge GTE's on display, not only that but one was HRH's the Princess Royal's MB No 5. We also had the Middlebridge Reynard as driven by Mark Blundell on display and in her original Cadbury's colour scheme. May I take this opportunity to thank Matt and Peter Bromage for the loan of the car. We wanted the Reynard to lead us round the circuit on our pre-arranged anniversary lap but unfortunately it had a clutch issue and had to sit it out. Another first for me,

I actually did a live commentary and talk about the Middlebridge marque over the tannoy system and heard by the masses, now that was nerve wracking.



Kohji, Dennis, Mick and Peter

We were kept very busy with visitors during the event and were delighted when Khoji, Dennis Nursey and John McCauley all turned up. Incredibly they were reunited with ex- employees from both Middlebridge Scimitar and Middlebridge Racing.

I had really hoped for 30 cars for the 30th but as mentioned earlier we had 27. Sadly two were last minute cancellations which would have been 29 still not the 30 we wanted and hoped for, maybe just maybe next time. May I just take this opportunity to thank everyone for making the 30th Anniversary event such a success.

Regards Mick G



And my own experience of Silverstone, ah, yes. Given that the weather forecast was for the hottest day of the year on the Thursday we decided to travel late leaving home at 6pm Wednesday and driving overnight to arrive in Northampton at 3am having booked into a Travelodge. It was a great trip down, light traffic, car performed well and we arrived, as expected about 3am looking forward to a late-ish start picking up a hire car at 10.00am then going to the circuit to help with the build of the stand.



Later that morning I checked all the usual suspects with no luck so called the RAC. They finally arrived about 11am and the heat of the day was building well into the low 30's by then. To cut a long story short he traced the fault to a hairline crack in the rotor arm. However, none of his suppliers had a Ford 2.9 rotor arm. Queensberry Road Garage did, along with a new distributor cap to be safe, and the patrolman managed to convince his base to let him go and pick up the relevant parts from there, doing another breakdown on the way. We took a taxi to pick up the hire car and obtained some relief from the heat by turning the aircon on full!

Having had a bite to eat at the Travelodge we got a phone call from the patrolman to say he would be back in about 20 minutes with the parts. we walked out into the car park in the time hear the engine burst into life as he had got there early and had managed to get the car started. Much relief all round and with profuse thanks we set off for Silverstone.

On getting to the accommodation I went to reverse into a parking space uphill in the car park and the engine cut out and would not restart. This is at 3am with all the windows in the Travelodge open because it was so warm and me spinning the starter on the car – how to win friends and influence people. I tried to push the car but uphill was a problem and it kept slipping closer to a van parked downslope. Finally I gave up and put the car into reverse and “drove” it backwards on the starter. Not very mechanically sympathetic but needs must.



It was only about a 20 minute drive but in 38 degree heat, even with the windows down and the blowers on full the car was like an oven and I was baked by the time we reached Silverstone, finally getting to the stand about half four, suitably embarrassed after all the hard work had been done by the others.



John McCaulay with Bruce and George

Friday dawned slightly cooler and overcast and we had a great day with John McCaulay, Kohji Nakauchi and Dennis Nursey visiting the stand, amongst others, and it was great to hear their recollections,



George trying to avoid performing Harikari with the cake cutting Scimitar while Mick, Kohji and Dennis look on!

including several about the Reynard and Middlebridge Racing.

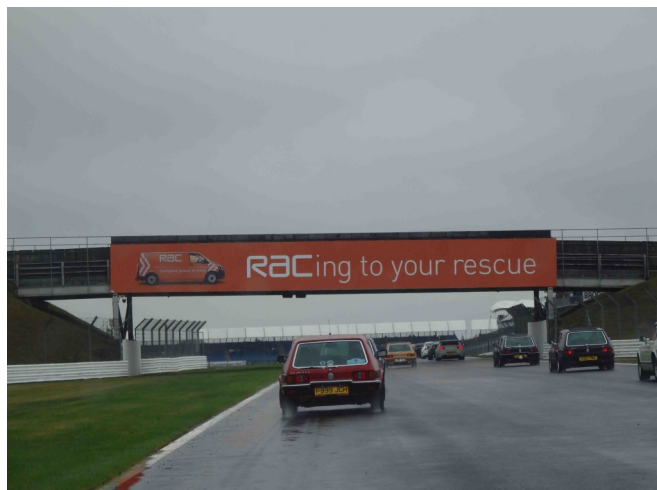
As part of the 30th anniversary celebrations Silverstone had allowed us to put the cars onto the circuit for a parade lap and we waited patiently for someone to come and gather us together and were somewhat surprised to hear the commentary recorded earlier in the day by Mick being played while no Middlebridges were circling the track! Some hurried phone calls were made and it transpired that the Silverstone Organisers had messed up and we had not been called for our "slot". They could not have been more contrite but could not find space for the lap on Friday and agreed to allow it the following day. Some consolation, but not for the two owners that were only there on the Friday.



MB14 waiting for the Parade Lap

Saturday dawned wet and miserable so we huddled in the tent until midday when we were called for the lap. There is a good video of the lap taken by Sue Cropper from inside MB46 which she has posted on the

RSSOC Facebook page and shared to the Middlebridge Scimitar page. Worth a look and I am not saying that just because MB14 features heavily in it.



Quite an appropriate sign in the circumstances!

All went well until when coming off the track we had to wait in a queue for 5-10 minutes and i could feel a little hesitation develop at idle so I kept the revs up just above the 1,000rpm mark. We got back to the junction immediately before the stand when the car cut out again. Thankfully it was on the flat this time and I pushed it round the corner and got it into the stand with a bit of help from other owners.



Back on the stand with the bonnet up the mutual aid society went into full swing with everyone helping. Right at the start Sue said that the coil was hot. Peter Freeman had a spare with him and lent that to try. I actually think Peter has a

spare Middlebridge in his boot as almost anything that was needed he had! It was Ben Crocker who spotted the dodgy king lead and I had a spare of that so normal service was resumed. A bit of a shame as the car had a full service in the local garage to try to avoid any issues like this but it brought us back up the road on the Monday as reliably as it had taken us down.



Yours truly performing Coil surgery on MB14—With thanks (?) to Pete Humphries for the photo—NOT!

We have had a lot of positive feedback from the attendees which is reassuring that people enjoyed themselves. As organisers we can set up these events but without the support of owners and enthusiasts they are meaningless, so once again a big thank you to everyone who helped, gave their time and brought their Middlebridge along, we very much appreciate it.



All 4 of the Middlebridges I have owned in the one place!

After the event Peter Freeman sent the following information on his car's fuel economy: "I went down to Northampton with 97 Octane petrol. In the heat and with a number of traffic hold-ups the fuel consumption worked out at 29.65mpg. Filled up for the return journey with 99 octane petrol and thought I would do better on the way back as I kept to the speed limits - cooler and no hold-ups on the M1 to Leeds and from there to Newcastle on the A1. When I filled up 1/2 mile from home I checked the mpg - 42.2957mpg. I did the calculation twice to make sure I had not hit the wrong buttons (4.546 litres to the gallon) - is this a record , it has left me speechless."

I have certainly seen mid 30's on a gentle run but never 40+ mpg – I think the record is Peter's!



Middlebridge No. 9

I went to buy a coil to replace Peter's spare that he lent me and spoke to Graham Walker who told me that they have apparently never sold a MB coil and did not have one in stock. They did, however, give me the Ford part number which is 6077429. These are easily available on eBay for about £25 but Dan Mitchell did ask Ford who he says wanted £106!

Mick's MESSage

MB 33

I do hope this MESSage finds everyone in good fettle. I think it time to confess that I had a rough start to 2019 and due to this I have had to farm virtually all of the re-commissioning work on No 66 to my garage as 'no way' could I crawl over, around or under cars. I did manage to do one fairly straight forward job, please see below for details. My car MB 33 has given me sterling service this year with no faults and no to-do list. In the last couple of months alone she has been to Curborough and Brooklands at 33° She also passed her second MOT in a row with no advisories. "Happy Days" I have now owned her for 17 years and I must say I do feel the MB marque must be one of, if not the easiest marque to get through the annual DOT inspection.

Middlebridge Auto' Gear lever shroud

We have recently received two separate enquiries asking how the Auto' gear lever shroud is removed from the centre console. (I personally didn't know) I have now solved the mystery.



Firstly I tried to remove the shroud from above 'it would not budge' plan 2, remove the centre console. Once I had removed the console and turned it upside down I could easily see the three small retaining screws, one each side and one to the rear. Two min's and it was off. I took the opportunity to tidy up my centre console and replace the gear selector bulb. (My pictures show the underside of my centre console).



MB 66

Stewart Warner Oil Pressure Switch

As many of you know Middlebridge 66 is currently being re-commissioned, the deadline is the Silverstone Classic 30th Anniversary Event. Part of this process is

curing the oil weeps that were noted during the VI (vehicle inspection). Apparently and for some strange reason a few of the Middlebridge cars were not fitted with the usual VDO gauges? This of course meant that a different oil Pressure switch was required. I called the dealers but no joy, next stop Google, success there was a couple new old stock on Ebay. But located in the States. I further Googled but nothing at all in the UK. I had no choice but to go that route so \$45 for the unit, \$18 postage and to add insult to injury £18.10 To the Post Office for the pleasure of queuing up to collect it. Gripe over but hopefully I have got the important MESSAGE across re' the availability and type of Oil Pressure Sender as factory fitted to a few of our Middlebridge cars.



As mentioned above and due to my health issue all of the remaining work on MB 66 was farmed out to the garage that look after my other cars. 'Obsessive Car Care' specialise in performance, race, track, specialist and classic cars. Scott has been preparing No 66. Completion of the project was agreed with Matt due to drive the car to the Silverstone Classic for the 30th Anniversary, all of the to do list on 66 was completed just two weeks prior to Silvers with just the MOT to sail through.

Note: No 66 has never been driven since purchase and this was Scott's and our downfall as on route to the MOT station the autobox was playing up and changing gear at much higher revs than stated in the workshop manual, if that was not bad enough Scott only drove a short distance and the engine boiled up. The auto box issue was diagnosed and the cause, a small vacuum leak was soon repaired with the pump filter cleaned, new hose, new sump gasket and of course a full oil change. {Auto owners note: there is a small brown valve unit on the O/S bulkhead with a rubber hose, any leak in this vacuum system will seriously effect the auto gear change.



MB 66 at Scott's Garage

Scott however had serious reservations about the engine as we had no prior knowledge / history of it. His recommendation was to look for a good replacement, hopefully a known engine. I took Scott's advice and sourced a good used, known engine from Nigel at QRG. It was duly purchased for No 66 but 'ALAS' too late for Silverstone. In a bizarre twist

Scott was collecting HRH's car from Gatcombe to deliver to Silverstone, he also kindly dropped off 66 for us. Scott also prepared the Royal MB for the event and collected both cars on the Sunday for us. (A BIG thank you to Scott from the MESS and we look forward to seeing you again at the NEC in November..)

As I write this Scott has now fitted the engine and the reconditioned radiator and new oiler switch. The engine has been started and ran well. She has had flushing oil through her veins and now has top quality oil and a new filter. Next on the to-do list is an MOT and hopefully by the time of my next epistle we will have given 66 a good run and taken her to Sywell 'Pistons and Props.

It is quite possible that there will be a very surprising ending to this story but I'm afraid you will have to wait, see and read about this in the next MESSage. .

General

I'm delighted to say that all of the publicity work we have put it has paid dividends. It was great to see our marque in the classic press and pumped all around the net and social media by the organisers of the Silverstone Classic. Hopefully by the time you read this we will have uploaded pictures and video footage to the website. There's also the very first Middlebridge Independent magazine road test, this will be uploaded to the downloads area of the website. Personally I think the article reads very well.

Post Silverstone

I feel that I need to openly thank Bruce, George and Mark. They made the event one to remember with Bruce and George working their socks over the last two weeks to sort out the stand and the exterior grade graphics. It certainly was a good job they were ready in time as we had 37 degrees & boiling on Thursday through to lashing rain and cold on the Saturday. Unfortunately there was a mix up with our pre booked Friday Parade Lap and it had to be re-scheduled to the Saturday in the lashing rain. I have driven the course on many occasions but only a few times in my MB, My co pilot was Peter Humphries and I think he enjoyed the spin / trip round the circuit.

In front of us were four Nissan GTR's with way over 500BHP each. It was sad to see one of them totalled in front of Pete and I but at least no one was injured, well apart from in the wallet. May I also thank Peter Bromage for bringing the Reynard 'Cadbury's Race Car, HRH for the loan of her Middlebridge Scimitar and of course everyone that attended and finally everyone that helped fund the event. Thank you all.

Special thank you.

This is to Scott 'Obsessive Car Care' who collected HRH's car, cleaned it and got it running sweetly for the event, he also returned the car to Gatcombe and prepared it for our next event. More on that soon.

Smart Motorways, or am I just past it!

On my way home from Scimfest on Sunday 18th July I was heading South on the M6, The traffic came to a stand still due to an accident, (This was flashed up on the electronic overhead notices) O well, I thought checking my temp' gauge. ;o) Well a minute later there was an ambulance trying to get through four rows of solid queueing traffic, no-one could move and he was stuck there for a few minutes before managing to gain a few spaces. You could still hear his siren some 15 min's later. How they can call this new SMART motorway system in improvement is quite frankly beyond me. Last winter I was heading South in my MB near Knutsford 7pm, pitch black and raining a car had broken down but not only did it cause mayhem the whole situation was quite dangerous with stop-starts and last second lane changing.

Concorde Visit (Brooklands)



On the 25th August we visited Brooklands for the day. The whole day centered around a pre-set Concorde programme with a photoshoot at the end of the day and what a day we had a sweltering 33 degrees We all had a great experience and we would love to return to Brooklands in the future to explore the site and museum. (Please see attached pictures). I'm also delighted to say that we all made it home even in a 33° heatwave.



Will's Middlebridge(s)

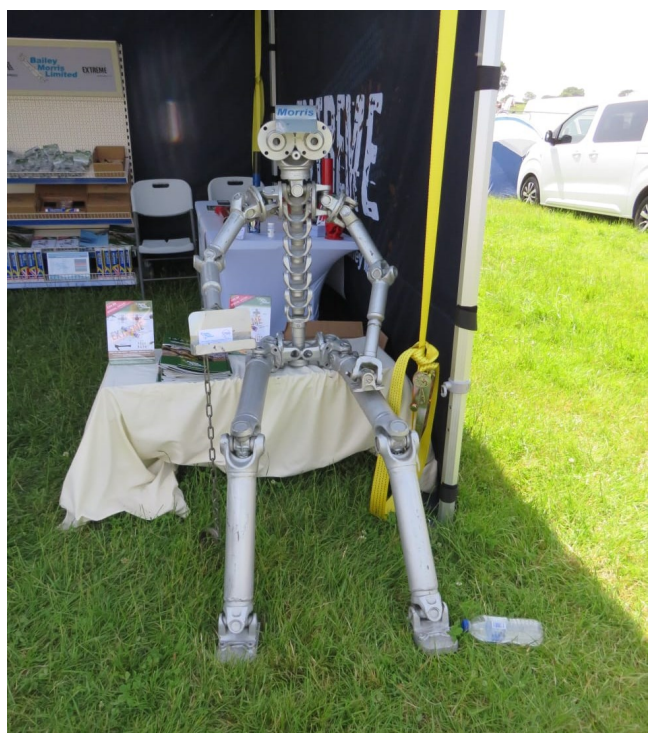
Apart from the trip to Silverstone MB14 also attended the Historic Wheels Brodie Castle show in August, another wet show but still with a good attendance from the public. Despite being one of the helpers, the organisers managed to lose my entry so instead of being next to Mark's MB47 the car ended up in the "late entry" section.



Mark's MB 47 at Brodie

Jonny 5

I found this item at a Land Rover Show, I found it both amusing and well thought out, hope you like it.



MB42 is now back home after Mark Wilson completed the mechanical work and also, very kindly, took the car to Silverstone for me. Amongst the list of things he did included fettling the doors, new rear wiper motor, boot lock, front indicators, blowers and a new galvanised spare wheel tray which is slightly modified to allow better removal of the spare wheel. (Yes, I have a full set of MB alloys for it but with no tyres at present!)



The story of how it came back is also worth telling as I had arranged to give my old SE5a GOL 535L to Josh Oakes and on his way north to pick that up he kindly lifted MB42 from Mark's workshop and delivered it to me.



Josh heading home with the SE5a

Now that I have the car back I have to decide what to do with it. Basically it is now MOT'ed and running but it still needs the interior sorted, paint repairs or a complete respray and probably an exhaust in due course. My question now is whether to do that or face reality that I probably have too many cars and should concentrate my resources on MB14 and my other SE5a. If anybody wants a good running Middlebridge project then twist my arm.



MB14 and 42 at home



Mark's modified spare wheel tray

MESSEMBLY

A monthly MESS meeting is held on the first Monday at 7pm in The Brewers Fayre, Central Park, CV23 0WE. Every enthusiast is welcome to join us, owner or not. Banter expected and encouraged.

GEORGE'S JARGON

My appeal for funds for the Silverstone Event resulted in a remarkable response from fellow Enthusiasts. From my records, a total of £645 was raised. Two folk had sent £100 each which also included their 'Silverstone Package'. One donated an astonishing £100 and isn't even an owner anymore! Eighteen people responded and everyone should have received an acknowledgement and a 'Thank You' from me. Please say so if you didn't.

Thank You to everyone who donated so generously once again!

The MESS did receive some sponsorship from 'Think Insurance' and 'Classiline Insurance', so the next time any of your Insurances are due for renewal, it would be nice to approach them for a comparable quote, don't you think.



I have yet to complete the costings for Silverstone, however there was something of a panic prior to the event when various items needed to be funded without there being sufficient money available at the time. Will, Mick, Bruce and I topped up the Account by a few hundred pounds each so the day was saved, however we few can't keep doing so.

We are expecting a further donation from Cadbury's – the chocolatiers, no less. They sponsored the four large vinyls that we have had printed in an exterior quality material. Cadbury being a large and prestigious, international Company, use other Companies to handle specific tasks, including sponsorships. Even when I can send (whoever) an invoice I have been warned that it will be 120 days before it is honoured. I suspect that there will still be a short fall in the Accounts, all the same.



As much as we all tried to do stuff as cheap as possible, and remembered everything required, some unexpected, hefty costs were also incurred, so the Appeal for more funds and generosity remains open. If it becomes oversubscribed (!) any surplus would be held in The Nationwide Account for future use. PLI being a regular cost as is the website.

It's worth mentioning that our original vinyls have done us proud for years, these new versions are possibly longer lasting, fresher, more legible, different, attractive and can be used indoors too, they too are value for the money well spent.

It was quite a panic to swiftly manufacture some new plastic 'barriers'



Middlebridge 29

for our Silverstone stand, those used at indoor events are made from paper tubing, not much use outdoors then...such was the awful weather they would have been washed away, or blown away. Having spent two days cutting up tubing to Bruce's specification, making dedicated jigs to also drill holes accurately, all under my gazebo as it was raining then too, you can imagine our dismay and frustration when we found that we were on hardstanding and not the grass pitch that we expected. Ah well...

WHAT YOU LIKE...

Back in the 1960's I was witness to the



exciting music and fashion revolution that swept this country and eventually, the world. I became part of that wonderful experience, too. Living in south London I saw localish bands, as well as those that emigrated south, such as 'The Animals', playing in pubs, clubs, cinemas etc.

My favourite local band were then paid £50 a night. The last time that I saw them, back in the 1970's was at 'The Roundhouse' in London, where I heard for the first time ever, and live, 'Brown Sugar', one of my favourite 'Rolling Stones' songs. What a night! Standing just a few feet from the stage, too.

The Roundhouse can accommodate about 3,300 people standing and is plenty big enough for me. Since 'The Stones' now only perform in vast arenas, I have no intention of seeing them ever again, sadly. I much prefer the intimacy of small venues where I can get up close and really appreciate the talent of the artiste(s). The thought of paying between £125 to £250 for a ticket, plus being unable to get that close to the band has as much appeal and charisma, to me, as yesterday's cold gravy.

Fast forward to today then.

I compare The Silverstone Classic Car Event with the above observation. There is absolutely no doubt that it is a highly prestigious event and has done The MESS and the Middlebridge Scimitar a power of good, but it wasn't gratifying for me in any way. Exorbitant prices for food and drink - £5.50 for a pint of ice-cold gnats wee, £8.00 for a burger, etc. There were vast amounts of newish one-make cars, which beggers the question - Define a Classic Car? Is a brand new Ferrari, Porsche, Aston Martin automatically defined as a Classic? With the Middlebridge having its Stand close to them, have we arrived, are we part of the scene...?

It's a difficult subject to give a straight answer to - similar to the difference between a moth and a butterfly, both can have similar and different aspects which cloud their definitions.

On New Year's Day each year, I attend Stoney Stratford, not very far from Silverstone. The town is shut off and filled with all manner of Classic Cars and Motorcycles. The cars are much more varied than those that I saw at Silverstone, all are driven there too, whereas many were trailered to Silverstone - including some on our own Stand! (*Qualifier four including MB66 (see above), HRH's and the Reynard 89D and that's because one owner was bringing another car!*)

It's an event that I really enjoy because of its intimacy and variety and complete lack of posers.

It's probable that I didn't see a lot of Classics due to Friday being a wasted day - waiting for ages to circulate the Track only to have it postponed to the Saturday, so more hanging around the next day.

For all the many faults with this event it was really good to see so many nice Middlebridges and reacquaint myself with their super owners and meet the new ones since change of ownership.

GRILLE BADGES

Every car on show at Silverstone was sporting the Grille badge made specifically for our cars. Peter Freeman asked to buy another badge to fit to his spare grille that he uses in the winter. His request was refused... (*Politely! Ed.*)

This (then) is an ideal place to remind every owner what the position is with those badges. Only 100 were made, every badge issued is engraved on the back with a code known only to Mick and me. It is our way of ensuring that it is only fitted to a genuine Middlebridge and not a look-

alike. You can understand why when you compare the values between the marques.

Such rulings may seem a tad harsh, but we are determined that these exclusive badges are for our cars, exclusively.



Should you damage your Grille badge and want a replacement, I need to have that damaged badge returned to me before I can issue a new one, suitably coded. It is vital that you do this otherwise you will not get a replacement. Write it down somewhere, in your personalised handbook maybe, on the inside of your grille, anywhere that jogs the grey stuff should the worse occur.



ROUNDELS et BITS

I trust everyone received everything made for the 'Silverstone Package', I seem to have a lot of Roundels left. You should have had 2 per car. Some items were given out in my absence so not everyone got the two of them, if at all. As with Gatcombe, one was to leave in your car's window, the

other a keepsake if you like. Let me know if you didn't get them please and I'll forward them/it to you. Another item not claimed by everyone was the number plate that had a point at the bottom, this was to be pushed into the soil to show where you should park, obviously no use in tarmac... I have plates for 12, 35, 42, 45 and 72. Any owner of those cars who would like them as a keepsake, please contact me and I'll post it to you on receipt of your postal details and a cheque made out to me, for the £3 postage.



OPPORTUNITY MISSED (twice)

Attempting to enter our Stand on Friday (trying to deliver a delicious, but very heavy, fruit cake), in my VW Transporter, I had to return to obtain a pass to enter our plot. Despite explaining the situation on my second attempt, I was denied access again until I'd got yet another pass. She who had refused me access a bit further along the lane had phoned the Organisers (a term very loosely applied, I suggest), to warn of my impending return and what She actually needed to see. Back I went for that one, too. On my third attempt, I got through. Driving in Copse Tunnel I had to stop as a Ferrari Dino (apparently worth £12m) had conked out two cars in front of

me. I couldn't go forwards or back... I phoned Micky G, "guess what..." I said. Mick suggested that he should come and tow the Ferrari up the tunnel's hill. What a photo that would have made! Six sturdy staff appeared from nowhere, however, and pushed the F ing car up the hill. Maggie managed to squeeze herself from my van, but didn't get the pic she wanted. Curses! The Ferrari was later taken home on a transporter, how embarrassing. (Tee hee!) Really mustn't gloat...



THE BEST LAID PLANS...

Peter Humphries didn't make it in his Middlebridge – his blown-engined car is residing in QRG at the moment. This meant there was a vacancy on our Stand. This was filled at the last moment by Roger and Eileen Brown who have owned their car from new, would you believe! As they are farmers, they never can confirm that they are able to attend any of the MESS events, until the very last moment.

Into the breach once again, dear reader, I visited the Organisers (now on first name terms) to see if the Browns could swap places with the Humphries. Well, yes...but

You'll like this...

Org: Peter would have to send his pass to Silverstone to swap it over.

Me: He's up in Nottingham, bit too far methinks for that.

Org: Well we can't just issue a new pass, his blown engine might not be true...

Me: There's got to be an easy answer, surely

Org: Now, if he could show evidence that his pass is destroyed, we can issue a replacement that way

Me: Ok, I'll phone him. (Situation explained, understood, belief suspended)

Peter: I'm out fishing at the moment, I'll phone Marie, she's at home.

Marie found the pass, cut it into pieces, took a photo of it, emailed it to Elise (I said we were on first name terms) who then agreed to issue a pass for the Browns for them to collect Friday morning. Whoopee. You couldn't make it up, could you...

The sad part about this tale is that Roger and Eileen were then denied the opportunity to circulate the race track for the reasons above. Silverstone, to their credit, did issue them with a Free Pass for the Saturday, however, I received a phone call from Roger, early Saturday morning, who couldn't make it after all, what a shame...



NEW MESSEMBLY VENUE: part 1

As mentioned in previous MESSages plus Extraordinary editions, The Elms have become a nightmare as roadworks around the Whittle Roundabout have led to early closures, with weary diversions, consequently we have decided to hold any future MESSEMBLY meetings at the 'Brewers Fayre' 2 Central Park Drive, CV23 0WE. Junc 1, M6. It's on the A426 towards Rugby.

We tried it at the last Extraordinary meeting and it was deemed an improvement over The Elms, food was better too. I phoned the Manager to see if it was OK to meet there. Not only was that acceptable, delightfully a table has been reserved for us on the First Monday. She also welcomed the idea of having some info about 'The MESS' displayed in the pub for the hotel guests to read as a Premier Inn is right next door to it. How different from The Elms management who refused the same offer. With Christmas looming it could be just the place. (*See Next Page! Ed.*)

NEW MESSEMBLY VENUE: part 2

Our regular Monday night MESSEMBLY was recently held there, food consumed and enjoyed, indeed a successful venue. That night was also the post mortem for Silverstone and discussion of future events. The consensus seems to be that events such as Silverstone or Gatcombe should be kept for important Anniversaries rather than making them an Annual Event. Goodwood Revival Festival being mentioned as a suitable venue. Gatcombe could also be revisited, if asked...

It was also thought that we should consider more Steam Fairs (for instance) around the country, IOW Classic Car Show, Cutty Sark, Biggin Hill Aerodrome, Flying Scotsman, none which would be too costly but could give 'The MESS' at lot of varied publicity. You know the sort of event, surely?

The question is, is there somewhere in your area that is worth us visiting as a group, could you recommend suitable places to stay, pubs, hotels, campsites etc. Could you organise/advise our involvement?

We feel that whilst every owner benefits from the publicity that we've exploited since the inception of 'The MESS' in 2012, it is the same folk who action the events and we could do with some fresh ideas and impetus from fellow owners.

Are you able to help 'The MESS'?

George

MESS Christmas Meal and Meet

Pete Humphries is organising the Christmas do again this year – at least that is what he tells us, I suspect quite a bit of the organisation will be Marie's doing.....

Anyway, the location is the Brewer's Fayre, Central Park, Rugby, CV23 0WE

Pete has booked a table for 16 at 7pm on Saturday 14th December 2019, all welcome and plenty space if we get more than 16.

The link below is the menu for Xmas dinner, you can either choose between Xmas festive menu or main menu.

<https://www.brewersfayre.co.uk/en-gb/locations/warwickshire/central-park/menus>

Pete will collate details of those going and what they are eating but you will need to let him know your menu choices by 30th November at the latest, no deposit required.

For those, like us, who are travelling and have to stay then the Premier Inn is situated next to Brewers Fayre and is called premier inn rugby north. Post code CV23 0WE.

<https://www.premierinn.com/gb/en/hotels/england/warwickshire/rugby/rugby-north-m6-jct1.html>

At the end of his mail Pete did say "If anything is missing it is Marie's fault" which kind of confirms my suspicions!

Look forward to seeing you all there.

Will

MESS Public Liability Insurance

It's worth remembering that the MESS PLI is available to anyone showing their car, you just need to let us know the details for it to be published in The MESSage.

PLI is a very grey area, nevertheless, some shows insist on PLI and you would be covered if it is published firstly...

On that subject, Lawrence and Kaye Kneen have been flying the flag locally with MB13 attending the Hebden Bridge Classic event, the Halifax Show and the Elland vintage event.



