

THE “Y” TYPE TOUR OF THE YORKSHIRE DALES SEPTEMBER 2nd - 9th, 1993

As a result of the success of the ‘Y’ Type ‘Tour of Brittany’ in 1992, it was decided to make the Tour an annual event, alternating between Europe and the United Kingdom. The 1993 Tour was planned, meticulously by Dennis Doubtfire, to visit some of Britain’s most beautiful countryside, the ‘Yorkshire Dales’.

It’s almost exactly forty years since the last ‘Y’ type rolled off the production line. It was therefore befitting that the 1993 ‘Tour of the Dales’ should start at Abingdon, the birthplace of our cars.

It was approximately 09.30. when the Y types of Mike and Sue Kelloway, Paul and Joy Rundell, Dave and Elaine Willo, and Ian Paterson with our leader Dennis in the navigator’s seat, gathered at the MG Car Club’s Head Office. Lyn Jefferies’ Cream Teas have become legendary but at this time of the morning, it was tea and biscuits before the off at 10.30. The Ys set off in convoy, with the added insurance of Cohn Rea’s Landrover sporting the bespoke rally plate ‘Official Support Vehicle’. The run to Shrewsbury, the first overnight stop, was relatively uneventful, but the procession of Vs turned many heads. At Shrewsbury we were joined by Mervin and Mary Davies in their immaculate white YT, we now had five Ys ready for the next stage to Yorkshire.

The second overnight stop was scheduled at the Three Acres Inn, a splendid hostelry, at Shelley, a small village not far from Huddersfield. The tour participants had received via Mervin, an invitation to join the local M.G.O.C. for tea at the Drivers’ Arms in Glossop. The ‘Y’ owners were made most welcome and there was much exchange of MG talk. The additional mileage was starting to show on the cars: Mike’s car was overheating and Dave’s headlight switch had burnt out. Neither of the two faults were terminal and the Ys reached Shelley just before 7 p.m. Whilst our lead navigator had trouble finding the hotel it was noted that the Yorkshire Television Tower, the largest concrete structure in Europe, was sited less than 250 yards from the hotel and could be viewed for many miles in each direction. It’s a shame that we did not have this knowledge beforehand.

The following day, at breakfast, another Y appeared in the car park. Alan and Barbara McCormick had driven over from Bingley to join the tour. Our Ys now totalled six, we were really getting a team together. The overheating problems being experienced by UMG 24, Mike’s car, necessitated a revision to the route to Malham avoiding steep hills, somewhat difficult in Yorkshire.

The Ys set off on the short trip to Holmfrith, the television location for ‘Last of the Summer Wine’. After photo opportunities at Sid’s Cafe and Nora Batty’s house, the team collected their cars and set off for Sowerby Bridge, a picturesque village, for lunch. Parking was difficult, so the Ys were distributed throughout the village. Alan, our local man, suggested a lay-by some few miles from Sowerby Bridge on the Keighley road, as a rendez-vous.

Miraculously it worked! The Ys once again set off in convoy for Malham, making a brief afternoon stop in Skipton.

We arrived in the beautiful hamlet of Malham and checked in to Beck Hall, our base camp for the Dales. Brian Moyses, a veteran of Brittany, had driven up in his MGB to join us, for the Dales' section of the tour. After a most enjoyable dinner, we were joined by Brian Church. Brian lives nearby at Pateley Bridge and is an active member of the North East Centre of the MG Car Club. Brian had spent many hours mapping out the tour through the Dales, which we would undertake the following day.

On Sunday morning at breakfast the instructions for the day's tour were given out, however, there was much confusion with the instructions: e.g. 'Please ensure that you close all gates', were we going on foot or by car? Just before our planned departure Steve & Lynne Brompton together with their three children joined us. Steve runs the 'YT' register 'Down Under' in New South Wales and is on an exchange visit. Another set of instructions were passed to Steve and off we went.

The tour incorporated a Mobile Treasure Hunt with some devious clues. It was difficult negotiating the gradients, avoiding sheep, and trying to find Brian's clues at the same time. At one point I am sure one of the locals thought that the 'All Creatures Great & Small' team were filming, with post-war cars in abundance. The lunchtime stopover was at Pateley Bridge, Brian's home village. Memories of Brittany here, Yorkshire Police had provided Brian with some No-Parking cones, and at last we managed to park all the cars together. After lunch we set off for Fountains Abbey, a spectacular 14th Century Monastery that was left to decay after Henry VIII's split with Rome.

Monday, 6th was a free day and both Dave Willo and Mike Kelloway took the opportunity to carry out some maintenance to their cars. In the afternoon half the team went to the Ribbleshead Viaduct, stopping for afternoon tea at Settle, whilst the remainder left their cars at Beck Hall and went walking in the Dales.

The following day it was time to say farewell to the Dales and start southwards. We could however not leave without seeing the city of York. The main points of interest here were the Minster and the National Railway Museum. The 'Ys' spent almost half a day here before proceeding on to South Cave, our next overnight stop. That evening we were joined by yet another 'Y' owner, Paul Eastburn.

On Wednesday the 8th, it was time to cross the Humber Bridge, the largest single span bridge in the world (a record formerly held by the Golden Gate Bridge in San Francisco) and make towards Kings Lynn. There was some difficulty in locating the hotel but our leader abandoned Ian's car to seek directions. Once established the party moved off leaving Dennis stranded, to make his way on foot.

At dinner on Wednesday night it was time to recall the memories of the tour. It was surprising how quickly one is able to make new friends at M.G. events. Once again all cars had completed the course without need for assistance from either the A.A. or R.A.C. a testimony to the standard of maintenance.

During the year, unbeknown to the rest of us Dennis had the plaque that was donated to him in Guillers, (Brittany) mounted. Thus the 'Spirit of Guillers' trophy was born. Mike & Sue Kelloway had a number of problems with UMG on the tour, but never once let them interfere with their own or other people's enjoyment. Consequently there was an obvious winner. Mike thoroughly deserving, but somewhat surprised accepted the award and will be the custodian of this greatly prized trophy for the next twelve months. Well done Mike!

Once again the 'Y' types had completed another annual tour. Dennis Doubtfire together with assistance from Cohn Rea and Brian Church had organised another memorable event, which all participants thoroughly enjoyed. We must also thank Minnie Bannister who provided tour guides of the Dales and recommended a visit to Janet's Fosse!

1994 Yes the seeds have been sown, we are thinking about taking the cars to the Netherlands.

David Pelham

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Brian Church and Dennis Doubtfire shake hands over the bonnet of Brian's Y-Type at Pateley Bridge, Tour of the Dales 1993

A fine collection of Y-Types at Pateley Bridge
Tour of the Dales September 1993





OCTAGON Car Club



Bulletin

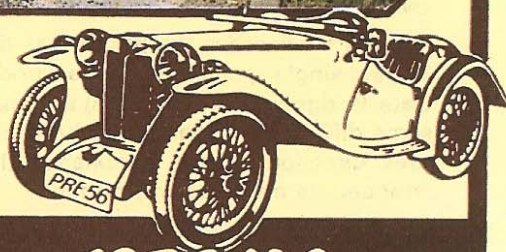


Seasonal Greetings to all our readers



Mervin Davies' YT at
Malham, 1993 Tour of
the Dales

DECEMBER 1993 No. 285



The Club for pre 1956 MGs

The cover of the December 1993 edition is so good we have shown it in this article too!