

# That's the car for me

**At just 34 years of age, Richard Knight is perhaps younger than your average Y-Type owner, but without doubt he is as enthused by the model as anyone**

I first got interested in MG Y-Types when, as a young child, I used to play in an old YB which my late father had covered with a yellow tarpaulin. The tarpaulin was tied off against the door handles, but I used to play inside the car, having managed to pull back the tarpaulin enough to allow access into the car by the front door. The inside of the car had lots of cobwebs and mould - the car had sat beneath the tarpaulin out in the back garden for as long as I could remember.

That YB of my father's had originally been owned by my mother's uncle, Roy Patmore. He worked for British Airways at Heathrow, working on plane engines. Consequently he was more than capable of servicing the old YB. My father purchased it from him for the cost of four new tyres, which Roy had put on the car. It was used for a short period of time, before the cost of repairs to get it through the MoT and pay for a new tax disc made my father decide to lay it up. Sadly this was the start of its demise as rust worm took hold and the car deteriorated.

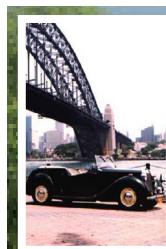
I recall many hours of long conversations with my great

grandfather, grandfather and father about my desire to one day drive the YB and to restore it back to its former glory. The idea remained a pipe dream, but whilst I worked at the local ASDA store in Chandlers Ford, I saw an MG YB - or so I first thought. Having gone over to speak to the driver, I first met a well known owner called Paul Barrow, webmaster of [www.mgytypes.org](http://www.mgytypes.org), who lived down the road from me in Valley Park.

I asked Paul about the car and was quickly told that it wasn't a YB, but was in fact a YA. He then asked how a chap my age knew of the Y-Types. Having explained my story, I was asked by Paul if the Registrar of the MG Car Club's Y Register, Jack Murray, could pop over to see dad's car. The next day, a Sunday morning, Jack (in his white YA) and Paul came to see the YB that sat in my father's garden, YB0515.

From this chance meeting I then had the opportunity of riding in the back of the YAs owned by Jack and Paul, and also a YT owned by Saul Duck, at several events. Thanks to these enthusiasts, this spurred my burning ambition to have an up-together Y-Type of my own. In July 2004 I saw on eBay that YB0824 was up for sale by Fred Jenks of Classic Sports Car Consultants Ltd ([www.classic-sportscar.co.uk](http://www.classic-sportscar.co.uk)). I bought it and the plan was to restore this car with the help of my father, who was an engineer by trade. Sadly he passed away before I could complete the project. I did do some restoration though, under the guidance of Jack Murray who helped me above and beyond the call of duty with both his knowledge and inspiration, having completed his own restoration some years previously.

Not being particularly mechanically minded nor skilled in metalcraft, in 2005 I decided to try again with another car, YB0655, only this time enlisting professional help. So 2006 found me spending



**Richard Knight travelled to Holland to buy his YT - the inset picture was taken by the previous owner in Sydney, Australia.**



**In 2005 he bought a second YB, no.0655, and helped out in the workshop entrusted with its restoration.**



**Richard's first attempt at restoring a Y-Type was with car YB0824, but this project was not carried to completion.**

two weeks of my holiday at the workshop in Braishfield of a garage called Carmichael Sports Cars Ltd (01794 367555). I spent the two weeks removing all accessories and stripping the paint back to bare metal, before encountering

delays in new outer door skins which were being hand made and an offside seal section being made to replace the old bodged job from a previous repair. Roughly two years later, I had my YB0655 back on the road. Since then I have also had



**YB0655, registered UMG 841, was back on the road in 2006, two years after the restoration had started in earnest and finally fulfilling Richard's dream to have a Y-Type on the road.**



**Richard reckons the Y-Type's lines usually appeal to the more mature enthusiast, but we reckon if that is the case, then the youngsters don't know what they are missing.**

the engine rebuilt by Quentin. In July 2012, having seen a post by Willem Van der Veer about two YTs being up for sale in Holland, and having seen two other YTs for sale in the UK that in my opinion were overpriced for the condition of the cars, I decided to go to Holland in the company of David Pelham. We had a good trip and the opportunity to view both MG YTs that were for sale at a dealership in a place called Horn, close to Maastricht in Holland. I looked at YT3863 and having quietly decided to

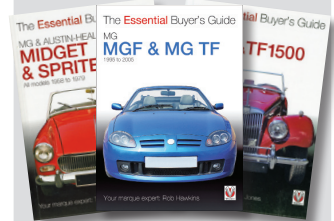
buy the car, came home to conjure up a plan of action that would convince my wife that a second Y-Type was required. Sadly I failed to convince her, but I did buy the car on 19th September 2012, and the day before my 34th birthday I took delivery of my newly acquired YT3863. With the YT came history and a photographic album of previous restorations in Australia from 1982-1990, and of a second restoration from March-December 1998. I now have plans to extend my garage and to complete a

few minor points with the YT before taking her on a proper run when the sun finally comes out. Being a member of the local Winchester MG Owners Club it'll be good to finally reunite the YT3863 with another member, Saul Duck's MG YT. Coincidentally a previous owner of YT3863, Brian Quarendon, only lived up the road in Bishops Waltham, so the car has come full circle in its relatively short life since being built in 1949. Here's to many more happy years of Y-Type motoring.



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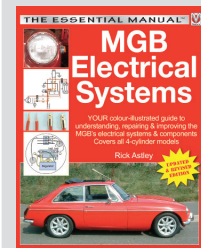
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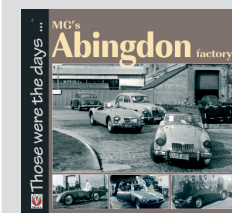
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