

WELCOME TO THE Y TYPE NEWSLETTER

First of all, I have to give credit, literally, to where credit is due. For the last edition of the Register Notes in May, I supplied a picture of Fran and Jan Smith's YA beneath the Cyngordy Viaduct in Wales. We were all surprised and delighted to find it used

for the front cover, but it lacked a picture credit. The photo was taken by Andrew Hadley of Llanerchindda Farm during our visit there in 2023, and we must thank him for giving us (retrospective) permission to use it. The Viaduct carries the 'Heart

of Wales Line' over the valley, and was featured on the Great British Railway Journeys recently, hosted by your favourite Technicolour Dream Trouser TV presenter. Both Llanerchindda Farm and the railway line are very well worth visiting.

THE 2024 SPRING RUN

The beginning of May saw the start of MG Y Register activities with our 2024 Spring Run. This year's was the first to be planned and organised by Mick Breare together with Jo Birkbeck.

After some initial difficulties in finding venues suitable for our Spring Run Dinner and accommodation, they found Pettifer's Hotel in Wiltshire. This hotel was previously a veterinary practice which also manufactured animal medicines, very successfully. The hotel website proudly tells us that 'The restaurant was originally a stable for holding the animals under treatment'. Luckily, no evidence of this remained at the time of our visit. Pictures, posters and decorations throughout the premises are reminders of its past. These include pictures of Julian Pettifer, the BBC correspondent

and naturalist. He is the son of the veterinary family and still lives in nearby Malmesbury.

As usual with Spring Runs, some people stayed for longer than just the one night before the run, to make a long weekend of it and/or to get over a long journey. There were 13 of us on Friday night, including Graham Perry who arrived late after not only driving from Cornwall, but also suffering a breakdown on the way caused by a carburettor malfunction. (Graham joined us on the Isle of Man in 2019 and had a 19-hour journey then from Douglas to Penzance in his YA.)

On Saturday we had the opportunity to visit Malmesbury. It's a small, charming town, the burial place of King Athelstan. He was Alfred the Great's grandson and the first King of England; there is a museum

dedicated to him in the centre of town. The weekend of our visit coincided with displays around the town by Civil War re-enactment group, the Devereux Regiment. We were impressed by the authentic period dress, pikes and muskets and the pervading smell of gunpowder smoke. We then realised the smoke was coming from under our bonnet and, by this time, filling the car. By a stroke of luck, we found a parking space right by us. The filler cap had somehow popped off the rocker cover and oil had sprayed out over the hot manifold. I pushed it back on, tied it down with cable ties and we went off to explore the town. We had no more trouble with the cap from then on, or with anything else. I asked the MG Y guru Neil Cairns why he thought it had happened. 'They do that to you now and again, just to be annoying,' he said.

Y Types in the car park. The tree was home to a large and noisy family of rooks, who left presents for us on our cars.



THE REGISTER AGM

At the AGM before dinner, Chris Callaghan was re-elected Chairman. He said though that he would not serve after this year because of ill-health and would like a Deputy Chairman to work with him this year.

Maggie Grafham was nominated and accepted the role. Colin Rae, one of the original founders of the present Register, had donated books, parts and memorabilia to be sold for the Register's benefit. These were on display, and when the AGM ended, the gathering turned into a boot sale.

THE RUN

The run commenced from 10.30am onwards and was preceded as usual by owners fettling, pampering, preparing their cars and what one wife described as 'Bonnet Chat'.

Before a pre-run briefing from Mick and Jo (together of course with a correction of the traditional Tulip map mistake), the 'Pride of Ownership' awards were presented by Maggie Grafham. These are decided by all participants voting for the car they'd most like to go home with. The results were:

Best YA: Ashley Bateman, UMG 472

Best YB: Alan Rothwell, RHU 664

Best YT: Andrew Morland, OAS 543

Peter Vielvoye had brought the triumphal archway he'd made for our 75th Anniversary Run, complete with an updated banner. This was erected over the exit from the hotel, and each car was photographed beneath it as it left.

The run took us out from the village and along narrow roads, through tiny hamlets, past impressive mediaeval houses and farms. On single track lanes we met folk in their moderns, off to church or a pub lunch. They invariably drew over to let us pass with smiles and waves, delighted to see such a smart vintage car. How delighted they were when they'd waited for the last of 20 cars to go past, I couldn't say. The day was clear, the sky was blue and we drove past white horses cut into hillsides. The lanes were flanked with trees and bushes in full leaf,

THE DINNER

Thirty-four of us sat down to dinner of excellent food, even more admirable given an obvious shortage of staff, a common phenomenon it seems lately.

The high level of noise showed just how successful the dinner was. Our Chairman Chris Callaghan made a speech of welcome (when we'd managed to shut everyone up) and presented the Register's awards for 2024. Car of the Year Award went to Lal Pari, the YT that Daman Thakore recently drove from India to the UK. Daman was not able to be at the dinner, so Sue Silk accepted the award for him. The award for the greatest contribution to the

Register in the last year went to Peter Vielvoye for his support in attending MGCC committee and council meetings on our behalf, as well as other good works. The award for the car which has been driven regularly throughout the year and generally used as basic transport went to Graham Perry and his Cornish based YA.



The company at dinner. Graham Perry and Peter Vielvoye sit with their awards.

sparkling with May blossom, and chestnut trees with white candles; birdsong drowned out the XPAGs. Mick and Jo suggested pubs for coffee or lunch and other places of interest to pause at. We were interested to see Silbury Hill, a mysterious man-made hill, one of the largest prehistoric mounds in the world. When we arrived, some eager sightseer had driven a huge RV into the tiny car park and was trying to do a 37-point turn to get out. We managed to get past it, turn round and, just, squeeze past and get on our way. We did leave a few Y Types stranded behind it though. No one is sure how or why our stone-age ancestors built the mound, but they should have provided it

with a bigger car park. The run took us past the Kennet Long Barrow, alongside the Kennet Avenue of standing stones and on to Avebury. Jo and Mick's route then led us through Avebury and up Hackpen Hill, a steep climb with another white horse and spectacular views from the top. Again, alas, the small car park at the peak, on a broadened-out part of the Ridgeway, was full to overcrowding. We, and Richard Knight's YB, turned where we could and set off back to Avebury. The National Trust car park here had a 'Full' sign at the entrance but we went in anyway and found a space, as did Geoff Broderick and his wife behind us. The weather had changed by now from

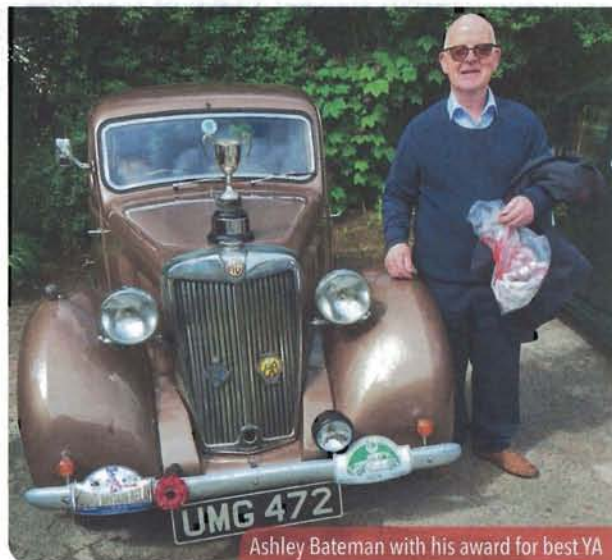


Peter Vielvoye waves off Roy Clapham, followed by the Taylors and the Sharps

a bright, blue-skied spring day to cold, grey, rain-threatening clouds. We decided to have a cup of tea at the Avebury Barn tea-room with Y Type colleagues and then get on our way home. No problems were encountered on the run, with a couple of exceptions. The car park fee at Avebury was paid at a desk at the Barn, as was the entrance fee to the stone circle. Roy Clapham decided to join the National Trust at the desk. The protracted process that this entailed, carried out by the sole person in charge, caused a very long, very grumbly queue snaking around the Barn behind him. Fran and Jan Smith, much lauded and applauded for their appearance on the front of *May's Safety Fast!*, had problems with their brakes during the run, which only

worked after much pedal-pumping. The brake pipes had been replaced by their garage only a day or so before. They managed to make it back safely to the hotel though, where Roy Clapham redeemed himself by bleeding the system in cooperation with Neil Cairns.

Everyone made it home without problems from what was a very enjoyable and memorable Spring Run; thanks Mick and Jo. We look forward to next year's, though maybe not on a Bank Holiday!



Ashley Bateman with his award for best YA

MG Y TYPE MODEL



Derek Moore's 32nd scale model of his YB

I suppose every Y Type owner, like me, has at least one model of the car. It was finding a model which cost more than the real car I'd owned 30 years earlier that decided me to look for another one.

There have been a few over the years: the 'Dinky Style' very basic model, the Lansdowne ones in black, gold or green, and some hard-to-find kits. After the Spring Run dinner, Derek Moore showed us a larger scale Y Type model that he had made. In plastic and painted to resemble his own YB, it was not only impressively accurate but also fitted with a powered slot car racing chassis.

Derek scratch-built a wooden model of the car, from measurements of his YB, and then used this to make a vacuum formed shell from clear plastic sheet (look up how to do it online, I can't explain it!). We are going to try and persuade Derek to make a limited run of bodies for the Register; if he does, they will be very basic, you have to do most of the work yourself.



AN AUTUMN RUN

We are looking at the possibility of having an Autumn Run somewhere in the east of England, sometime in September. Watch this space and the Y Register website - www.mgccyregister.co.uk



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