

Why Peter loves his 'Y'

Former teacher's dream car is one of a very rare breed

BEING a former Design Technology teacher, Peter Vielvoye knows his way around most things mechanical, so looking after his superb MGY T presents him with very few problems. The marque was something of a rarity even when it first rolled off the production line, as only 877 were produced and all of them were for export.

"The majority found their way to Australia," Peter told me.

"In a way, that helped to save the car from extinction because the dry antipodean climate was kinder to the bodywork. Less damp means less rust. But it's still the rarest post-WWII MG."

Peter has long been a fan of the MG badge, having owned a Y type during the 1980s. After qualifying as a teacher in 1967, he came to Gloucester's Chosen Hill School, where he remained for the rest of his career.

It was after retiring that Peter got the urge to relive those halcyon days and started the search for his dream car. In 2001 he obtained this Sequoia Cream Y T from a dealer in the Southampton area, the dealer having just imported it from Australia.

First registered in 1949, Peter's car epitomises the era when open-top tourers were the kings of the road!

When the car was launched, the MG sales literature stated; "A brilliant new Member of the famous MG breed. This new One and a Quarter Litre car perpetuates the outstanding characteristics of its



TOGETHER: Peter and his grandson James (three) in a mini version of the MG YT made by Peter

successful predecessors – virile acceleration, remarkable 'road manner,' instant response to controls, and superb braking. A 'lively' car, the new One and a Quarter Litre provides higher standards of performance."

Its red leather interior compliments the car's bodywork beautifully, and, like many of its vintage, the MGY T incorporates design features that would be useful to many a 21st century motorist.

"I love the built-in pump jack," Peter said. "It takes a great deal of the grind out of wheel changing. The car also has Independent suspension, twin carburetors and rack and pinion steering. I do as much

of the maintenance as possible and being a member of the MG register as well as the MG Owners' Club, helps when it comes to finding spare parts.

"Before I bought it, the car had undergone some restoration to the bodywork, and in 2000 it was mechanically restored, so all I've had to do is look after the general upkeep."

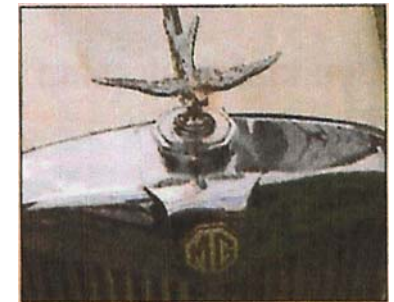
There is every chance the family interest in MG Cars will continue, as Peter's three year old grandson, James, is waiting in the wings – or to be more exact driving in the wings! Peter has built a battery-powered miniature vintage car for James to run around in, and he has taken to it with

gusto. 'It was a lovely little project, and if anyone wants to know where they can obtain the kit, I can give them the details or I could build one for them.'

But will James be allowed to drive the MGY T?

Peter smiled and diplomatically said; "Well have to see."

road **REPORT**



Production run: 1948-1950, 877 produced

Convertible 2 doors, 4 seats

Engine: Capacity: 1250cc

Configuration: S4 OHV

Model: MGY-type engine (XPAG),

Bore/Stroke: 66.5mm x 90mm

Four speed synchromesh second, third, and fourth gears

Tyre size: 5.25x16,

Price: In 1948 was £525.0.0 ex works plus purchase tax of £146.11.5d.

The MG Owner's Club meets every second Tuesday of the month in Churchdown and new members are always welcome. Telephone Graham Bignal 01452 330892 for details.