

Welcome to the Y Type Newsletter

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In the Beginning

I'm sure that most of you are aware of the roots of the MGCC Y Register, which emerged from beneath the umbrella of the T Register in 1991 through the hard work of Dennis Doubtfire and Colin Rae.

However, what some of you may not have appreciated is that there had been an MGCC Y Register before. I certainly hadn't.

During the late 1970s Paul and Maggie Grafham, who lived in High Wycombe, and were both Y owners, had grown increasingly frustrated by some of the actions of the T Type community. In their eyes and for that matter many others, they had little or no time for any of the Y series other than regarding them as a useful source for spares. So disenchanted they became with this that they decided to establish a separate Register for Ys under the overall stewardship of the MG Car Club. I'll leave Paul to follow up with a few words.

These were taken from an email reply to Brian Moyse, who was writing a history of the Y Register, into which I was copied.

When we bought our first Y in the early 1970s, as a group they were tacked onto and part of the T Register. No one in the T Register was that interested in Y types and most thought of them as a source of spare parts for the T types. Tim Pennicott (sadly now deceased, and donated in his will his Y to the Car Club; incidentally this was the car we borrowed for our honeymoon), and Ron Humphries were the two other Y type owners who helped make the Register possible. It took us years of making a nuisance of ourselves to get them to agree to setting up a separate Y Register, which we achieved in 1979. We were given a column in Safety Fast! and received the brown renewal details from MGCC of the Y members when they renewed their membership together with the card index files of all the Y types known

at the time.

Many members wrote to us with articles and indicating their pleasure that at last Y types were being recognised within the club.

Unfortunately there was no funding forthcoming from the MGCC and my wife and I funded everything that we did initially, including the first bulletin of which you have a copy (I still have one too).

In 1980 our business commitments meant that we could not give as much time to matters as we would have liked but there was no-one willing to take over and things petered out. This was at the same time that the MGCC moved to Boston with all the subsequent problems that emerged with administration.

My last involvement was to judge Y types at Silverstone in 1980.

Interestingly I have pictures of our YA at Abingdon at the 50th anniversary of MG.



74 PMG taking part in the Abingdon parade, 1979. Photo: Alan Davis



YA ready for the celebrations in 1979.



The MG YA in good company

Please come back to me for more (we will do our best although this was 35 years ago!).

The debates around the origins of the Y Register were discussed on the MG Bulletin Board, promoted by Mike Plumstead. This covers all MG marques. You can get a direct access to the site from the Y Register site (www.mgccyregister.co.uk): follow the link to 'forums' and press the highlighted button on the page. This will take you directly to the Y Type Bulletin Board. You can follow the discussion by picking up the thread: 'New evidence of MGCC Y Register History'.

Paul and Maggie have a fascinating entry:

'It's interesting how rumours abound – Yes our three children had the initials AMG, BMG, and JMG; my wife and I are PMG and MG – we really could not be interested in any other marque although my son now owns a 1938 Standard Flying 12 (no accounting for taste).

'We recall well when John Lawrence came to see us back in the late 1970s when he was writing his book. At the time we lived in West Wycombe.

'We did not fit the profile of the traditional Y type owner (we were young then!). Group



gatherings of Ys were rare then but we did achieve some success – see attached pictures.'

Paul and Maggie Grafham

I have also included Paul's Y Register Notes published in *Safety Fast!* in September 1979, together with a series of photographs taken by him at events in 1979 and 1980, which include the celebrations around 50 years of MG that were held in Abingdon. These were sadly overshadowed with the announcement that production of MGs was being wound up. The rest of course is history.

Our thanks go to Paul and Maggie.

More on Tracing History

Last month I mentioned that I would tell you more about tracing the former owners of my YT which I imported from the US in late 2009. I had finally managed to track the son of the second owner, a chap named Bill Baldwin. The car had been in this family since 1952.

I'll let Bill take up the story:

Jerry, I am so glad to hear our old MG is with someone who appreciates it and is interested in its history. I think my father, Raymond Baldwin, bought the car from a foreign car dealer in Buffalo, NY about 1952. It had already been repainted dark red from the original black. We lived in the country about 30 miles south of Buffalo where my father worked. He commuted to work and used the MG as our only family car year round for about five years. He did all the maintenance and repairs on the car. It had a heater and a radio, but was never very warm in the winter with the wind blowing snow in through the gaps in the side curtains. He had four kids, each two years apart. I was eight or nine when he bought the car. About 1957, he stopped using it full time but continued to use it in the summer until about 1961 when it was put in storage. It stayed in storage until about 1985 when he started to look for someone to restore it. I took on the job, with the agreement he

would supply parts and pay for services. I tried to keep the car as original as possible. It took about four years to finish. My father bought the white wall tires. I refurbished the upholstery using as much of the original as I could. I knew it would not stand hard use but you can't get original back once it's gone. You never see MG-Ys in the US with original bumper guards. I spent about 50 hours repairing the ones on the car. When I was done with the restoration I returned it to my father. He used it for a few years and then gave it back to me. My wife and I had fun with it. We attended an MG T Register meet where MG Ys were featured. There were six or so YTs lined up in a row. Mine was the best. We also went to a vintage race at Watkins Glen where we filled the back seat with friends and did two laps of the old race course. Also an over nighter in Canada with the local MG club where it snowed during the night. In 1999, because I had too many cars, I sold the YT to Bill Burnham through an advert in the MG T Register journal. One item I included in the sale was a spare axle shaft which my father always carried in the trunk. He broke a few of them. Mr Burnham seemed like a good person. I left the event tags on the dash board because they had always been there. My father and my uncle ran the Red Leaf Rally together in the YT three times. It was staged in Warren, Pennsylvania which was about 60 miles south of where we were living at the time. Each year they blamed each other for the outcome. I found a tag from the 1956 Red Leaf Rally in with YT pictures when I was preparing to write this. I don't remember why I didn't put it back on the dashboard. I think the Spring Trial and Tour may have come from a trophy from another time and distance event. I have many pictures from the restoration and events afterwards, but they are not digital. I will see if I can have them scanned. Stay in touch and send more pictures.

Bill Baldwin

I had always thought that Raymond Baldwin had bought the car in 1953. Not so, and I had no idea that the YT had originally been painted black! It would have been fascinating to find out why he changed the colour (if it indeed was him or the garage!). It's unlikely that I'll ever find this out, or who the first owner was from mid 1950–1952. Bill has promised me some more information which, when I receive it, I will share with you.

Spring Weekend

Saturday May 9 – Sunday May 10 2015

This year's Spring Weekend will be based in Stone in Staffordshire. We will be holding our traditional weekend with a dinner on the Saturday and a road run on the Sunday.

The Dinner

The Dinner will be held at Stone House Hotel (www.bespokehotels.com) or telephone 0843 178 7169. The dinner will cost £25 a head for a three course meal. Menus will be forwarded nearer to the date. Please include payment of the dinner by cheque along with your entrance fee for the road run made out to the 'MGCC Y Type Register'.

Any wine/drinks/extras that you order will be paid by you to the hotel on the day. The start time for the dinner will be: 7.00pm for 7.30pm.

If you are intending to attend the dinner then please let me know by March 27 2015 at the latest.

Staying Overnight at the Hotel

For those wishing to stay overnight, a special rate of £65 per room bed and breakfast (double) and £55 per room (single) has been negotiated. Please book direct with the hotel quoting 61312.

The Run

On our traditional Y Type Spring run, as always, we try to find a place of interest for everyone to enjoy. This year is no exception as we shall be visiting Little Moreton Hall (www.nationaltrust.org.uk).

The Road Run will start from the Stone House Hotel at approximately 10.30 travelling through some classic Staffordshire/Cheshire countryside at your own pace.

The entry fee per car is £4.00. National Trust members please remember to bring your NT cards otherwise you will have to pay the full entry fee. All correspondence will be by email. Road books and rally plaques will be available on the day.

What to do if you wish to participate

Complete a copy of the application which you can download from our website: www.mgccyregister.com (If you have no computer or internet access you can obtain a copy from Chris Callaghan –see details below).

Please return this form with a cheque/cheques made payable to the MG Y Type Register before Friday March 27 2015 to:

Chris Callaghan, 16 Cherrytree Close, Southmoor OX13 5BE
Tel: 01865 820312 E-mail chrismgabungdon@yahoo.co.uk

Latest progress on Rob King's YA



Rob King has sent in these photographs showing the latest progress to the restoration of his YA.

Visitors to MGLive! Silverstone in 2012 will remember seeing the chassis on display and admiring the immaculate workmanship. It looks like Rob is keeping up the same standards. After a few setbacks, work is now back on track and he plans to finish MeG in the next couple of months.

Well done Rob, it looks fantastic, we all eagerly await the finished product.



Happy Christmas 2014 and a great New Year



'Christmas eve at the station' Christmas card featuring a Y Type is available to purchase from Kimber House.

It's hard to believe that we are so close to Christmas – anyhow to all Y followers and lovers of the marquee the Committee wish you all a very Happy Christmas and New Year!