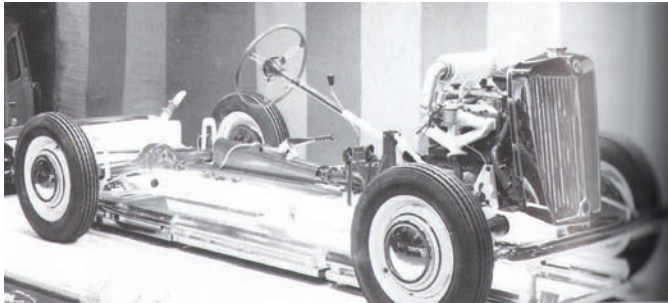




MG Y Type Summer Newsletter

65 YEARS OF THE Y TYPE

It's hard to believe that in March 1947 the first of several thousand Y Type models began to run off the production line at Abingdon. Although their body style captured the 1930s, when in fact they would have been launched had it not been for a six year world war, their mechanics included several innovations.



Show Chassis for home market dealers at Y Type Convention, Abingdon, May 1947

They incorporated IFS (independent front suspension), rack and pinion steering and a hydraulic jacking system. Although this had been incorporated on pre-war saloons, the Y was one of very few models that included this very desirable facility post-war. Indeed when shown to interested observers there is an amazement that such a modification is not a standard fit to modern high quality saloons. In the highly sophisticated cars that are produced today it is surely an anachronism when a motorist has to step out of his or her BMW 7 Series, for example, and rummage around in the boot to find the jack and handle and then locate the jacking point beside a busy road!



Reg Dixie's YB and Jerry Birkbeck's YT in Abingdon Market Square celebrating the 65th Anniversary of the Y, March 2012

The history of the Y has of course been well documented by Lawson and Lawrence and complemented by Clausager's 'MG Saloon Cars'.

The Y, or One and a Quarter Litre as it was known at its launch, is in my view well summed up in a few lines from Clausager:

*This charming little car was perhaps the least sporting of all MG saloons (between the 1920s and 1940s) – and was arguably never intended as a sports saloon as such. Nevertheless, it had outstanding performance for cars of comparable size at the time, and where above all the Y Type succeeded was in combining performance with a degree of luxury and in particular refinement, as well as pleasing road manners. By the standards of 1947 its chassis design was as advanced as its looks were traditional – a subtle combination which was bound to please the middle-class British motorist who aspired to something different.' **

However, during the late 1960s and 1970s the Y became the forgotten model that MG produced, with the more glamorous T Types often ripping out usable spares, especially the engine, to ensure that their cars could survive. In the light of this it is maybe surprising that a significant number of Ys have survived worldwide, notably of course the YT which was a very short production run. Registrar Jack Murray notes in his survey that as at March 2012, 1,087 models are known to exist. An extract from the Jack's review is included later in this Newsletter,

That they did survive owes much to two organisations: NTG and the Octagon Car Club. When I acquired my first Y (JGD 208) in 1972 NTG were the only commercial supplier of parts for the Y and I can recall collecting spares from Barking Tye in Suffolk, close to where my in-laws lived. NTG have been involved with Ys since 1968 and continue to trade successfully today. We owe much to Mike Green for his enthusiasm and commitment as a worldwide supplier.

Dear Harry Crutchley, the instigator of the Octagon Car Club, also was an early supplier of Y Type parts and his hard work is continued by the current stalwarts that now form the backbone of the MGOCC since Harry's sad death a few years ago.

Dennis Doubtfire who provided a Y Column to the T Type Register in the late 1980s was the instigator for change and the setting up of the Y Register in 1992. His foresight and drive, along with David Pelham and David Hague and Jack Murray in particular and others as well, has been the principal reason for the increase in both awareness and popularity of the model. The development of the International Y Register must be mentioned, as the hard work of Paul Barrow has further widened appreciation of the Y Type across the world through his excellent website.

So these influences have together enabled the Y owning community and marque appreciation to take us through in a rude state of health in this our 65th anniversary.

* Clausager Anders Ditlev: M.G. Saloon Cars From the 1920s to the 1970s p90) Bay View Books 1998

A CORRECTION

In the April issue of *Safety Fast!* I included an item in which I incorrectly attributed Neil Cairns gratefully receiving a set of identification plates from Rob King. It was of course Neil Coombes. Many apologies to all concerned.

EVENTS

MGLive! June 24/25

Over the weekend 24/25 June the annual pageant that is MGLive! will be held at Silverstone. A three-day event condensed into two will offer much for the MG enthusiast, and as well as having our Regalia Stand manned by Mike and Sue Silk, together with fellow committee members we are hoping that Rob King's partly re-built YA will be present in a major club display.

ELECTRONIC IGNITION

Some of you will recall my frustrations with attempting to fit an electronic ignition to my YT. Well I am happy to say that after having my distributor rebuilt by H and H Ignitions in Birmingham and including an Ignitor ignition system, the outcome is tremendous – better starting, much improved running and a complete transformation to the car's performance. If you haven't thought about upgrading your Y then I suggest that you consider it.

There are many systems advertised both in *Safety Fast!* and other sources and if you are looking at such a move then certainly check through the offers and see what is available.

Y TYPE CAR OF THE YEAR AWARD

Our new secretary Chris Callaghan presented an idea to our April Committee of one way of helping to raise the profile of the Y: a *Y Type Car of the Year* competition. It is a system that has been used by other Registers and is outlined below. We thought it would be of interest to our members and maybe encourage them to bring out their cars on a more regular basis.

Chris has kindly agreed to manage the event. It was agreed by the Committee and runs from January 1 – December 31 2012. An award will be made at the *Spring Run 2013*,

The MGY Type Register Car of the Year Trophy will be awarded annually to the owner of the car which has been most active and performed most creditably in the widest possible selection of events and meetings, through the preceding year. The award will be presented annually at the Spring Weekend. Open to all YAs, YBs and YTs registered with the MGCC Y Type Register. A valid road fund licence must be displayed and a current MOT should be available if requested,

Points are awarded as detailed below with the standings being kept by the Award Secretary. However, it is the entrant's responsibility to ensure that their car is registered and entered for the trophy, and to ensure that all events entered, together with their results, are sent to the Awards Secretary. Please claim your points as soon as possible; any claims not filed within three months of the meeting may not be considered. (It has been agreed that for 2012 entrants may backdate to 1 January 2012.)

Points scoring system

- All MGCC organised events counts for points. Events include:
 - Concours (including Pride of Ownership)
 - Racing (including High Speed Trials – in a Y!)
 - Driving Test (including Gymkhanas)
 - Trials (Classic or PCT)
 - Rallies (including road runs)
 - Auto-cross
 - Sprints
 - Hillclimbs
 - Marshalling/Organising
 - For each event entered started and finished: 3 points (1 extra point if the car is driven to the meeting)
- All social meetings, main club, Centre or Register earn points. In addition if these are competitions within these meetings

these too claim points e.g. road run, gymkhanas, pride of ownership, treasure hunt or concourse delegacy

- All local events organised either by a Centre or local Natter group earn points: 1 point for each event entered and started
- Any event organised by other organisations and attended. For each event entered and finished 1 point for each entered and started
- Members who are involved with an event as an official either as an event organiser, team member or Marshall can claim points if they use their Y type on the day: 3 points
- Extra 2 points will be awarded for every 500 miles covered

Registering

By contacting the secretary with whom all cars must be registered, providing registration number and chassis number. When claiming points please, where available, provide evidence of entry and starting using the results or finishers lists.

PRESIDENT DENNIS DOUBTFIRE STANDS DOWN

Our much loved President Dennis Doubtfire has decided to call it a day on the grounds of ill health and a frustration that he can no longer do as much as he would like for the Register. This is sad news as Dennis was the founder member of the Register back in 1991. He has done so much for the cause of the Y Type and he was our first personality back in the Summer Newsletter last year. We all wish him and Barbara well in the future and trust that he will keep in touch. Adieu El Presidente!



Below is a copy of his letter to our Chairman Peter Veilvoye:

Dear Peter

It is with a very heavy heart that I write this letter, as from the 1st May I shall cease to be your president.

It has been the greatest of honours to have climbed to the top of our little tree, and have enjoyed every moment of the climb.

My reason for the decision is in the main health. I feel that the post of President should not be just as a figurehead but also as an active participant which I feel I cannot now give. I have informed main club of my decision and they have accepted it.

I should like thro' your good self to thank all my friends and colleagues within the Register for all their help and assistance in getting the Register to the present position. It's been a ride that at times has been difficult but never unsolvable. Thank you all so very much.

Thanking you once again, and with my sincere best wishes for the future.

Regards, Dennis



Here is a photograph of Peter Veilvoye discussing route selection with Jo Birkbeck in preparing this year's Spring Run – just to show that we do check the routes!

CARS KNOWN TO MGCC Y TYPE REGISTER

Some of you are aware of the meticulous records that our Registrar Jack Murray maintains of Ys across the world. This information is available on our website and can be easily accessed. However, not everyone in the Y world has a PC and for these folk I have included the greater part of Jack Murray our Registrar's report to our AGM in March 2012. The extract below is in Jack's words and the table is one that he has prepared.

M.G. Car Club Y Type Register Registrar's Report to the A.G.M. held on March 25 2012

It is pleasing to report that our knowledge of Y Types around the world has continued to grow.

During the past year, we have gained information on a further 24 cars that were previously unknown to the Register and I have been able to confirm that a further 17, previously listed as 'fate unknown', have emerged from hibernation and are now confirmed as 'live'. This brings the total of 'live' cars worldwide to 1,087, an increase of 43 on last years figures.

Unsurprisingly, the greatest increase in information has come from England with another 14 cars being added to our records, although Australia comes a close second with a further 13 cars being recorded. Other survivors are spread around the world and can be identified from the 'Total' column in the following table. It is pleasing to note that Italy is blessed with a Y type for the first time.

The total number of cars on our records has risen to 1,821 with 159 cars being confirmed as 'dead', having been broken or scrapped. The remainder are unclassified at present.

The accuracy of the information we hold is not always consistent with the current status of individual vehicles. It is possible that, over the period since the Register was formed, some of the cars listed as 'live' may no longer be so. On our database, cars are given a 'live' designation where information has been received since 1991 when the Register gained its independence from the T Register. 'Live' does not necessarily mean that the car is roadworthy. It may be awaiting or undergoing restoration.

The last membership report from Main Club (February 2012) shows that there are currently 120 Y owners in the UK listed as Car Club members and 20 from overseas, a slight increase over last year. This bears

Country	YA		YB		YT		Total	
	2011	2012	2011	2012	2011	2012	2011	2012
Australia	153	166	5	5	70	70	228	241
Austria	-	-	1	1	1	1	2	2
Belgium	3	3	-	-	-	-	3	3
Brazil	1	1	-	-	-	-	1	1
Canada	3	3	1	2	9	10	13	15
Channel Islands	2	2	-	-	-	-	2	2
Cuba	1	1	-	-	-	-	1	1
Cyprus	-	-	-	-	1	1	1	1
Denmark	7	7	-	-	-	-	7	7
Eire	4	5	6	6	3	3	13	14
England	232	240	178	183	29	30	439	453
Finland	1	1	-	-	-	-	1	1
France	3	3	-	-	7	7	10	10
Germany	7	11	9	9	5	5	21	25
Holland	13	13	8	10	2	2	23	25
Hong Kong	1	1	-	-	-	-	1	1
India	2	2	-	-	2	2	4	4
Israel	-	-	-	-	1	1	1	1
Italy	-	1	-	-	-	-	-	1
Japan	4	4	1	1	-	-	5	5
Luxembourg	3	3	-	-	1	1	4	3
Madeira	1	1	-	-	-	-	1	1
Malaysia	1	1	-	-	1	1	2	2
Malta	1	1	-	-	-	-	1	1
New Zealand	16	17	1	1	3	3	20	21
N. Ireland	5	5	2	2	2	2	9	9
Norway	1	1	-	-	-	-	1	1
Portugal	2	2	-	-	-	-	2	2
Scotland	16	16	6	6	3	3	25	25
Singapore	1	1	-	-	-	-	1	1
South Africa	9	10	-	0	4	4	13	14
Spain	-	-	1	1	-	-	1	1
Sri Lanka	3	3	-	-	-	-	3	3
Sweden	8	8	-	-	-	-	8	8
Switzerland	12	13	1	1	5	6	18	20
Uruguay	3	3	-	-	-	-	3	3
U.S.A.	42	43	22	19	59	62	123	124
Venezuela	-	-	-	-	1	1	1	1
Wales	22	21	9	11	1	1	32	33
Totals	583	613	251	258	209	216	1044	1087

no comparison to the information we hold as much of the content of our records is received from non-club members via our website and from other sources around the world.

The number of owners who are willing to take part in our 'Get You Home Scheme' has been maintained this year and the number currently participating stands at 96. The latest list was sent out at the end of January, along with an entry form for our Spring Run. We also included a request for owners to visit our website and inform us of any changes in ownership.

In the formative days of the Register, I was tasked to compile a photographic record of cars around the world and I have maintained this record ever since. I currently have images of 802 cars worldwide.

Do you know who owns this YA?

I saw this very pretty two tone YA at the MG Stoneleigh Event in March.



Our guys get their hands dirty as Ted Gardner works hard to rid his YB of a 'Clearhooter'!

Jack tells me that it is Y1509 and this last he heard of it was when it was for sale at *Rugby Classics*. Perhaps the new owner might like to contact me if he is interested in joining the Register.

END OF AN ERA


In the summer of 1996 Dennis Doubtfire asked me if I would consider organising an event to celebrate the Golden Jubilee of the Birth of the Y Type to take place in March 1997. This I willingly accepted and thereafter I have been involved with the organisation of what have now become known as the *Spring Run* and since the Diamond Jubilee in 2007 the *Spring Weekend*. In the early years my fellow organiser Richard Dick was responsible for selecting the routes around the Cotswolds. These were areas well known to Richard through his walking tours. Together we planned the runs with Richard driving and me scribing. Eventually Jo became the scribe and also the selector of the route which was criss-crossed across the Cotswolds, the Malverns and towards the Welsh Marches and then last year to the Peak District.

However, this year's weekend in the Forest of Dean, for which we are indebted to Peter Veilvoye, will be our last. The only year we missed was 2001 when the countryside was blighted with foot and mouth disease and there was a nationwide ban on many countryside events and the *Spring Run* fell foul of this.

We would both say that they have been huge fun organising and meeting some wonderful people as well as passing through some of the most beautiful landscapes in England. So thanks to all you guys who over the years have taken part and we look forward to someone else to take the mantle and develop the event as they see appropriate!

Jerry and Jo Birkbeck





MG Car Club Y-Type Register


[Events](#) [Y Register Shop](#) [Contact & Legal](#) [Car Registration](#) [Owners' Gallery](#) [Links-Forum](#)
[Technical Information Section](#) [XPAG Engine Rebuild](#) [Restorations](#) [Registrars Reports 2011/2012](#)
[Safety Fast & Articles](#) [Archives](#) [Y Types Out and About](#) [Early Days - The Black & White Era](#)
[Y Type Parts For Sale](#)

MG 1 1/4 Litre Y Series 65th Anniversary meeting in Abingdon

The MGCC Y Type Register Event to mark the 65th Anniversary of the Y Type Organised by Jerry Birkbeck and with the help of Annette and Chris Callaghan has taken place and was well attended. Some photographs are now available via the link and on the Events menu.

Y REGISTER SPRING WEEKEND 2012

The Spring Weekend 2012 on 12th & 13th May in the Forest of Dean was a great success and the Video's are now available on this Spring Run Report page.



Peter Veilvoye, our Register Chairman has included further information on the Forest of Dean which it to be found via this link - [The Koyale Forest of Dean](#).



Welcome.....



Welcome to the MG Car Club Y-Type Register website where our aim is to foster Y Type ownership and preserve the MG Y Type marque. You will find the site has specific relevance to UK owners but will also be of interest to all Y Type owners worldwide. Apart from keeping a comprehensive Register of all known Y Types, the Y Type Register organises events and is a resource for a wide range of Y Type related information, services, products and regalia.

Our intention is that this site will give access to all of our services. Please enjoy using the site and we would welcome any contribution you may wish to make to it. We are part of the MG Car Club Limited and although we encourage **MG CAR CLUB MEMBERSHIP** our website is open to all who have an interest in Y Types.

Log on to www.mgccregister.com for all the latest news and events reports from the MG Car Clubs Y Type Register