

Mick's MESSage

"NEC Classic Car Show 2015"

Well, the end of the NEC show signals that another year is essentially over with just the MB Xmas bash to attend/survive. 2015 has been a quietish year for the marque but we have been working behind the scenes on several different projects many of which we hope will be noticeable in the year ahead. (more in the December MESSage.) The first project to come to fruition is the re-vamped MESSage which I'm sure you will agree looks much more appetising. Material from our MESSage's can and will be used in future Slice articles, needless to say this is Will's domain. Any material/ideas/tips that anyone can forward to us will be used in the MESSage and on the appropriate area of our website with "many thanks to".

On a 'thank you' theme, I would like to take this opportunity to thank George for organising the event, Will, Bruce, Jon and Dan for all of their time and support as without these our NEC event would not be possible. Many thanks also to Pete and Mike who showed their lovely cars over the weekend. Thank you Gents.

My Car

As mentioned in the earlier MESSage I have been building up my stock pile of parts for my own MB to-do list. Work and a lack of time have forced me to take my car to Andy Luckman (Scimitar Specialist & Owner) in Gloucester and he has now made a start on my to-do list. The two items at the top of my list are the Stainless Exhaust Headers and my rear axle bushes/seals etc. I am hoping to have an update from Andy soon but he is currently waiting for the bespoke headers to be manufactured prior to him fitting them.

I am sure the exhaust manifolds will be completed, fitted, with pictures, contact details and pricing in time for the next MESSage. I have just received some great pictures of the rear axle assembly and will attach one with my next update.



"Enthusiasts?"

CAPTION COMPETITION

We had a couple of "comments" about this, which was really put in as a "filler" but might become a regular feature depending on availability of incriminating pictures!



Lancaster Classic Car Show 2015—Birmingham NEC

Well, what a weekend!



The Show Attracted One or Two Visitors!

Rumour had it that this year's Show was a third larger than last year's. There were many more visitors to our stand which was manned everyday by 'new' MB owner Jonathan Smith, Bruce Beauchamp, RSSOC MB Registrar Will Anderson, MESS Registrar Mick Gaughran, Dan Mitchell and me. Mike Holland and Peter Humphries delivered their cars on the Thursday set-up and returned on the Sunday to collect them. All of us were busy every day educating the masses. My concerns about the 'build-up wristbands' were unfounded and entry on Thursday was easy. Just as well really as I was stuck in traffic around Coventry and travelled 2 miles in 80 minutes.

We were contiguous with the RSSOC and the ROC, once again, and the ROC very kindly offered us a bit of their stand. They were thanked then, and after the show,



The Cars Were Angled to Show All Profiles from the Aisles

and are thanked again here. This enabled us to have a little more room around each of the five cars that were shown, initially we were just going to have four cars so I hadn't prepared my car, which was adorned with much bird-type excrement, however as there was room...

Arriving by train early Friday morning, complete with bucket, sponges, rags and leathers to remove said decoration only to find the Gatcombe Park Valet, Rich Marsh, offering to clean my car. Wasn't that a nice thing to do? I let him, of course.



MB 63, As Prepared By Rich Marsh "Classic Details", Not George!

Interestingly and probably unique in the show was that Bruce's car (26) was next to Peter's (27) who was next to Jonathan's (28). I wonder how many other clubs/manufacturers could achieve that? Quite whose Middlebridge was the most popular is still difficult to determine – Peter's 'ASBO' orange car was the meat in the Scimitar sandwich with Bruce's stunning leather interior and paintwork one side and Jonathan's equally stunning paintwork and slightly different, but no less stunning, leather interior on the other side. All three drew admiring comments over the weekend as did Mike's and mine come to that, but with those three cars on the corner of our stand's aisles, they certainly attracted attention.



Jonathon's Newly Refurbished MB28

Mick was concerned that Pavilion 1 was not a good spot as we were about as far from the Main Entrance as was possible. I have to agree with him and although we were busy, out in the other Halls it was uncomfortably busier, but would it have been any better? There were many concerns about invalidity scooters adding to the larger crowds, making it difficult to see or move, but I wonder if there will be as many visitors next year as some feedback that I've had is that it's too expensive to enter and the car park was £12 and there were fewer buses to transport visitors from remote car parks.

Among the visitors on Sunday was Peter who re-trimmed my car, then Bruce's, then Jonathans (which was finished a day or so before the show!). You can see the related theme, but each car's trim differs – a sort-of natural progression as Peter likes to do something different to each car. In answer to the 'anoraks' who (quite rightly) accuse us of not keeping our cars original, I say that if I had been in the market to buy a bespoke Middlebridge in 1989, this is how I would have ordered it, so there.



MB28's Stunning Interior Retrim

As expected there were the usual questions and comments, but not as many as in previous years, I'd like to think that the efforts made to raise the Middlebridge profile are beginning to bear some fruit. A few times I overheard visitors talking amongst themselves about the MB's being different from our Reliant cousins...

Will and I were discussing the RSSOC stand which Will thought had a good idea to attract the 'younger' element, by having young members on their stand promoting the cars. Like them or not, the little SS1's, SS2's and Sabres have the advantage of having small engines which makes them affordable insurance prospects for the younger CC enthusiast.



MB28's Retrim has Revived The "Brabham Scimitar" Link

With all our MB's having 2.9 engines and a couple with the Cosworth versions we cannot compete with that market. My grandson inherited my 6A a few years ago which had a fast road cam, unleaded JW heads that were ported and polished, specially made jets and a tweaked dizzy, valve guides were made by the chap who made bits for Schumaker's world champion engine. He couldn't get anyone to insure him until he was 21yrs, so he sold it on.

The weekend then was busy, a lot of fun, much banter and mickey taking, much laughter and no nastiness. Some of us went for a meal at the airport next door. Despite what the signs said and confirmed by my crap-top the Weatherspoons' pub is no more, sadly, so we ate in the much more expensive replacement hostelry, which threw us out at 9pm – whilst we were still discussing the future of the MESS and other world events.



Some of the Visitors Thought MB 27 was “Out of this World!”

Jonathan has found some restaurants near to where he was dossing at the NEC and I had a chat with the folk who run the Motorbike Museum next door who have smashing hospitality suites/rooms, so next year’s meal should be more attractive and organised.

Whilst on the subject of meals – it has been suggested that a Chrissy get together is still required. If that is so, where is the question? Peter H has suggested a pub in Middle Street(!) Beeston, however the choice of venue is dictated by your response. After all there is no point in organising a meal/meeting if everyone has to travel vast distances, especially if the majority live ‘localish’, so boys and girls, please let me know if it interests you and where might be suitable.

Having decided to leave my car there on Thursday, my return to Rugby was done by train. Still wearing my hi-viz vest a chap struck up conversation on the platform, “looks like you’ve been setting-up”, I confirmed that I had. “What car?” he asked. “Middlebridge Scimitar”, said I. “Ah, the rare one”, he said.

“I take it you’ve been setting-up too?” I asked, which he also confirmed. “What car was that?” I asked. “Lamborghini Muira”, he proudly replied. “How common”, I said, “there’s only 79 of our cars made...”

You had to be there.

George Sampford



MB39 Impressed a Number of Potential Purchasers



MB26 Got Considerable Attention,

Especially the Interior and Full Length Webasto Roof







Le Mans Type Sprint for the Exit!



He is Behind You Darth!



Ta Ta!