

Fortunately, the situation I'm about to relate happens very rarely but, as can be seen, it can cause considerable distress for an owner.

The owner of the vehicle, which she purchased in 1997, had let the registration expire some time ago. Wanting to present her daughter with the car as a graduation present, her father had worked assiduously to bring the vehicle up to roadworthy condition. The Transport Department refused to register the vehicle as they could not detect any body number on the vehicle. The ID plate (which I will come to shortly) was not enough to register the vehicle. *[it is a requirement in all states (I think) that a chassis/body number be present to verify the provenance of a vehicle]* With the Australian MGB, that place is on the bulkhead (see 'How to ID your car' on this website). No number was present, leaving me to surmise that the body was either an import, heritage shell or a composite body. Either way, this presents the owner with having to have the vehicle assessed and certified by an engineer.

The ID plate was also a problem with the vehicle. It is obviously not the original plate as it is stamped on an incorrect plate (*this plate was used only on MGAs*). This is not to suggest that there was an intention to deceive, as it is very easy to purchase blank plates on the internet and stamp them yourself. But it does highlight the need to do due diligence before you purchase a vehicle to verify (wherever possible) the authenticity of its origin (a check with a local MG Car Club can quite often alert you to the possible pitfalls)

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The ID plate is not the original plate. See next photo for comparison.



Body number authorities are looking for

