



# Winchester MG Owners



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## Why B... Fixation



Richard Knight writes: I first got interested in MGs as a young child. I have fond memories of playing in an old MGYB that my Father had covered in an old tarpaulin. The interior trim had lots of cob webs and mould where the car had sat out in the back garden for as long as I could remember.

The YB was originally owned by my mother's Uncle, Roy Patmore who worked on aeroplane engines for British Airways at Heathrow. Consequently he was more than capable of servicing the old YB. My Father purchased the YB for the cost of 4 new tyres which Roy had recently put on the car and it was then used for a short period of time before the cost of repairs to get an MOT and tax disc caused it to be stored under the tarpaulin. Sadly this was its demise as the rust worm took hold and the car deteriorated.

I recall many hours of long conversations with my Great Grandfather, Grandfather and Father of my desire to one day drive the MGYB and to restore it back to its former glory. The idea remained a pipe dream.

While working at the ASDA store in Chandlers Ford I saw an MGYB, or so I thought. On speaking to the driver I met Paul Barrow, webmaster of [www.mgytypes.org](http://www.mgytypes.org). He pointed out the car wasn't a YB but in fact YA, and asked how a chap my age knew about YBs. I told him about ours and he asked if the Registrar of the MG Car Club Y Register could pop over to see it. The very next day both Paul and Jack Murray came to look at YB0515.

From this chance meeting I had an opportunity to ride in YA's owned by Jack and Paul at several events and later the YT owned by Winchester MGOC member Saul Duck. These enthusiasts helped to spur on my own burning ambition to own a Y type of my own.

In July 2004 I bought YB0824 after it was offered for sale on eBay by Fred Jenns of Classic Sports Car Consultants. My plan was to restore this car with the help of my late Father, an engineer by trade, but sadly he passed away before I could complete the project. I did do some restoration under the guidance of Jack Murray, who provided tremendous inspiration and guidance, having done his own restoration some years before.



Not being particularly mechanical or skilled in metal craft a simpler project was required. In 2005 I decided to buy another, YB0655. I had four weeks off work in 2006 during the football World Cup, spending the first two weeks in Cuba and the second two in the workshop at Quentin Carmichael Sports Cars in Braishfield. I spent the time removing all accessories and stripping the paint work back to bare metal, before encountering delays waiting for

new handmade door skins and sill section to replace older bodged repairs. Roughly two years later I had my YB0655 back on the road and since then Quentin have also rebuilt the engine.

In July 2012 I saw an internet post by Willem Van der Veer regarding two YTs for sale in Holland. Having already looked at two other YTs for sale in UK, that in my opinion were overpriced for their condition, I decided to visit Holland in the company of David Pelham, a specialist for the International MG Y Type Register. We viewed the cars at a dealership close to Maastricht. Having quietly decided to buy YT3863 I came home and had to conjure up a plan of action to convince my wife that a second Y Type was required. Sadly I failed to convince her, but bought the car anyway and collected it the day before my 34th Birthday. The YT came with history and a photo album of a previous restoration in Australia between 1982 and 1990, followed by another in 1998.



I now have plans to extend my garage and to complete a few minor points on the YT before taking her on a proper run when the sun finally comes out, perhaps next year now.

Being a member of the Winchester MG Owners Club it'll be good to finally reunite the YT3863 with another member Saul Ducks MG YT. Surprisingly a previous owner, Brian Quarendon lived in Bishops Waltham, so the car has come full circle in its relatively short life since being built in 1949. Here's to many more happy years of Y Type motoring.