

It's December! Where has this last year gone? It might seem like the strangest year we have ever had, but hopefully you are all keeping safe and you have managed to get out in the your MG at least once or twice. Here in the workshop we have been lucky to have only closed for the month of May. Since then, we have been back in action and working on a whole host of cars – whether that's long restorations or little odd jobs, we are very grateful to have been able to stay open and keep looking after your cars. For now though, we wish each and every one of our valued customers a very Merry Christmas and let's look forward to a more active 2021.

WORKSHOP DIARY



Looking smart on new wire wheels

Wheel Conversion

This lovely Iris Blue early pull handle car was in this month for conversion from steel wheels to chrome wire wheels. This job is much more difficult on the early banjo axle cars, requiring the correct narrow wire wheel axle and shorter half-shafts to be sourced in order to complete the conversion.



Many members like to convert their car to wire wheels



It's a fiddly job for Nigel, one of the vehicle technicians

Replacement V8 Engine Mount

This 1973 MGB GT V8 was in having an engine mount replaced. The mount had dropped and was rubbing on the steering column. A tell-tale sign that this has happened is when you feel a difference in the steering, possibly a rubbing or vibrating feeling. It's always worth getting it checked out, just in case.

Drain Blockage

A common repair to carry out at this time of year is a welding repair to the rear sills on MGF and TF models. The water gets in through the large air vents but due to the drain at the back getting blocked with mud and sludge, the water sits in the sill and corrodes from the inside out. Although the car does have a separate sub frame, this area is within 30cm of the subframe mounting and therefore can fail the MoT test.



This issue can be an MoT failure



This is a common occurrence on MGFs and TFs