



# WELCOME TO THE Y TYPE NEWSLETTER

As I write this, towards the end of April, I am looking ahead to events in June when MGLive! takes place over the weekend of Saturday 4 and 5 and MG France's European Event of the Year runs from June 8-12. There will be a Y presence at each, with the Register Stand at Silverstone, and as far as I am aware four crews in Y Types (Reg Dixie and Derek Moore in their YBs, Jo and I in the YT and one from Denmark) are attending the EEOTY at Le Touquet on the north-west coast. Photos and a report will appear on the website and in various issues in the monthly *SF!* notes.

Finally from me an appeal. Our Y secretary Chris Callaghan is seeking information about an MG YT (tourer). It has the registration number ZJ 3902. The YT was sold in Plymouth (GB) in 1968. This is all that known by the MG Y Register. If you are able to supply any information about this car. Please contact Chris on [chrismgabingdon@yahoo.co.uk](mailto:chrismgabingdon@yahoo.co.uk)

## WHAT EVER HAPPENED TO? YB KCJ 481

Whilst the production run of the various Ys was relatively short (1947-53) there are still a good few around, although of course a number were scrapped as engines and other items were used for T series restoration. George Wilder, a Board Member of MGCC, forwarded details and photos of the Ys that he owned during the 1970s and early 80s.

*About 1971 I purchased a Y saloon – I have no record or recollection of registration or chassis number, but it didn't matter then as it was being*

*delivered on a friend's trailer.*

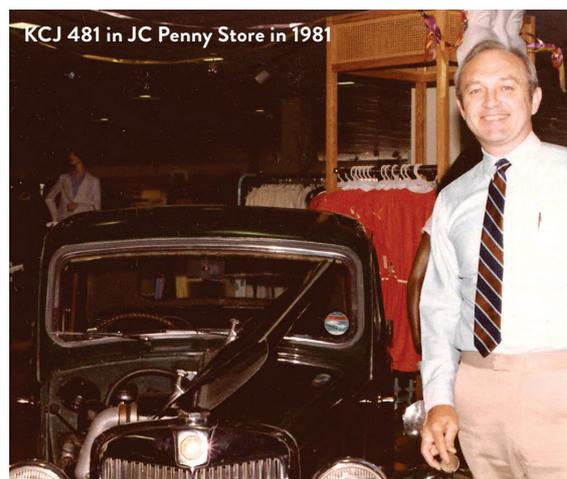
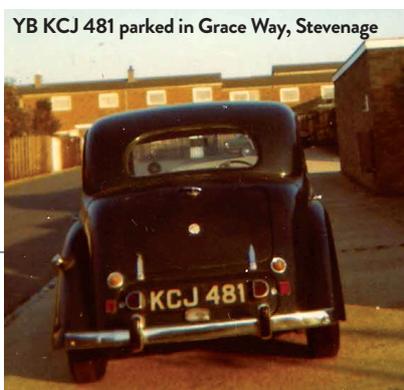
In the background is my ZB Varitone but left the factory as a monotone – reg 689 LTW – long gone. At the time I didn't think anything of a 1300cc Viva towing that weight! I had to rebuild the engine of the Y, which had rusty rear bottom chassis section. Whilst doing that I found YB reg KCJ 481.

The YB was advertised in Exchange & Mart magazine without engine and gearbox for £25 in North London. The previous owner had asked for the engine and gearbox to be rebuilt – couldn't pay so asked the garage to dispose of the engine and car. I went to see it – bought it – and towed it home on a rope up the A1 with the ZB one Sunday morning. Towing a car minus the weight of the engine etc is quite hairy!



I moved to Stevenage in 1972 and the YB followed. The Y had gone to a Biggleswade scrapyard. Another friend removed the guarantee plate to find the chassis number still chalked on the bulkhead behind.

The only photo I can find was taken just before shipment of the YB to the



USA. At the time I decided the car was no longer practical so brought a woodie Mini Traveller and advertised the YB in Motorsport magazine.

The Gregorys in Jacksonville Florida purchased it, for I think £265 plus transportation. They were familiar with MGs as they already owned a TD.

Mr Gregory was a store manager for JC Penny Department stores and displayed the YB in store during a 'British Week'.

I have no idea of the current whereabouts of the car. Jack Murray thought KCJ 481 was YB 0919. A Hereford registration – the records still exist – would you like me to see if I can find the chassis number from their records?

Yes please George, and thank for forwarding the details on to Chris Callaghan.





## AND A YB THAT HAS BEEN REBUILT?

The details of this YB were forwarded to me four years ago. Unfortunately for some reason I do not have the details of the person who forwarded this to me, other than his name is Alan and he and Verona (his wife?) share the same email address! I am unsure as to whether this car still exists. It was sold 36 years ago!

He wrote: The picture above is of XMY 55 as found in 1978. I was looking for a four seater to take the family to Hausach in 1979. I bought this project car with the plan of taking it on the trip. It needed more work than I had hoped. I managed to make it roadworthy and give it a respray in black. The engine was not very good so I took the engine out of my trials TC and fitted it for the trip to Germany. We had a three year old daughter and 18 month old son at the time. The car took us there and back with no trouble. I sold it in 1980 and bought a VA four seat factory tourer. We took that to Winterthur Switzerland in 1981. That also completed the trip without any problems

## MORE YT'S RETURNING HOME?

I received a fascinating story from long time MG owner Edward Vandyk. Edward is my fellow scribe for the MGA Register and has owned MGAs for many years. However, in September last year he acquired his first Y type – a YT which featured in a recent issue of *Safety Fast!* Not long ago he imported another YT from

Australia, which had been rebuilt and fitted with 17" chrome wire wheels and a Judson supercharger. The car was only received by Edward a few weeks ago and both cars look very desirable.

**Model:** Y Tourer

**Date of first registration:** 1949

**Number Plate:** Awaiting DVLA

**Chassis No:** YT 3513

**Engine No:** XPAG/TR/13433

**Body No:** 45

**Body Colour:** Red

**Interior Colour:** Beige

**History:** Imported from Australia

**Modifications:** Judson Supercharger / Wire Wheels

Jack Murray's Register records updated by Chris Callaghan and Peter Vielvoye showed 38 known YTs in England as at July 2015. I would imagine that with Edward's, plus five or six others that have made their way back to the UK, that the figure must be creeping towards 50.

## SUCCESS AT MG ERA DAY, BROOKLANDS. APRIL 10 2016

I have included a recent photo of Edward's current YT where he raised the flag for Y Types by winning the Post War Concours at MG Era at Brooklands on April 10. Very well done Edward!



## Y TYPE 70TH ANNIVERSARY IN 2017

In last month's Register Notes in *Safety Fast!* I asked if anyone had any suggestions to celebrate the 70th anniversary of the Birth of the Y next year. Julian Bosworth sent me an idea for running a 'Round Britain Tour'. He is working on this, though the basic concept is to link a number of Centres together and cover 1916 miles. He has used the RAC Route Planner to establish a route avoiding motorways and toll roads. It commences at London and then via Kent, East Sussex, Isle of Wight, Dorset, Cornwall, Gloucestershire, South Wales, Carmarthen, Ellesmere Port in Cheshire.

Then to Oxfordshire, north to Derbyshire, South Yorkshire, Lancashire, Glasgow, Edinburgh, Northumberland, Durham, North Yorkshire through to Lincoln.

The final stage is from Lincoln through to Norwich, Suffolk, Essex and finishing in London.

Julian is not looking for anyone to tackle the whole route (though why not if you have around a month spare!) but he would encourage owners to undertake stages close to where they live and record this with the Register Organiser. It would be valid for the greater part of 2017. Each route stage could be organised by a local chapter to provide greater interest and of course local knowledge. Once I have received Julian's final format it will be discussed by the Y Committee prior to a route being published and overseen perhaps by a local Centre? So any ideas gratefully received!

Enjoy the Summer and I look forwarding to seeing some of you at events across the Country. If there is one near to you that you feel requires promoting/enhancing then do let me know,

## OBITUARY ALAN CHICK 1928-2016

It is with deep sadness that we announce the death of a long term MG Y Type owner Alan Chick on Wednesday April 27 2016 after a short illness. He was 88.

Alan was a well loved character from Penarth, South Wales. An accountant by profession, he worked for Cardiff City Council. He acquired his YB (Chassis No YB 1274) on February 29 1959 for £460.

(That's around £9,700 in 2016.)

However in 1953 the YB was marketed at £990 (£25,000 in 2016), a drop of £11k in today's prices!

This was Alan's everyday car for many years, but he eventually bought a more modern vehicle for daily use but kept the YB. He retired around 1983 and had the car restored in 1997.

As far as I can gather he attended every Spring Run from the inception in 1997, and most Y Tours in France, Belgium and the UK, many of which were attended with his long term friend Mary Jackson, who is quite understandably very upset to hear of Alan's passing.

Some of the comments that we have received from his Y Type friends are worth noting. Here are just a few:

Arlene and I have great memories of Alan (and Mary!) from the many runs/weekends and breakdowns we shared! He was not only good company during an event; he also wrote and sent very personal notes of thanks to organisers – and stayed in touch at Christmas or other significant times.

**Andrew and Arlene Coulson**

Both Jack and I are very sorry to hear the news about our good friend Alan. We have known him and Mary for a very long time and were very fond of them both. He had a great warmth and ability to make friends and was always a great asset to any event that he attended. The older he got, the



more of a lovable man he became, and his love of his Y was very endearing. We were always amazed about his enthusiasm in attending so many events and his pleasure in renewing old acquaintances, making you feel as if it were only yesterday that you last met. It is good to know that Alan Junior will be carrying on the tradition and keeping his memory alive for everyone.

**Jack and Mollie Murray**

Very sad indeed. My earliest memory of Alan is of problems with his carburettor float on the first Brittany run organised by Denis D. While the float was being soldered at a wonderful French garage, the proprietress (whom we nicknamed Miss France 1920) regaled us with amusing stories of the WW2 occupation and provided us with a superb buffet lunch. Thank you Alan for that, and many other happy memories of a great guy who will be greatly missed.

**David and Barbara Hague**

Oh that is sad news; I was looking forward to seeing him again in Gloucestershire and in Wales. Gillie and I will miss him and our thoughts are with his family. (Peter Sharp) Such sad news. I seem to recall Alan

telling me, or someone else, that a few years ago he drove his YB to somewhere in Turkey and back, which is a remarkable achievement both as a testament to him and also to his car.

**Francis & Jan Smith**

### AND CHAIRMAN PETER VIELVOYE WHO NOTED:

A lovely man who I got to know well on our Y trips, he was joy to have a bit of banter with. I shall miss him.

As Mollie Murray noted, Alan has bequeathed his lovely car to his nephew, also called Alan, who has driven his uncle's car on a number of occasions as Alan senior found it difficult to travel long distances to events. So we will be fortunate to have Alan Junior carrying on the tradition and keeping the memory of his uncle alive for everyone.

A very, very sad loss of a true gentleman and hugely committed supporter of the Y Type. We will be raising our glasses to him at our Spring Run, Silverstone and also at Llanerchindda Farm where hopefully we will be meeting up with the car and Alan Junior in early July.

We will all miss you very much Alan.