

Christmas is only a few weeks away, and with this in mind we enclose a full SALES LIST of the Register Regalia for you. It is complete with an order form, but if you do not want to cut up your nice *Safety Fast!* pages, a photocopy is acceptable. Run your eyes along the items, it is quite a good spread. I can also email you a copy. New members to be welcomed are Saul Duck from Winchester with YT4716, Tom Poole from Columbus, Ohio, with Y6877, Paul Gaynor of Connecticut with Y2677 awaiting restoration, and Y5174 currently running. Milton Varga of San Paulo in Brazil has Y5507. It differs from standard in that the rear quarter-lights have been blanked off, and the boot and spare wheel compartment have been made one. The much larger boot lid is hinged at the top, and the petrol filler cap re-positioned as a result. He does, however, intend to return the car to normal. Alan Brooks near St. Albans runs a YB, but no chassis number is known at present. It is running on registration LAA619. Ken Jones of Bridgewater has Y2313. In Leighton Buzzard is a rather tatty 1951YA, Y6602. This car is up for sale and requires a full restoration. Finally Peter Vielvoye from Gloucester has YT2731, and Stephen Walker of Ilkley, W. Yorkshire has a YA registration UMG136, chassis number not known to us yet.

We have an interesting article from our Dutch Connection, Rob Silk tells us of a very neat speedometer clock implant. I attended the MG Show at Kempton Park in September. It was very good, and I saw another Dutch Connection. It was a stall of a firm called Clifton, of PO Box 7434, 3284 ZG Zuid Beijerland, tel 0186 693317. There were many rare brake components on the stall, YA front and master

cylinders, ZA/ZB twin master cylinders, similar to the MGA and early 948cc Midget; plus many XPAG engine spares. David Pelham visited MG2001 in Minnesota, and has sent some tantalising pictures of two 'Y's seen there. Dennis Doubtfire organised a very successful event on Exmoor this year, photos and the 'Rally Board' are displayed. The 'Board' was designed by Ian Hopkins, and is a real gem! Keep your eyes peeled for next year's event, as this should become a 'Y' Register regular. Continuing the International flavour of these notes, Dennis also supplies photos of the Canberra MG 2001 National Event, Australia.

The full committee list is included, as we all get mail sent to us that is really for another. Please keep it somewhere handy so you can access the right post-holder. Quite a few of us appear in the *Safety Fast!* "Whom to contact" page as well, (ie, we hold more than one post on more than one register.) With the joint interests of the MGCC 'Y' Register and John Lawson's 'Y' Register, and the full lists of car production available, a little article on some of the anomalies of 'YB' production might be found interesting.

Bill Atkinson

You will see that a well known name is missing from the committee list. So it is with great sadness that we have to report the death of our friend and long standing committee member BILL ATKINSON, on 20th August 2001. Our thoughts are with Lesley, his wife, and his children Ben and Catherine. Bill was a regular participant in club events and as he has been ill for the past year we have missed his company and good humour. He will be sadly missed by us all. ■

SPEEDOMETER CLOCK REPAIR



I thought you might like to hear a little about life with an MG 'Y' in Holland. In our small (British Car) club here in the south of Holland, we have five 'Y's of which four are currently on the road, and a fifth one in the process of being restored. A friend of mine, Bert Keuren, brought his YA some years ago and when I saw it, I knew I had to have one as well. I have only restored MGBs up until then. Mine is also a YA which I brought here in Rotterdam, over four years ago now. I spent the next one and a half years tidying it up and have been using it since.

I have had a few problems over the last couple of years, but I get a lot of pleasure out of it as well. I have been greatly helped by David Pelham, in obtaining the unobtainable bits, and by my friend here, Bert Keuren, on all sorts of tricky technical problems. Bert is known as 'Mr. Gearbox' here. Bert came up with a novel 'fix' for the non-working clocks in the speedometer. It is not of course, for the 'originality above all' fanatics, but for those who want to have a clock in their 'Y' that works and keeps good time. I had already spent a lot of money having my clock repaired, (in the UK by a well known instrument maker,) including the ultimate fix of an electronic-implant. But this was all to no avail as it only worked spasmodically. Bert's cure was to replace the mechanism of the clock with a cheap battery operated electric clock, suitably modified to fit the original Speedo'.

The whole thing obviously starts with the acquisition of a suitable

donor clock, (see photos.) Bert made up a couple of prototypes before he was satisfied with the result. He obtained a clock, which after some small modifications to its casing, almost exactly fits the profile of the Speedo casing. Nothing has to be done to the original Speedo other than to remove the old clock, (and preserve it for posterity.) Two spindles were made from suitable diameter tubing which fits tightly to the protruding axles of the new clock, (after removal of the hands of course.) With a bit of luck the original hands can be suitably modified to resemble the original 'Y' clock hands. Once the exact length of the spindles has been established, (this is the tricky bit,) then the new clock is assembled to the back of the Speedo housing and the spindles with hands on pushed onto the clock axles. One countersunk bolt replaces the original fixing bolt, through the back of the battery compartment, and a second securing bolt is fitted as shown in the photos. Feel free to contact me if more info is required.

I am currently restoring a TD which is proving to be a bit of a handful, but once again David has been very helpful in finding those impossible bits in the UK. I am afraid that over here it is difficult to find anything for these old cars except new bits via several dealers, at a price. I would like to extend my thanks to all the 'Y' Register members that we have met over the last couple of years; they are all a very friendly and helpful bunch of people. ■

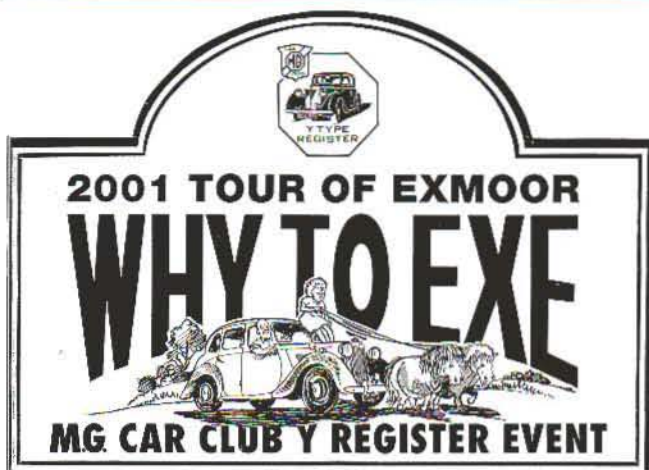
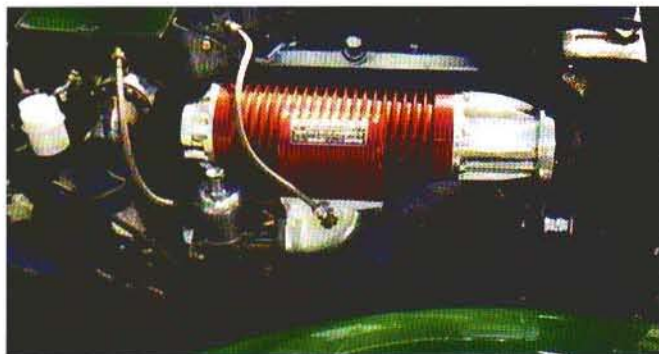
Rob Silk (mgby@planet.nl)



MG2001 IN MINNESOTA.

I enclose two interesting photos of MG 'Y' types I saw at the above meeting on my visit to the USA, (David went in search of those illusive 'Original MG Car Company, 'Y' production records. Alas he did not find them.) The first photo is that of Mark Brandow's YA fitted with 16" wire wheels. This wire wheel conversion will be in a future newsletter. The second photo is that of a blown-'Y' that was on display. ■

David Pelham. (dapelham@talk21.com)



Eight 'Y's on parade at Stockleigh Lodge in Exford.

Indeed, Why to Exe? It is a perfectly simple reason, it is where Dennis Doubtfire has moved to!

Shortly after moving to the West Country and "retiring" from a very major role within the Y Register Committee (it took four people to replace him!), Dennis offered to put together a long weekend tour of Exmoor, hence Why to Exe (Ys to Exe - oh never mind!) came into being.

As a Committee we decided to make this a "Premier Event" in our calendar of events and the weekend more than lived up to the expectations accorded by such an endorsement. I would like to record at the very outset, the heartfelt thanks of all those who attended to both Dennis and Barbara for their hospitality and superb organisation. Such was the allure; participants came from as far a field as South Africa.

Friday, 10 August 2001.

The event commenced on Friday, 10 August 2001. It was a glorious British Summer Day, just right for a jolly trip to the west country in a Y Type. Dennis had arranged with the hotel (Stockleigh Lodge, Exford) for us to have our evening meal in-house on the Friday night, and he had even thoughtfully provided an alternative to the A303 to me at least! As I work in Salisbury, my wife and I set off from Durrington following an old route that had been exhumed from the May 1952 edition of the Motor entitled "The Quiet Way". The route actually started in Hyde Park, via Windsor, Ascot, Basingstoke and Andover, it eventually passed through Durrington, before continuing through small country lanes and back roads before resurfacing in Somerton to Langport, Othry, Bishops Lydeard and eventually Exford.

We had the roof open all the way enjoying some amazing views on some roads even I had not found before (I used to commute from Chandlers Ford to Somerton and spent most weekends for 6 years running - I thought - all over Salisbury Plain and Wiltshire with the TA!). As we arrived at Bishops Lydeard my wife managed to prevent me seeing the signs for the West Somerset Railway - but we still managed a trip on Sunday!! And this was just the start of the weekend.

The Stockleigh Lodge is a very suitable hotel for this sort of thing

and the sight of six other Ys outside was not in the least incongruous as in a former life it had been a hunting lodge and the architecture blended beautifully with the gracious lines of the Ys. We had taken nearly every room in the place! Quite what a newly married couple thought when they arrived in their Citroen for the first night of their honeymoon I do not know. They soon got used to the idea though as they posed for photographs in the midst of the line up on Sunday morning!

Saturday, 11 August 2001

After a good dinner, and plenty of it, and some sleep, we awoke to a slight Exmoor drizzle but this did not dampen spirits as, including Dennis' Y, a total of 8 Ys left the hotel along a suggested scenic route to Tarr Steps.

Having only ever seen Tarr Steps in pictures it was not difficult to imagine the old bridge in use by the early Stone Age Britons. After this we drove on to spend the rest of the morning wandering around and admiring the quaint little village of Dulverton. After lunch, the route suggested crossing the Wimbleball Lake (via a bridge!) before heading back to Exford. Having a bit of time in hand, my wife and I took a detour to visit the village fete at Winsford where we managed to find the fourth book in the "How Green Was My Valley" series by Richard Llewellyn (only the third book to find now!). At 35 - 40 miles the route was not arduous and enabled one to amble along at one's own pace enjoying, without hustle, the beauty of Exmoor. This was further enhanced as the drizzle evaporated and the day brightened up early on.

Sunday, 12 August 2001

Another drippy start to the day completely failed to dampen the enthusiasm of the gathering as a noisy breakfast eventually subsided as we left for the day's suggested touring route. Today, it was to be the northern part of Exmoor. Somewhere along the route we took a wrong turn and ended up going down Porlock Hill. The Y took it all in its stride (and first and second gears) but having found ourselves "off piste" we (we had been joined by Ian Hopkins for the day as a passenger) decided to head for Minehead and catch the train!! Not quite what Dennis had planned but we stopped off to visit the Bakelite

Museum at Williton (well worth a visit!) and we spent about 2½ hours there! Jumping back on the train we were able to complete the round trip to Bishops Lydeard on the last down and up train of the day. The WSR was certainly worth a visit again in our book!

The others all had an equally nice day as it was the Dunster Flower Festival (on the official route) and Dunster looked very pretty as we returned though it from our travels. As the others got back to Exford in the mid afternoon, some ventured out again onto the moor. It was then that the only mechanical failure happened when the clutch and brake shaft on Dennis's car let go. With a bit of ingenuity (turning it around) Dennis was able to return, not only to home that night but, more importantly, have dinner with us all that evening - he may regret that now!!

The weather had again cleared into a glorious day again so once more Exmoor showed its best to us.

The young daughter of a family staying on the Sunday night was overheard to remark to her parents "Just how many weddings are there here?"

Unexpected visitors also turned up at the hotel on the Sunday afternoon and we were able to welcome possibly the newest Y Type owner, Ken Jones and his wife and family. He has just bought a Y Type and had not even been for a ride in one - having been completely captivated by it's classic flowing lines. Having clearly mastered the art of persuasion, he had been allowed to buy one! With not a moment to lose David Hague and I bundled the family into our Ys and set off down the road to give them a taste for what is in store for them. When we got back it was very satisfied grins a mile wide all round and Ken, I think you have got away with that one now!

Monday, 13 August 2001

Today was a tour with a difference as we had all been invited to follow Dennis back to his and Barbara's new abode at Chipley Farmhouse. Dennis lead the way (in his T Type with no hood) as the drizzle fell over the moor and a convoy of Ys wound over to Dulverton again. By the time we were coming into Dulverton, the weather had again turned into a dry, if somewhat overcast day: however, it did not rain.

Following a very extensive tour of the new Doubtfire estate and chateau, Barbara provided a splendid buffet luncheon for everyone before we all departed on the final leg of our homeward journeys.

Without a shadow of doubt, I can safely say that Why to Exe was easily one of the best MG weekends I have ever had the good fortune to attend. Dennis, please count us in for the next run! If you had thought about coming, and were unable to do so, this really is a "must do" for Ys, so book early to secure a place on "Why to Exe II" with Dennis!■

Paul Barrow



The Ys visiting Chipley Farm for a lunch prior to the journey home.



A posed photo of seven of the cars with drivers.

Photo:- Jim Peterhead