

## MG YT 4619 Returns to England after 48 Years

In the Autumn 1999 edition of Signpost (MGCC Switzerland's Club Magazine) I wrote about the years I had with my MG YT until its sale in 1998. For a while I heard nothing more from the new owner David Pelham, who was living in West Sussex. However, I wondered more and more what had happened to my former car.

I knew that Victor Rodrigues was involved in the sale at the time and was a friend of David and through him I could make contact with David anew. Then with great joy David informed me about his experiences with YT4619, which I will let you know.

First of all David found out that was the ninth owner of YT4619. J.H. Keller imported the car in 1950 and the first owner was Hans-Jorg Morgen. It was registered on the 2nd June 1950 with the registration ZH5792. In April 1954 the MG went to Aagau and in January 1960 it went to the canton of Berne. In May 1973 it returned to the canton of Aagau and finally in April 1977 I purchased it, registered it in my name and it was allocated a Zurich number plate.

Now in England, David had registered the car in December 1998, after passing the MOT test successfully, with an age related number plate of TSJ 946. David found out that this car was an EXR/K version, which means Export Right Hand drive but with the speedometer calibrated in Kilometres.

Already in May 1999 David took part in the Regency Run from London to Brighton with-

out encountering any problems. In September 2000 he decided to undertake a full restoration. First totally dismantling the car; he stripped the green colour back to bare metal. The new owner compromised the originality of the car by choosing a new blue colour. He justified this by saying at the time when ordering the car from MG by paying an extra £100 you could choose any colour. BMW Mauritius Blue was chosen. (Colour Code 287).

The cylinder head was converted to lead free. The exhaust system and fuel tank were both replaced with new stainless steel ones. Furthermore the complete electrical system was replaced (wiring loom etc) and hydraulic brakes were replaced. This work was rather involved and I do not want to go into details but it lasted until Christmas 2001. Last but not least a matching interior to the body colour was installed together with a new hood with side screens. Also the air filters on the two SU carburetors were replaced with respect to originality.

All this is easy to read but anyone who has restored an old car knows what surprises can happen and how much the whole thing can cost in the end.

From September 1999 until the end of 2007 David completed 1,500 kilometres with YT4619 and enjoys this rather rare car in England as almost all of the YTs were exported. The attached reading shows his enthusiasm for the car and I am for myself very happy that my former 'darling' is in good hands.

Text and Legends: Max Stoop  
Photographs: David Pelham  
*Translation from original – David Pelham and Eric Pfländler*



October 1998: On the trailer behind the Ford Transit at last arrives in West Sussex.



A satisfied David Pelham lets YT 4619 roll off the trailer.



May 1999: First Day Trip – the Regency Run to Brighton.



Autumn 2000 David starts a total restoration stripping the car to bare metal.



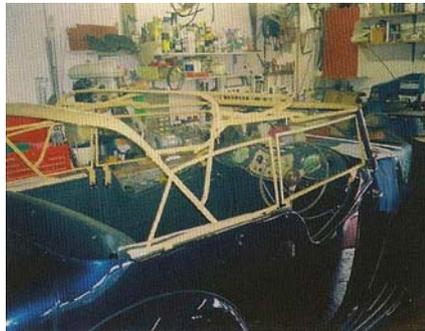
Autumn 2001 – The new interior shines in new gloss.



June 2002 – The restoration is complete.



YT4619 shines in its new blue nearing completion.



September 2011- The new hood and side screens being installed.



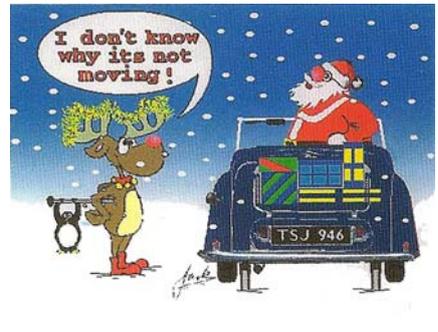
August 2002 – The Pelham Family's cars. Shirley's RV8 (in the same dark blue colour as Victor Rodrigues' example) next to David's YT. What a beautiful duo.



May 2001 – The MG is ready for excursions but still with old seats.



Also the dashboard has been restored.



The humorous Christmas card sent to the Pelhams (from Jack Murray) in 2004.

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