



The MESSage

Newsletter of the Middlebridge Enthusiasts Scimitar Set



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November 2020

Mick's MESSage

Wow, yet again it's time to put pen to paper, it is now late October and work for Matt and myself has not eased at all ;o(. We were aiming to attend a mid-September event in Bicester to meet up with some of the Middlebridge owners that we have not seen for what now seems like an eternity and especially as we seemed to have had weeks of 30 degree + temperatures! Needless to say, Covid 19 put an end to all of our plans and has also required the cancellation of the NEC Classic Car show in November. ;o(

I would just like to thank Alan Cavendish Tribe and Steve Robinson who had both offered their cars for the NEC stand, perhaps next year!

Incidentally and while writing I have just realised that this was the first year in 20+ years that I was not at Curborough Sprint Circuit for the weekend, sadly yet another casualty of the coronavirus outbreak. Thinking back I honestly have no idea how many years I have been attending Scimitar events I remember Harewood House in 2000, Drayton Manor where I did my 1st concours event and before that, I think, a Zoo that was somewhere near the black Country, needless to say much of this before I purchased my 1st Middlebridge and the one I will keep.



MB 33

As was mentioned in my last epistle, MB 33 is now back home and we had her prepared for an outing to Bicester but the whole season has now been written off.

During our October Virtual MESSEMBLY Zoom meeting a lot of the focus was on PAS racks, I know they are pretty expensive (recon £675 with 2 new track rod ends and becoming more difficult to obtain off the shelf). I think they cursed me during that zoom meeting as Tuesday morning my rack gave up the ghost, hence me knowing the current pricing. Plan is to sort the rack and give her a run out on a nice day and then tuck her up until next year when hopefully we can all once again enjoy our hobby to the full.

Our Other Money Pits, Whoops, Classic Cars!

As mentioned before, Matt has temporarily gone off piste and purchased a Sierra this is now in concours condition and were hoping to take it to the Sywell 'Pistons and Props' which would have been the cars 1st outing in 17 years.

The Ford scene is a very different and extremely cut throat compared to the friendly way that the Middlebridge and the MESS operate. We put this down to vehicle values and the fact that the word RS just seems to attract a different type of enthusiast.

returning the RS to A1 condition was in many ways easier than restoring a Middlebridge as the vast bulk of the car is just a tin Ford Sierra and ours was in excellent condition to start with having spent most of its life in high class dehumidified storage.

Anyway, such was the success of the 1st project Matt has now purchased his 2nd Sierra and yes, another two door RS but this time in Moonstone Blue. She drives like a dream and has again never been welded or painted, not bad for a 1986 car, eh? Matt wants this 50k mile car to also be in concours condition and for us to take them to shows together. That only leaves a black one and he will have had all the colours they were sold in!

Before we are hung, drawn and quartered by the MESS, I can emphatically tell you that the Fords are short term and the MB will not lose her garage space to a Dagenham Dustbin!

My Other Scimitar

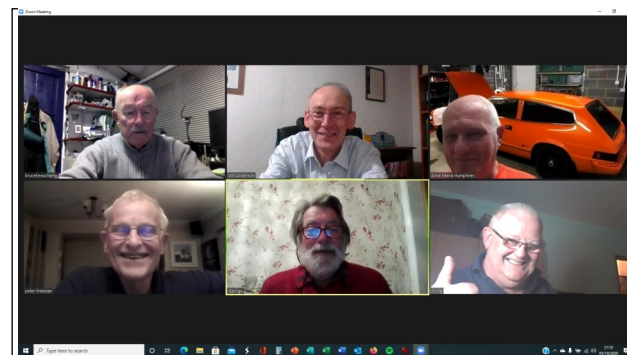


The decision has now been made and my SE5a (111 GTE) is now in the garage and they have already got her running sweetly. She has had loads of new parts fitted, all from Nigel at QRG, all new brakes, pipes, callipers and a servo have been fitted along with new outriggers. The work is ongoing but we want her running well with a full MOT and looking good but, because of her heritage, keeping her originality as much as possible. (She still looks identical to the picture on the front of Don's book, The Scimitar and its Forebears.).

Time to ask for assistance; prior to selling 111 GTE. I have a price in mind for the car but can anyone hazard a guess at the number plate value?

I would like to sell as a whole and keep the car together with the plate but I am well aware that a future owner may not think the same way or consider the heritage of the car.

Should anyone be interested please make contact. (Don't expect a Middlebridge though!)



Virtual MESSEMBLY

As we cannot meet normally for our monthly get togethers, Will, emails out zoom meeting invites for the 1st Monday evening every month. This allows some of our more far flung members like Will and Steve Coulson to attend! Please make contact should you wish to be added to our zoom meeting listing.

Regalia

The new Middlebridge logo'd regalia is available, if you need something to cheer you up for Christmas please just navigate to the For Sale area of the Middlebridge website and open the lower link.

George has been looking into the possibility of getting Golf Umbrellas manufactured with the Middlebridge logo and possibly also personalised to the car number. In order to provide a cost we would need to get an idea of how many people would be interested in purchasing one. Answers please by 13 November and we will update members when we confirm price.

GEORGE'S JARGON

It's not often that my Middlebridge gets driven these days, sadly, however some recent incidents are worth mentioning – as an advisory warning really.

I had driven into Sainsbury's forecourt to pump-up the tyres. (Other garages are available. Ed.) Attempting to restart the engine it showed absolutely no power going to the starter motor, not even a click to suggest that it just might be stuck. I had considered that it might have been a temperature thing initially, as it was also a boiling hot day. That morning it had started immediately from cold (as usual), and had been running for about 20 minutes, so the battery seemed ok. I was fortunate enough to find a kind soul to push the Scimitar and bump-started it. Having driven straight back home I phoned my son-in-law who is an ace mechanic and my MOT tester. A couple of suggestions were made, however as the MOT was due soon it was decided to investigate the problem then - once it was on the ramp.

The problem revealed itself when the nearside earth strap from the chassis to engine was seen to have snapped. Close investigation of the fragile offside strap also broke apart when touched! That'll be the problem then!

These bare flat straps have been on our cars probably since they were built and have become brittle with age, with a life of constant flexing plus the addition of collecting all manner of nasty highway detritus too. Mine just crumbled apart when trying to bend it!

Finding a similar replacement strap was a problem – no-one stocked such stuff in my area anymore, though I could buy something (possibly) better with tangs at each end – at a price, depending on length. Somewhere in my collection

of bits I have a reel of the flex, quite possibly it's lurking in my 40' container about 20 miles from home. I did manage to get a metre eventually, for free too! It wasn't fitted by my local garage though, because a longer lead with tangs was



Remains of one broken earth strap.

bolted directly to the starter motor from the chassis.

Now that that is done it's probably the ideal time to sort out all the electrical problems that have manifest itself since being demoted from being my every day car. One such problem is the fuel gauge always reading 'Full', usually suggesting a sender unit malfunction – not always though in my experience. Since renewing the straps, however, the low-level yellow warning light stays on now most of the time, despite having a full tank. Anyone with an idea of what is happening and how I can solve it is invited to contact me – Please!

EXHAUSTING TIMES

Having passed the MOT with an advisory on a slight leak from the offside rear Avo, I drove away to a nearby industrial estate where I caught the exhaust pipe on a raised lump of concrete which cracked the pipe away from the middle

silencer! I really do need to renew the whole exhaust system, but for now a repair would suffice. It took a localish welder of stainless well over an hour to glue it all back together, with much use of the invective along the way. He had originally quoted me £30 and would take no more despite the job taking much longer than expected, mainly because the material being welded was so thin and blowing through.

Some of you may recall that Mick and I had visited a specialist stainless steel exhaust maker near to Silverstone, Michael Hausmann. Since then Mick has had a bespoke system made elsewhere in Northampton at a cheaper price, I shall take my Scimitar to him, plus another recommended company to see what price a new system might cost. The cast iron manifolds were specifically made (badly) for our cars and are obsolete, so stainless headers will also be needed. Mick wasn't completely happy with the bespoke system as it was not as quiet as the original. It has to said that it was redone to the standard Mick expected at no extra cost so it turned out ok eventually. A report of my findings will be published in a future edition of 'The MESSage'.



LEAKY FUEL PIPES

Some time ago, Bruce published an article about fuel leaking from his Scimitar's petrol pipe. Having fired it up, he left the engine running in his garage not realising that there was a leak only to return and find the floor flooded in petrol! On starting my Scimitar (outside), mine too was found to have a leak from the actual push-fit connector, under the bonnet, on the return side. It's another age-related problem, along with the corroded earth straps, the rotting exhaust system and the ancient rubber fuel lines.

The actual rubber pipe was still ok, but it seemed sensible to renew both the supply and return pipes using new ss petrol pipe clamps (rather than jubilee clips), as a precaution. In fact rather than rely on just one clamp at each end two have been used.



Always check your pipes!

IN THE RIGHT DIRECTION...

It's not long since I exchanged my steering rack, indeed last year I only managed to drive 1200 miles in my Middlebridge – and the rack is already showing signs of leaking again. In previous articles I suggested that the lack of use is probably aggravating the situation, being dormant for so long and then expecting it to function efficiently

without problems. I wonder if the rack's seals develop a flat spot as can happen with tyres? I never experienced this problem with any of my other Scimitars or this one when they were used daily.

I have suggested that electric pas might be an answer, however our racks still require oil to function, apparently. How much oil does it actually need just for lubrication purposes? If converted to electric could a thicker oil be used or even pack the rack with grease?

In the past I have used a steering rack additive which simply swells the seals, that didn't last very long either and isn't actually a cure.

The very day after our latest Zoom MESSEMBLY, Micky G phoned to say that his rack was also found to be leaking, it too hadn't been fitted to his car for very long either.

Is there anyone reading this who have an opinion, advice, suggestion, perhaps details of someone clever to talk with who may have an answer? Please contact any of the culprits who regularly write for this epistle, or better still, air it yourself in 'The MESSage'. This sort of problem needs addressing sooner rather than later as it will curtail the use of the newer 'Classic' if an effective answer isn't found, unless I swop my Middlebridge for a Morris Minor Traveller instead.

(There used to be one rather special Traveller around my area of Warwickshire that sported a tuned 1275cc engine, lashed to a 5-speed Sierra gearbox, disc brakes were mercifully fitted all round. The maroon paint was hand brushed resembling corduroy, the unvarnished ash frame was knackered grey. The owner delighted in hammering past Porsches (in particular) who thought they were the canine's gonads doing around 90mph...wonderfully childish, but what fun eh!) (See Dr Dan Mitchell's views following this.) Ed.



What a Rack-it!

CONTRIBUTIONS...or SUBS?

Since the inception of 'The MESS', 6th February 2013, funds to cover costs have been raised by various means, usually by donations, some have been exceedingly generous too. Steve Robinson put up a lot of money just for the Gatcombe event. Even Cadbury's have sponsored us, indeed I was about to pester/plead with them when Covid 19 interrupted this year's events and progress.

At that inaugural meeting Dan suggested that we should have Subscriptions, Mick and I didn't agree with him then - and for several reasons. This has seen about £30k slip from Mick's pocket, a considerable amount from mine, but nowhere near Mick's generosity.

Recently Alan Timmis has raised the subscription question again, Dan is still for it of course, Peter Humphries too. As a 'new' owner Alan was completely unaware of the history of 'The MESS', how it came about, its amazing success in a short space of time and the challenges that we faced which affected Mick's health and saw his integrity questioned by some idiots.

There are probably a lot more owners who are happy to pay a subscription, especially as about 36 cars have changed hands since. In some ways it is what makes 'The MESS' somewhat different from most other 'Clubs' – there being only 79 cars made most owners are on first name terms, even when sold on to a new owner they too become 'known' and often the original owner wishes to remain in contact, so well over 100 or so members are quite familiar folk, I can't think of another 'Club' with such exclusivity. We do try not to be clique though, which is why we ask everyone for input.

Now comes the question then – are you willing to pay an annual subscription to 'The MESS'? If so, what would be acceptable to you? Should those that receive 'The MESSage' but are not owners pay less? Amongst that latter group there are former employees of Middlebridge Scimitar Ltd., past owners, potential owners, or simply just enthusiasts... I'm not sure how it could be policed either – I'm certain there are some folk who would forward MESSy stuff to others for free, without them then incurring any financial penalty.



MB5 going home after Silverstone

My own view is that probably now is the time to seek a Subscription rate to cover the costs, such as PLI and especially the costly website. Such costs affect every club and are similar in the amounts charged, however our costs are divided by our few exclusive members – and not thousands. Subscription fees of the equivalent of a tank of petrol have been suggested by some... This, of course, doesn't prevent the more affluent and generous owner from also donating and he/she would always be acknowledged and thanked for their generosity in 'The MESSage'.

There is also the oddball cost that occasionally occurs, such as transporting HRH Princess Anne's Middlebridge to shows on the back of a car-transporter. We were fortunate to have access to her car for Silverstone and the NEC last year. That situation has changed a little in some respects.

Princess Anne cannot drive her Scimitar on her mum's highway anymore as the car is not bullet-proof - consequently Insurance is denied her. We are hoping that her car will be accepted, on loan, into Nottingham's Castle Museum when its current restoration is complete. Financed by Lottery Funds, I believe. The Heritage Centre at Gaydon initially welcomed the idea of showing her car as they also exhibit other 'Royal' cars. Later HC decided that they were not interested and rejected the offer, 'don't know why'!

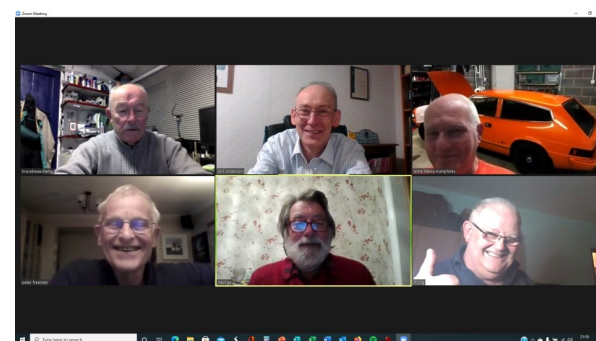
It would be wonderful if 'The MESS' could still access the car for more shows because it certainly attracts punters to our Stand - as did the Cadbury race car too. If it can be arranged to our benefit then those transportation costs must be funded by us.

The MESS now has some super exhibition stock for indoor and outdoor shows, courtesy of Bruce's exhibition background. Mick has financed (once again!) a new gazebo which has been customised to our specific requirements, so we shouldn't have to finance such things for a while,

however we still need to regularly update the exhibition panels to prevent our display from becoming stale.

I know Mick thinks differently from me on the subscription aspect, however I suggest that it is YOUR opinion that is also vitally important – so, PLEASE, PLEASE RESPOND TO THIS MISSIVE which is SEEKING YOUR OWN VIEWPOINT. Email responses to Will please, and we will discuss the feedback at our next Zoom meeting, please do join in the debate...

It's also worthwhile mentioning here that everyone is invited to join in the Zoom meetings, indeed the more the better as EVERYONE's input is important and welcomed, just contact Will to become involved.



SCAMS 1 & 2

1 - Recently I towed my caravan down to Charmouth in Dorset for a 10 days break. During the 5 hours journey my current account was being emptied by someone who had cloned my Debit card. Barclays Fraud Team had been trying to contact me by phone during my journey and despite my VW T5 having 'hands-free' the messages had gone straight onto ansafone. I did talk

with Barclays once I arrived at the caravan site and my card was immediately cancelled. It happened to be the Bank Holiday weekend, so I wasn't able to get to the bank until Tuesday to sort it. Six attempts had been successful and some £731 had been stolen which Barclays replaced immediately.

After some investigating it was thought that my card had probably been cloned at an ATM outside a local Coop where I had taken out £250 on the previous Friday. Barclays Bank advised that only bank ATM's should be used as they are usually monitored and have cameras, whereas shop ATM's are generally not. They suggested that going into the shop or Post Office is much safer than using the machines outside, reason as mentioned.



This particular card was only about 5 weeks old as my previous one had been seeing 'unusual activity', according to Barclays. I do wonder if I'm being deliberately targeted sometimes, as there is no doubt that we/I (in particular) have made enemies since the birth of 'The MESS'. You may recall some of the extraordinary hassle that we had with

'The MESS Account' and Lloyds Bank and then PayPal too, it was all very stressful as no-one would declare or explain what the problem was, if any. It was sorted eventually and has been tested physically and electronically to confirm that all is well.

Many years ago I opened a PayPal account with 19p, I think. A week or so later I tried to get some money from an ATM which was declined. Strange I thought, as I had more than a couple of grand in my current account. Requesting an immediate balance showed a figure of a couple of grand plus - but it was minus that amount! It seems that some American company based in Ireland had got into my account and stolen from it. Barclays did replace all the stolen money then too. I immediately cancelled the PayPal account and haven't used them since.

2 - A couple of days ago I received a very official-looking email demanding £10 for some minor motoring offence. If not paid within 28 days I would incur a £100 fine. I forwarded it immediately to HMRC who confirmed that it was indeed a scam, as suspected. Firstly, it didn't say where or when the offence occurred, nor what vehicle. Secondly, there was a spelling mistake in the copy! Even in these days of appallingly low standards of English, I cannot imagine that such a spelling mistake would slip through, especially as I have produced work for HMSO and know their exacting standards - well they were anyway - back in the 1960's.

MEETERS

One of the clubs that I also belong to is the VMCC and there are 2 reasonably close venues that I can easily attend, when rules allow us to of course. One such venue is the National Motorcycle Museum in Birmingham and surely the best place ever to hold any motorcycle meeting. Our monthly evening meetings were free entry, with free tea, coffee and biscuits

provided. £2 was collected which financed the raffle, guest speakers and some funds for the Club. If you didn't fancy that evening's particular attraction offered, you could always wander around the museum and admire over 800 superb British machines instead.



Covid 19 obviously stopped all that, however an appeal was made by the museum's management for volunteers to clean and polish the tarnishing exhibits. As it was considered a 'working environment' the usual distancing rules didn't apply, nevertheless we maintained sensible distancing by individually working on separate machines. A team of 30 or so of us have been busy once a week at the museum getting the bikes ready for open day, whenever that might be. It is deemed a small price to pay for the super facilities made available to us. It has also been really nice to be with fellow enthusiasts, with instantaneous face-to-face banter flying around once again. Despite being an anti-social fella it is something that I have missed and our Zoom meetings go some way to experiencing that again.

Mick and I recently visited an Indian restaurant for some acceptable socialising, it was lovely to talk directly with a chum rather than a phone call, emails or messaging.

This brings me directly onto the Christmas festivities. What to do this year? Should we even bother to attempt a get-together? Traditionally, that might be contravening ever-changing socialising rules. Would a non-traditional meal be acceptable, possibly held outdoors, a barbeque even? Once again, let us know your views in these difficult times and we'll see what's possible - if there's any interest, of course.

It's worth mentioning that The Brewers Fayre pub, Central Park, Rugby, home of the actual 'MESSembly Meetings' have a Christmas Menu and are taking bookings and hotel accommodation is immediately next door.

Maggie and I have often gone abroad for Christmas time, not this year though – we have no intention of being cooped-up in a tin tube for a couple of hours with all the potential risks from fellow passengers. A ferry may be more acceptable, however being in Spain when this all began earlier this year, has made us very wary of holidaying abroad as it was an anxious and challenging experience getting back safely. At least holidaying in this country we can isolate back home more readily when it all kicks off again – and it will.

Take care breathing everyone...

George

Incontinent Racks.....

Following George's comments on power steering racks, Dan Mitchell tells us about a process he has used with success below: -



Hydraulic engineers know a great deal about seals of every type of material, hydraulic fluid of different types and hydraulic pistons made from a range of materials. That is their speciality.

I was taught that to treat a power steering rack the best approach is to follow the steps below.

- 1.Drain most of the hydraulic fluid but do not run the rack dry
- 2.Jack up the front of the car and move the steering from left to right.
- 3.Add the power steering additive with the same volume of new fluid and again move the steering from left to right 4 times
- 4.Leave the steering rack for 5 days so that the concentrated solution can react with the rubber seals
- 5.Top up the power steering with fresh fluid.

I think reading the instructions on the additive tin – adding it and claiming it does not work is simply following instructions written by a marketing person and not likely to be based on any Engineering knowledge or experience!

In 1975 we bought our first Scimitar a 1973 Reliant Scimitar 5a which was immaculate having been owned by an Engineer friend. 5 years later the steering rack started to leak. We treated it as outlined and did not leak again. We sold the car

in 1989 with a dry rack when we bought our Middlebridge Prototype. We had a Power steering leak on our GTC no 421 when we bought it in 1993. Treated it as outlined and 6 years later again sold it with a dry rack .

Steering Electricker.....

The issues with steering racks prompted the question as to whether the MB could be converted to electric power steering (EPAS). The following is an edited version of a conversation between several owners and enthusiasts so any errors in transcription are mine. The usual caveats of “don't try this at home” and “consult an expert” apply but if anyone has experience of EPAS conversion on power racks please feel free to add to the discussion.

The suggestion was that the system could not be run with anything inside the rack as that would have a dampening/restricting effect, making for very heavy steering and possibly overcoming the EPAS efforts.

The PAS rack has a quicker turning pinion than the Reliant Left-Hand Drive Princess Manual rack.

The view was that the PAS suspension setup might need changing to Manual setup to prevent a very very light steering input unless the EPAS could be made to dial that out.

A PAS rack can be quite easily modified to work as a manual rack with a bit of thought so the PAS rack could be used to keep the turning effort, but the central piston on the rack rod would have to be removed and the fluid entry holes capped to prevent road muck and water entering and the front balance pipe retained.

Peter Freeman has done a few manual cars but not a PAS, and there is a question over how the EPAS works at speed on a motorway as it does not have a speed sensor to reduce turning force at speeds above crawling or parking.

While possible, it was thought that changing the suspension to a manual set up is simply far too expensive.

This company <http://www.dcemotorsport.com/Home/EPAS> have all sorts of elektrikey add ons including a speed sensor for varying the weight of the steering.

As the Middlebridge uses an ECU it should be possible to hook into it to get the DCE system to "talk" to it to get an indication of road speed to get the elektrikey to set the resistance needed when on fast roads.

Unfortunately, DCE seem to only have knowledge about dry racks.

The MGF column and EPAS has been used successfully on the SE5a, SS1 and Coupe. Looking at the MB there is a UJ at the engine side of the bulkhead which where a MGF column could be connected. The MGF column has a UJ a spline fitting on the end - this needs to be fixed straight otherwise you have two UJ's in line which does not work - a quick weld up of the UJ keeps it in line.

The power rack is very difficult to move when not on power so it may be too heavy for EPAS which is why a Manual rack might be required. With the manual rack fitted there should be no reason why the MB column cannot be removed completely and the MGF column fitted in its place. The MGF column has proper bearings top and bottom so it's much better than the nylon bearings used by MB and Reliant.

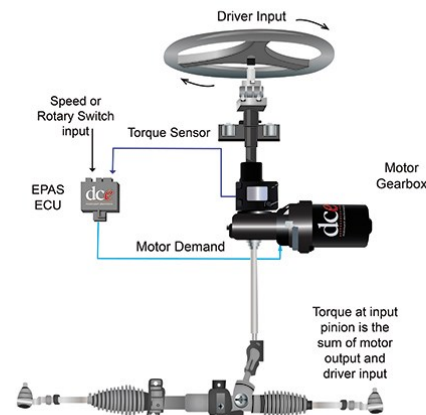
On the subject of whether any EPAS system could reliably move a MB power steering rack, as it is heavy without the

fluid assistance, it was suggested that changing the suspension to have less castor, i.e. stiffening the steering response could be done by changing the trunnions for the manual type and then swapping the top arms from side to side, and possibly the bottom brackets too.

The Front Balance pipe would need keeping to prevent the Bellows popping when turning as the air inside the rack needs to flow from one side to the other side.

Perhaps the only way is to try it onto the MB rack but be prepared to then swap to a manual rack if required.

So, over to you to add to the discussion or—is anyone brave enough to try this.....?



Walk into Light

We have covered LED lamps before but Dan was particularly impressed with Peter Freeman's rear brake lights while travelling behind him at Silverstone last year. He commented that Peter's brake lights were definitely safer than his old Lucas bulbs!

Peter used lamps from Classic Car LEDs Ltd. and Dan has now upgraded his rear lights using their lamps. You can see the improvement in the reversing lamps in the photograph. For those wanting to do similar he has confirmed that the lamps he used were 12V BA15S WHITE 21W LED 4014 SMD BULB CLASSIC / CANBUS P21W GLB382.



Coming and Going

Well, Covid may have restricted our movements but the Middlebridges seem to be less constrained.

Since the last article we have been contacted by the new owner of MB78, Andrew, who was on his way back from Scotland with another Scimitar and dropped in at Graham Walker's in the passing with no intention to buy a car, saw MB78 and after thinking about it overnight phoned and bought the car the next day! No surprise as the car was a great colour combination and well presented.

As noted on Scimitar Web, MB15 was put up on Car and Classic website through Nutley Sports & Prestige Centre. It had £29,000 asking price but I know the car and it was immaculate with just over 20,000 miles from new so that was about right for the market. We have been contacted by the new owner, Jörn, who is in Germany and is currently registering the car there and going through the TÜV process.



Another well cared for car, MB22, has also found a new home relocating from Edinburgh to the South of England. Ashley has changed allegiance moving back to his other interest of Subaru but I am not convinced we will not see him with another Scimitar in the future. Andrew, the new owner, intends to use the car as his daily driver which is how it should be.



In the near future there should be an advert up on the Middlebridge website for MB69 as Sarah Abrahams has



decided to sell. A well maintained car which has been looked after meticulously by QRG on Sarah's behalf. The car needs paint but the asking price reflects that. If anyone is interested let me know and I will pass on the contact.

MB19 is still listed on Mick's site and the price has been reduced to £17,500. I am surprised that this car has not sold, it is low mileage and good condition and, in my opinion, a bargain. Matt Walker's MB17 is still for sale at £21,995, a fair price for a well restored car with low mileage and owners.



Dr Dan Mitchell has let me know that Graham Walker has bought in another two Middlebridges and I look forward to seeing them once GW have prepared them for sale. Great news that they are committed to selling refurbished Middlebridges.

A European Emigration

As mentioned in "Coming and Going" Middlebridge 15 has gone to Germany and we had thought it would be very difficult to get the car registered as the authorities there have a reputation of being quite strict.

Initially, we asked for suggestions from Chris Johnson who has experience of the French system but, unsurprisingly, Jörn got more specific assistance from Geert van Hout.

I will let Jörn tell the story

"Attached you find some pictures of No 15. from Saturday before the first intensive test drive, pure fun!



Actually the registration process was finally a lot easier than expected, thanks to the huge support of Geert.



At first it looked very difficult to get registration, as our German authorities did not know anything about the manufacturer "Middlebridge" and that means it's very difficult to get her registered or you have to go the route of a so called a single registration for that specific car, which is likely to cost you a fortune.

After getting in contact with Geert he delivered papers from Dutch and British authorities and even produced Middlebridge. Papers from 1990, when he had issues with registering the cars he sold in the Netherlands.

He was even approached directly by our German TÜV Nord, after we sent them his original information!

Finally TÜV people were happy with the info received and arranged with my garage to inspect the car. The guys went there and spent probably about 2 hours including waiting for various papers/reports and we got them without any complaints. The next day we went with these papers to register her and get the numberplates. That's it, but without all the info from Geert it would probably have been a nightmare!"



