

Goodbye 'Emma' and Hello 'Cracker':

The purchase of Emma the TD was only ever intended to be a stop gap whilst I built the TA of my dreams. The first attempt (Muffin) was a derelict (purchased off an allotment sight unseen). Nevertheless I had great plans for him, that were abandoned when I received notification from the DVLA that if I continued with my planned build changes they would remove his Historic Vehicle Status and VIN, he would then have to be submitted for an IVA Test and when successful he would be issued with a 'Q' Registration Plate. After a two year search I found another MGB based TA (Rufus) who is correctly registered and currently undergoing a full restoration. As a result of his purchase Muffin was sold.

Somewhere along the way I started looking for a TC and after some 18-months of searching I decided that I wasn't going to get one and bought an unfinished/abandoned NG TF from NG Cars. The plan was to make my own boat tailed tourer by modifying the rear section of bodywork. Once he arrived 'Compo' was stored away as it was not planned to start work on this latest project until Rufus was completed.

While all this was taking place I continued to use Emma, deciding that she would not be sold until Rufus was on the road. My plans changed completely when I purchased a very nice original Nick Green MGB based TC with a 'B' series engine. It had 14 days of its MOT still to run and during that time I gave it a good service, built a false panel in the rear luggage compartment to secure a toolkit, built a footrest for Margaret and made and fitted a pair of running boards (footsteps). After sorting out some electrical Gremlins it passed MOT first time with no advisories.

With the new TC successfully MOT'd I started to use it and immediately applied to the DVLA to transfer my registration number 'BXZ 446' onto it. At that time I made the decision to sell Emma and put her matching (similar) number plate 'BXZ 644' on retention, this number plate will eventually be fitted to Rufus.

With Emma back on her original plates I advertised her for sale and she sold within a week. Whilst concluding the deal I realised that the new owner lived in Germany, what I didn't realise until I was contacted by the delivery driver was that the person who bought him was a German Car Dealer who regularly bought kit and classic cars in the UK and shipped them over to Germany for resale.

When the delivery vehicle eventually turned up he already had a Spartan kit car and an Opel GT on board. The driver was a Polish chap who told me that he did a trip from England to Germany most weeks. Obviously 'Johnny Foreigner' likes English kit cars.

The photos should be self explanatory and I was sorry to see her go, especially as I had left her keys in the ignition with my coveted NG key ring attached.



Pumping her up.



All strapped down and ready to go.



Goodbye.

Despite the current cold weather we are managing to put a few miles on the TC and very enjoyable it is to. 'Cracker' is a worthy successor to Emma and like Rufus he is a keeper and I doubt very much that he will be sold in my lifetime. I have a few more jobs to complete before I will be really happy with Cracker, once completed I will submit some articles.