



WMGOC member, Richard Knight owns a couple of MG Y-types, as most will be aware. He has owned UMG 841, a 1952 MG YB, since 2005. This is a single carb 1250cc model. A more recent acquisition is FSL 212 a 1950 MG YT which Richard has owned since 2012. This is a twin carb 1250cc model.

Earlier in the year on the weekend of 6th & 7th May Richard, ably assisted by Steve Favell, took both his cars to the MG Car club Y Type Register annual Spring Run. 2017 was a special year as it is the 70th Anniversary of the Y Type. The Register gathered at the Elcot Park Hotel, near Newbury.

Richard: Fine weather on the Sunday run through lovely country side, no mechanical faults encountered, Steve drove the YT; my friend Adam and I were in the YB. First time both my Y's had been to the same event in my ownership.

Steve adds: When I got the call from Richard Knight asking if I might be able to drive one of his Y types it didn't take too much thinking about. It sounded more like a mini adventure than a chore. The MG



Richard had ambitions of taking along his YB saloon as well as his YT tourer. He needed someone who was familiar with the vagaries of older cars without full synchro gearboxes and brakes that need written notice in advance of stopping. It sounded good to me, so in early May I headed over to Chandlers Ford for a 7-30am Sunday morning start. Two drivers and a navigator set off for the Elcot Park Hotel near Newbury.

The weather was forecast to be dry but there was some early morning murk and drizzle that was due to burn off. I got to drive the open Y Type, but had come prepared (so I thought) wearing two sweat shirts and a flat cap. By the time we reached Otterbourne I was freezing! Luckily the chosen route passed my front door so an emergency stop was made to collect a perfectly good sheepskin flying jacket and a fur lined trappers hat that I had for some reason chosen to leave behind. What a difference! I was now warm as toast and ready for anything.





Our route wended its way northwards avoiding the A34 and passing through little villages and backroads that suited the pace of the cars much better. It took a leisurely couple of hours before we arrived at the hotel to assemble for the run proper. I think there were about 27 Y types in all and we were soon heading off for Nuffield Place in Oxfordshire, the home of William Morris, 1st Viscount of Nuffield, the designer of the original Bullnose Morris and ultimately head of the Nuffield Empire (Now a National Trust property).

The journey was again a leisurely one with great scenery to the North of Hungerford and with time for a pit stop for a roast dinner in the sunshine outside a roadside pub. Two MGs parked up outside the George & Dragon in Oxfordshire while their drivers tucked into a Sunday roast and watched the Y types pass by couldn't have been more English.

The return trip took us via Wallingford alongside the Thames where we encountered a suspiciously large number of classic cars coming in the opposite direction. It soon became apparent that we had stumbled upon the tail-end of the annual Wallingford Classic Car show. It would have been rude to have ignored it, so we entered the showground and parked up amongst the display cars for a wander and an ice cream before heading off on the final leg of the journey and another final pit stop for refreshments at The Dundas Arms as the sun began to get low. We finally arrived back in Chandlers Ford before the light faded at around 8pm. A long, but very enjoyable day.

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