



WELCOME TO THE YTYPE NEWSLETTER

The June issue of *Safety Fast!* is one of two occasions when the Register has the opportunity for a good spread. However, many of our key events have either yet to take place or are later in the year. I have, though, included a few photos of Ys from events over the last five years, which I hope you will enjoy.

DRIVE IT DAY EVENT THE AVRO HERITAGE MUSEUM, WOODFORD, CHESHIRE

Bill Bennett's superb Y is featured following a trip to a new event in which he and Helen participated as part of the Drive it Day celebrations on April 23.

"This year's Drive It Day saw some members of the MGCC, along with members of other local classic car clubs, converge on the Avro Heritage Museum at Woodford, Cheshire. This small aviation museum is all that is left of a once-vast aircraft factory that built over 20,000 aircraft in its lifetime, including Lancasters, Canberras, Nimrods and, of course, Vulcans.

The enthusiastic staff at the museum made us all very welcome on this pleasant sunny day, and all attendees thoroughly enjoyed the visit. MGs were well-represented, mostly from the later



Bill and Helen Bennett's outstanding YA at the Avro Heritage Museum, Woodford, Cheshire

years, but there were two Y Types! This was the first event of this type to be held here, but we're hoping it will become a regular event. Thanks to all involved in organising the day."

FIRST Y (Y6807) FOUND AND RESTORED

Many of us have owned Ys in the past, sold them and then, years later, recaptured our younger days and acquired a Y again. Some have been fortunate (if that's the right word) to find that very first Y they owned. Indeed, Peter Vielvoye is one such person. His tale of his YB is covered on our website and he has now restored the car back to a high standard. He was fortunate enough to know the previous owner well, and kept tabs on where the car was and to remind him of his interest in buying back the car.

My first Y I bought in London in October 1972. Advertised in Exchange and Mart (when you really had to read though all the ads rather than find them correctly collated as now) for £165. I managed to get the car for £95 with a year's MOT. When I collected the car, I had to navigate around the south circular as a part of my short trip of around six miles to where I was living in Greenwich. Suffice to say I encountered a few problems on that first journey. The steering was very stiff and a few other issues became apparent. Anyhow, I got home in one piece and after having a couple of guys heat the king pins to soften the grease,

matters gradually improved. We kept the car for seven years and Jo used it daily to drive to school. However, with imminent fatherhood ahead, the Y had to go and I optimistically advertised it for sale in *Classic Cars* in September 1979 for £1,400. There were never any Ys advertised. However, on this occasion two others were included, one for £300 and another for £900. Anyhow, it was sold to a car dealer in Belgium. That was 38 years ago and I have often wondered if it still existed. I placed a note on Paul Barrow's International MG Y Register website (mgytypes.org) under 'Where is my Y now'. That was some while ago. I was therefore amazed when, in January this year, Paul contacted me and mentioned that the car still existed and was still in Belgium. The present owner is David Van Bogaert and I exchanged correspondence with him. The car looks outstanding. (Thank you, Paul, for providing the link.) I have included a photo of the Y6807 during my ownership and some elements of the car during its restoration.

David wrote:

"This car was registered on March 4 1980 in Belgium, and owned by Erik Gillis, the President of the MG Club of Antwerp. He was an MG collector and had almost all types.

He passed away at the beginning of 2011, and his son sold it very quickly, together with all his other MGs. I bought the YA from Rudy Moens (www.atelier-moens.com) on May 11 2011.

It was in very poor shape ... but running. I stripped it down completely and invested about 5,500€ (£4,700) on new spare parts, and built it up over the last 5-6 years. Btw ... the bumpers are still original. (Although, as I mentioned to David, the bumpers were from a Ford





1951 MG YA JGD 208. Owned by Jerry Birkbeck 1972-79

Pop that my stepfather had on his farm back in around 1974!)

The interior is completely new, in grey leather with bordeaux piping (same two-tone colour as the body) also the head liner is in grey leather. This year I'm planning to finish the front seats and connect the wiring of the new lights, and should be able to register the car. But I'm waiting on that, because in Belgium we will get a new old-timer status."

DISCOVERED Y TYPES

These are series of photographs taken by Victor Rodrigues of a YT whilst on holiday in the USA at Scottsdale, Arizona, in May 2014.



JGD 208 after the extensive rebuild



ROUND BRITAIN RELAY

Our principal activity in this the 70th Anniversary celebration of the launch on March 24 1947 of the One and a Quarter Litre (known to many as the 'Y' Type) is *the Round Britain Relay*. We will also have a presence at MGLive! over the weekend of June 17-18 at Silverstone

Start Points – Saturday June 3 2017

RBR commences at the Tesco, Lakeside, London, RM20 1TX at 10.00am on the anti-clockwise northern route, and then involves three stages to end up overnight at Morrison's Supermarket in Kings Lynn. These stages include seven different cars.

The clockwise route also sets off from Tesco, Lakeside at 10.00am through to Hastings and Littlehampton finishing at Sainsbury's, TN37 7SQ, with three cars involved.

All the details can be found on the Y Register website. Please post any photographs on the website, and do take as many as possible, together

with details of the location, drivers and passengers, etc, involved and any crowds you may come across. No, I am not organising any 'rent a crowd'!



Y TYPE SPRING WEEKEND

Elcot Park near Hungerford May 6-7 2017 Photos by Annette Callaghan and Paul Cook

Chris and Annette Callaghan found a superb venue for us at Elcot Park Hotel, near Hungerford. This provided us with excellent facilities for parking, the AGM and the Dinner which Annette had undertaken with great care and 65 guests attended.

Our Guest Speaker was Marc Hanson who gave an excellent and lively illustrated talk on his experiences

in his ex-Gregor Grant 1952 Monte Carlo Rally YB. Marc has entered the last two Classic Monte Carlo runs, in 2016 and earlier this year. This gruelling event essentially follows the route that the original 'Monte' undertook, although the conditions were not so daunting. Climate change has meant that heavy snowfall has not been the problem that it was 65

years ago, though for a car of the same vintage this was a hugely notable achievement, covering more than 3,000 kilometres over 4-5 days. Well done, Marc, and thank you for your inspirational talk.

On Sunday morning there were 29 Ys gathered for the forthcoming run with nine YAs, 13 YBs and seven YTs. The sun broke through and shone all day!





The run chosen was through some very picturesque villages before finishing at Nuffield Place, the home of the late Lord Nuffield. He died there in August 1963, stipulating to Nuffield College, whom he left his estate to, that the house remained intact. Its future was in doubt until last year, when it was donated to the National Trust.

It is well worth a visit and the history of Morris is fascinating, and to see a property in essentially the same condition as when he died really is a piece of history.

Each year the Spring Weekend is noted by an Awards Event at the Dinner, and upon completion of the Run a 'Pride of Ownership' competition based on the personal preferences of the attendees for the YA, YB and YT.

At the Dinner

The Car of the Year went to Marc Hanson's MG YB and he was awarded the *Dennis Doubtfire Shield*.

The Piston Broke Award was 'won' by Slater Reynolds who experienced

notable overheating problems on his drive up from Wiltshire – but he made it!

A new award was donated by Mollie Murray, the widow of much-loved former Registrar, Jack, who sadly died a year ago. Mollie said in her note with the shield that she wanted to donate an award to the Register in his memory. It is **The Jack Murray Helping Hands Shield**, with the following citation: *Awarded for giving help, information, support and encouragement to fellow MG Y owners.*

The recipient was Neil Cairns. Many, many thanks to Mollie for this wonderful and fitting gesture.

After the run on Sunday, a Pride of Ownership Award was held and judged by the participants.

The YA chosen was that of Sue Gibbs and family. Sue and her two sisters have been the keeper of the car since the death of their father, John Edwards, who was for a while Secretary of the MG Octagon CC. They and Garry, Sue's husband, have been very supportive of the event and



have turned the Y into a stunning car. Well deserved.

The YB award went to Keith and Rita Herkes who have restored and owned for many years this well-travelled and regularly used model.

The YT was that of Peter Vielvoye, the erstwhile Chairman of the Register. Peter's YT was imported into the UK from Australia in the early noughties by dealer Terry Bone. Peter drove it and just had to buy it, so he did! It is a much-loved and well-used car.

