

MG TRIO

Jerry Birkbeck

An interesting trio of MGs covering a span of over 40 years



The YT I acquired from New Hampshire (USA) in 2009. A 1950 model it has only had three owners since its initial purchase in New York State in 1950. The chrome strips along either side of the bonnet and the doors are an aftermarket addition by J S Inskip, in New York, who imported Rolls Royce, Bentley and MG Cars through the 1930s and into the 1960s. He also manufactured a 4-seater version of the TD. The YT was with the first owner for just over two years. When it was sold in 1952 it had been totally repainted from black to red. It was then in family ownership of the next keeper until 1999. It was used daily during the fifties and early sixties and then consigned to summer activity. It was rebuilt by the son of the owner over the 1980s, returned to his father and then passed on to him by his Dad. The car was subsequently sold to a private individual in New Hampshire and it was from him that I imported the car. Whilst the interior was totally original it needed a total

2010 with the work undertaken by an ex Longbridge trimmer. The engine was rebuilt at the end of 2013 and a new hood fitted this year. I would like to fit wire wheels, though as I have discovered the most effective way would be to use MGA brakes and drums. I might look into this later in the year. It is certainly a car that would visually benefit from this and moreover enable radials onto a 15" diameter wheel. We use the YT throughout the year and have travelled to Scotland and France and many parts of the UK, very roomy after the TA and it happily motors along around 55-60 mph.

MGA

The MGA arrived after the departure of a much loved MG TA. I had always thought that the lines of A make it one of the most beautiful MGs built. Much as I would love to have kept the TA I could not afford both cars and the A had had so much done to it that I was totally smitten.

A UK car it was rebuilt in Northern Ireland, where it was originally registered in 1961, over a period of ten years and following the death of the owner was brought back to the mainland. It was then fitted with a 1622cc engine, the polarity was changed, oil cooler, new brakes throughout etc and electric fan all fitted. Two tea crates of interior trim, leather seat covers, carpets etc were included and then fitted these. I sold the original steel wheels and replaced them with chrome wire wheels. The hood was in a poor state as were the side screens and these too were replaced. In 2015 Ed Biddle re-chromed the windscreen and fitted new glass. A great car to drive, although storage is non-existent and I have no wish to fit a luggage rack.

MGF

The MGF was a rather unexpected buy. I had no intention of getting one, although I was well aware that good examples still make this the cheapest MG Car on the market. It seems strange that such a good model can be picked up for as cheap as £1250 and in good running order. I had been looking to take on my middle daughter's KA, which has just topped 143,000 miles and is in daily use. However, she and her fiancé have decided to keep it, so much for planning. A friend forwarded me details of a 2002 Wedgewood MGF that a colleague of his was looking to sell as his father had died and his mum was looking to move the car on. We looked at the car and picked up a 43k mile model with FSH, MoT'd etc and recent cam belt and head gasket changes. I have been pleasantly surprised to find just how enjoyable it is to drive.

A very interesting trio and much fun, with each car having its particular foibles, each very different but all great fun and which I am fortunate to be able to use and maintain for future generations.

UK MoT Test Glitch

Roger Parker

Many members will be aware of the long standing facility that allows you to take your car in for the annual test up to 28 days before the expiry of the existing certificate, and if the car passes the new certificate is valid from the date of the test all the way to 12 months from the expiry of the current certificate, so you can get one that is actually valid for 13 months.

Those who have been using this system for years will recall that to access this system you had to present your current certificate with the car when it was tested, but now everything is on line this should be automatic, and the date should show the new certificate expiry being 12 months from the expiry date of the current certificate. The problem is that it hasn't been doing this and the printed MoT copy hasn't been showing the correct extended date for some, although the recorded date on central files is correct.

To the right is what the Driver and Vehicle Standards Agency has been telling testing stations about this problem and members may want to check their current certificate(s) and cross check with the <https://www.gov.uk/check-mot-history> website for expiry date differences and if need be follow the 'contact DVSA' advice ...

The DVSA sent this bulletin at 08-06-2016 07:30 AM BST.

A data issue which resulted in some incorrect MoT expiry dates has now been fixed.

However, this resulted in some MoT customers having an incorrect extended expiry date in the 'additional information' section of their MoT certificate. You should check the expiry date notes when you register vehicles for test and tell the customer they can present their vehicle at a later date if it's different from their certificate. Checking MoT history: MoT records have now been updated electronically and you or the customer can check this by using the check MoT history service on GOV.UK.

If you have lost up to a month of your MoT after presenting your vehicle for a test too early, you can contact the DVSA to amend the expiry date by emailing mot.modernisation@vosa.gsi.gov.uk giving the following information:

- vehicle registration number
- contact details
- old MoT test number
- new MoT test number