

# Welcome to the Y Type Newsletter

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Welcome to our Summer spread. This issue is about Chairman Peter Veilvoye's acquisition of the YB that he once owned in 1966. This means that along with his YT, and the YA that he has just finished restoring, he now has the full set! Here is Peter's tale.



Peter Veilvoye's restored MG YA

## Homecoming

'MG, Britain's Favourite Sports Car' was a birthday present from my son 13 years ago. Reading it rekindled the dormant MG flame in me and I was soon again the owner of an MG, this time a very nice YT. I joined the MGCC and Y Register and the first thing I did was ask Jack Murray the Registrar if he had records of MDG 982, the YB I used to own back in the 60s. I was delighted to learn that she was on the Register and still on the road. Jack put me in contact with the owner by email and we exchanged info. I left it by saying, "If ever you want to sell, please give me first refusal."

After many years of happy motoring in the YT, by the end of 2011 I had started to think it was about time I acquired a saloon to keep my trusty tourer company, and my thoughts went back to MDG 982. I had bought her, I remember, for just over £100 back in 1966 after owning a succession of old bangers as a student. My first teaching post allowed me to buy what I thought was a decent car even though she was 17 years old. I was travelling 20 miles to work and often travelled down to Plymouth from Gloucester, a five hour journey in those days, so she was well used. I got married in 1966, and my new wife Val and I drove off in her to Heathrow to fly to Paris for our honeymoon. Luckily my Dad was into colour slide





The YA undergoing body restoration and proudly showing the new interior.



photography so I have colour photographs of the occasion. A year later she developed a vibration in the camshaft and after removing the engine a couple of times I traded her in for a ZA but her memory lingered on.

My search for a saloon had to start with an email to Chris, the owner of my old YB. I knew that she had been the subject of a magazine article in 1990 and that Chris had restored her in the 80s with his dad who was the owner then, so she had to be in a reasonable condition. I explained to Chris that I was looking for a saloon and was there any chance that he wanted to sell. He consulted the family and got back to me and explained that even though his dad had died and it was seldom driven, the car was part of the family and they did take it out on family occasions when they visited his mum. Because of this they could not bring themselves to part with it. I fully understood and continued my search.

After viewing a range of saloons I found a 49 YA that had also been restored in the 80s and had since done very few miles. The paintwork was good at first sight but closer inspection showed a crazing and also the seats and interior trim were pretty ropey. The woodwork and head lining were good, the engine had done very few miles and the underside was very clean and rust free. She was just what I was looking for, so I snapped her up.

2012 proved to be a very busy year. I took the YA to a well

recommended panel beating and paint spraying shop that had been sponsoring our local Club's 'Cotswold Caper', and what started out as a touch up of the crazed paint work, finished up as a bare metal re-spray. No regrets though, Martin Pollard the proprietor did an excellent job at a very reasonable price, as all who have seen her will testify. A friend helped me strip the car down in Martin's shop and I took all the unneeded parts home. This





Peter's new acquisition an MG YB



L-R – YB in Peters first ownership. YB Logbook. Early days, off on Honeymoon in the YB

was the ideal time to sort out the interior and I was very fortunate to come across Ridgeway Farm Industrial Unit near Malvern. Here I found my trimmer and my polisher, so while the body was being re-sprayed the interior was re-trimmed and the chrome was given a new lease of life. Now while all this was going on I was having the garage extended to make room for my new YA. My old workshop garage was to be the new double garage and the extension was to be my new purpose built workshop, much to the envy of my old D&T teacher colleagues and friends.

In September the garage extension was just about finished and the YA had just been trailered home ready for putting back together, when I got the email from Chris. The family had had a rethink and if I wanted to buy the YB I could. Bad timing! I explained to Chris I was in the middle of an extensive restoration and had to see it through. He replied not to worry he would not sell it to anyone else as he knew I had the same sentimental feelings for the car as his family and he would hold on to it. I breathed a sigh of relief and got back to my re-build. What had taken a few days to remove was taking weeks to replace.

The MGCC head office had heard that I was doing up my YA and asked if it would be ready for showing at the Classic Car show at the NEC in November; this spurred me on and I managed to get her finished and through the MOT a few days before the show. She looked great under the lights and attracted many admirers. The new leather, superb paintwork and shiny chrome had all been worth it and she was put to bed for the winter, only being woken up for a New Year's Day run out to the Cotswold CCCs meet at the Frogmill Inn where she again attracted lots of attention.

One of our coldest winters dragged on well into the spring, when the second email came. Chris, who besides the YB owned a TF, a Beetle and a Karmann Ghia, had vehicle accommodation problems. The winter had let in the damp and he was afraid the YB had to be sold. I arranged a viewing and set off to meet Chris at his mum's house in Burton on Trent where the car was kept. I had seen a photo of the car and knew she had been re-sprayed green, from the black of my day. On first sight from a distance she still looked black as the green was very dark. I am told it is probably Connought green used on the Wolseley 4/44. I was soon out on a test drive and remembering my driving days of the 60s. Hagglng to buy a car that the owner knows you once owned is not easy, but we came to a fair price and MDG 982 was once again mine.

Chris recommended a transporter company he had used called TSVC Ltd which provides an enclosed trailer service at a very reasonable price, and she was soon standing on my drive. Even Val, who is not a great devotee of classic cars, came out and welcomed her home. The body and underside are rust free and the paint and chrome is very good. The engine runs well with a new set of twin carbs. My work will start inside as she has no roof lining, some of the side trim is in pieces in the boot and the seats are worn and torn. I have the experience and contacts from refurbishing the YA so the prospect is not too daunting.

Well, that is how I have become one of the lucky few who own the full set of three Y Types. How long for will depend on what accommodation I can sort out, but in the meantime I will enjoy them all.

**Peter Vielvoye**