

REGISTER NEWS

Most significantly this month I can report the reappearance of Y/2243 ("GSP384") which earlier this year was acquired by Mr. John Appleton of [REDACTED]. We have this car as ex-T. Whitney (Middlesex) and J. Sutton (Norfolk), but what is really interesting about it is its date of first registration. John gives this as 29th December 1948, but per the table at the start of p.86 of my 1988 book on Y-Types, cars between Y/2209 and Y/4239 were supposed to have been built in 1949. I can no longer remember where the information in that "year-by-year production table" originated, but the "Y" and "Y/T" part (that is, those cars built between 1947 and 1951) has gone unchallenged all these years. But if Y/2243 was registered at the end of 1948, that would mean that the table is significantly "out". Can't someone please hurry up and find the missing "Y" production records for me, so we can solve this mystery (and others)?!

YB/1041, which many will know as the ex-Miles Harris car (from Northern Ireland) has recently been bought by Ed Winters of [REDACTED]

Y/1526 has resurfaced in Pembrokeshire (see "Cars for Sale"), but unfortunately now as a "chassis only". As far as I knew, this car was last with the Rev. J. Kershaw as "MG7439", but it has also apparently been owned by one N. Harvey (both these gentlemen living in England). I suppose that at some point the "car" has been separated from its registration number (sigh!).

The only other item of news to report is that, like many owners, David Pelham has had to fit a heat shield to his Y/T to prevent fuel vaporisation in hot weather (an all too common problem nowadays).



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Cars for Sale

Chassis believed to be M.G. Y or YB. It has the letter "Y" followed by "1526". It looks to have been zinc coated and black painted. Could be used "as is". Fair Offers. Tel: [REDACTED] (nr. [REDACTED], South Pembrokeshire).

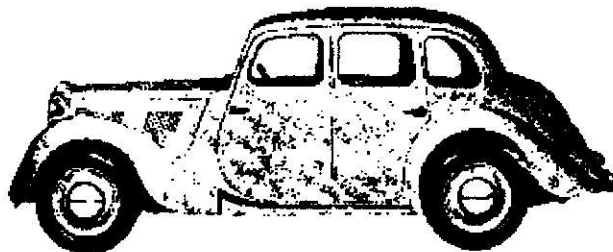


The photos on the following pages...

Last time, I said I would say a little more about YB/1524, the Y-Type I owned between April 1977 and November 1987. Gordon Talbot of [REDACTED] in Cumberland purchased the car from me and soon had it up and about again. In our first photo it is seen on one of several "tulip rallies" which Gordon entered. Then below, Gordon is seen leaving Carlisle Castle on a 200-mile run in 1993.

On page 4 are two photos of the car in my ownership in 1985. The first was taken parked on a friend's driveway north of Southport and the second photo was taken outside [REDACTED]. Some very interesting vehicles can be seen in the background. Behind YB/1524 is a converted B.M.C. ambulance (LD30?); it had been made into a motor caravan but had also in its past been used by Sea Scouts or the like. Across the road is a sprint-prepared Mini (I vividly remember its "first flight" after "recommissioning" [as they say]). Cornering was absolutely frightening, and I seem to recall that we ran out of brakes somewhere along the way! The Saab 96 Estate also belonged to the same couple (the wife owned a rubber-bumper MGB GT). Nothing so interesting in [REDACTED] these days, although around the corner (in an old 1901 horse-bus garage) we recently had a "classic car" restoration/maintenance "business" operate for the six months or so between last August and this March.

Meanwhile... YB/1524 went into the Cockermouth Motor Museum for two years on loan and was then sold to Ted and Sonia Burke of [REDACTED]. This couple in turn advertised the car for sale in June 2002 but I have now lost track of it. Where is it now? And, no, in case you were wondering, I cannot afford to buy it back! Yet! - JGL.



Strictly Non-Internet



