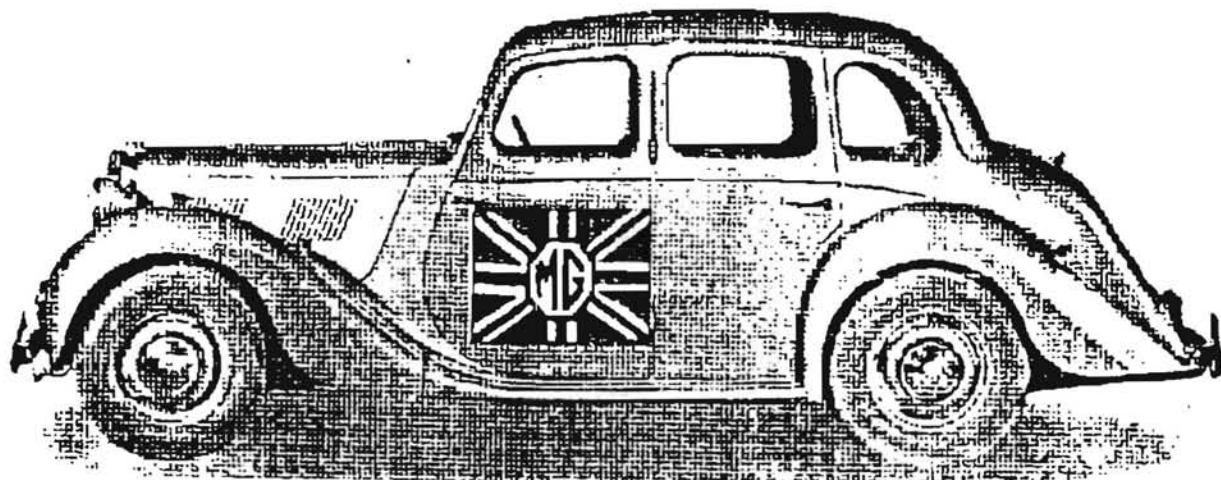




THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 13, No. 102.

December 1990.

EDITORIAL

Back in Issue No. 95 (October 1989) I asked overseas members to please co-operate when sending in their subscription renewals and try and obtain International Money Orders made out in Sterling. Throughout the thirteen years this Register has operated we have had problems getting local banks to accept and/or deal with efficiently cheques made out in foreign currency (even where a U.K. bank has been "nominated"), those made out in Sterling and Australian Money or Postal Orders (of which we have received many). The problem wasn't just that the bank would take a fair chunk out of the cheque for "negotiating" it (in some cases we would absorb that). No, local banks just never seemed to know what to do with foreign cheques. Recently the situation has deteriorated considerably and came to a head when we presented an Australian Postal Order for crediting to either of our accounts. Barclays Bank said that they would take £6 "commission" out of it (the Postal Order was for the equivalent of £14.50 - the "Zone C" subscription) and the Trustee Savings Bank amazingly said that they had recently received instructions from their head office to the effect that these Australian Postal Orders could no longer be accepted. They sent your editor on a "wild goose chase" to the local Post Office, despite the fact that it was obvious that said office would not have the facilities to deal with foreign exchange!

International Money Orders seem to be an extinct species overseas and I can well understand the difficulty of some of our members who live in the remoter areas of the U.S.A., Canada and Australia etc. in not being able to find I.M.O.s or have cheques drawn in Sterling. Thus, those of you overseas who find renewal notices with your newsletters will see that I have had to resort to asking you to send cash (either Sterling or foreign currency) through the post. In the age of "instant" worldwide electronic communication, this may be the only way we can solve the problem! By the way, Eurocheques seem to leave the banks equally baffled!

ENJOY YOUR CHRISTMAS & HAVE A PROBLEM-FREE 1991

"M. G. 'Y' TYPE SALOONS & TOURERS"

SECOND UP-DATE

The book was published on 22nd December 1988.

The first up-date was published on 20th April 1989.

CHAPTER 1 - "ORIGINS OF THE M. G. 'Y' TYPE"

- p. 11: Add further information on Gerald Palmer (see "TCY" Issue 95/October 1989).

CHAPTER 2 - "THE 'Y' TYPE SALOON"

- p. 21: It was not the "First 500 Miles" booklet which had to be returned to the factory, but a postcard in that booklet.
- p. 24: Another car which was the subject of a "special order" was Y6454 which was ordered by the proprietors of Staddons Garage of Minehead, Somerset, who were M.G. dealers. It was fitted with an engine to YT specification, i.e., with twin carburettors, a TC camshaft and a "tropical-type" oil-bath air cleaner. Its engine number per its battery box plate is "DC/16163" suggesting that, on the spare of the moment, someone at the factory made up this designation (indicating "double carburettors"?) to signify that here was a car somewhat different from the norm. The engine number stamped on the plate affixed to the engine block is, however, the normal "SC/16163". Y6454 was also fitted with a heater, twin chromium-plated WT614 horns either side of the radiator grille, an additional spotlight, over-riders and a radio with centre roof aerial.
- p. 26: In early 1948, the price of a new "YA" in the United States was \$2,658; by October, it had risen to \$2,875.
- p. 26: Further details of the left-hand-drive "YAs" appeared in issue no. 98 of "The Classic Y" (April 1990).
- p. 26: The photo at the bottom of the page is not of a U.K.-based car. It is Y0606 which belongs to Peter Zbinden of Schwarzenburg, Switzerland.
- p. 29: The caption to the photo at the foot of the page should read... "the well-known supercharged 1948 model..." The car referred to is, of course, the same one as appears in the photo at the top of the page; it is now owned by Skip Kelsey.

CHAPTER 3 - "THE YT TOURER"

- p. 35: On introduction in October 1948, the YT cost \$2,875 in the United States.
- p. 35: All YTs may have had 7" headlamps. Comments please, especially from owners of 1948 YTs.
- p. 37: Only the front passenger seat tips forward to allow access to the rear seats. The driver's seat operates on the same type of rails as does the driver's seat in the saloons.
- p. 41: Another possible exterior colour was Almond Green. Max Stoop's YT4619 was, he supposes, finished in this colour originally.

CHAPTER 5 - "THE XPAG ENGINE"

- p. 53: The "X" in the designation of engines fitted to cars for export appears only on the battery box plate and not on the engine number plate mounted on the engine itself. This explains why some exported engines have been reported as not having an "X" in their engine numbers.
- p. 55: In fig. 3. (the "Specification Changes"), at "14023" the text should begin by reading... "Dynamo changed to C39PV type (from C45Y-V3 type)..."

CHAPTER 6 - "'Y' TYPES IN COMPETITION"

- p. 58: For more details of the Dick Jacobs "special", "SHK7", see "TCY" Issue 95/October 1989.

CHAPTER 7 - "'Y' TYPE SPECIAL BODIES"

- p. 61: More details of the "YRC"s have emerged: The wings, running boards, rear quarters and part of the bonnet were the same as those of the "YA". The body was basically that of a TC (i.e., it was "coach-built") as were the instrument panel, seats and hood. The steering column had to be lengthened and the clutch and brake pedals and the handbrake and gear levers repositioned. The engine was to TC specification and a Nordec supercharger was added.
- p. 61: "Autoweek" for 6th March 1989 contains an article written by Roger Barlow in which he gives details of a special-bodied "Y" Type created for him by coachbuilders Castagna. Apparently this car was the last one to be worked on by Castagna before the company went into receivership. The chassis was supplied in late 1952 and the car was completed in 1954. The finished convertible creation

retained the traditional upright M.G. grille, had Borani knock-off wire wheels (with the spare on the boot lid), two separate six-gallon fuel tanks under the bonnet, each with its own S.U. pump and black leather trim with red piping which admirably complimented the red of the exterior paintwork. The hood was in black. The car was apparently later fitted with a supercharger (Shorrock's?) by Al Moss of Moss Motors in California. It is interesting to conjecture whether the one chassis listed as being delivered in 1952 (see page 86 of the book) was the one destined to become this attractive convertible.

- p. 62: Add details of the 1948 "YA" with "shooting-brake" body found in Cyprus (see "TCY" Issue 94/August 1989).

CHAPTER 8 - "BUYER'S GUIDE"

- p. 69: Details of the "N.T.G." conversion oil filter for "YAs" and YTs now entered (see "TCY" Issue 97/February 1990).
- p. 70: Add details of modifications necessary to run "Y" Types on unleaded petrol (see "TCY" Issue 93/June 1989).

APPENDIX 3

- p. 85: Further details of the left-hand-drive "YAs" appeared in issue no. 98 of "The Classic Y" (April 1990).

- p. 86: Stamped numbers have been reported as appearing on the *right-hand* chassis member. These numbers seem to be two or three hundred units removed from the real chassis number of the car. For example:

YT2587 (stamped "Y2587" on the left-hand chassis-member) has number "2297" stamped on its right-hand chassis-member.

Y4743 has number "4578" stamped on its right-hand chassis-member.

It is possible that these "right-hand" numbers were stamped on the chassis by the chassis manufacturer (Rubery Owen?) when the frame was built and before it was transported to Abingdon. Then, when M.G. came to use stored chassis, they did not use them in strict order of build and hence, when numbering them to identify individual cars in the "Y" Type production run, they used their own sequence of numbers which did not match with the chassis manufacturer's sequence. Similar circumstances, of course, seem to have existed as regards body numbering.

- p. 86: There is one known example of a "YA" saloon engine, prepared to special order at the factory to YT specification, having the designation "QC/16163" (for "dual carburettors"?)

- p. 86: Below the chassis/engine number plate on the battery box is a rectangular plate showing patent numbers. Sometimes fitted below this plate, and sometimes to be found above and to the left of the chassis/engine number plate, is a rectangular "Made in England" plate - on some export cars only.
- p. 87: Engine number plates are usually octagonal in shape and affixed to the near-side or top of the flywheel housing (for instance in the lower photo on page 54 of the book) or in some cases to the off-side of the engine block, just behind the block drain tap.
- p. 87: Both Y0363 and Y0364 are now known to have body type "B280". The earliest "YA" known to have body type "B281" is Y1954. Any information on the body type numbers of cars earlier than Y1954 would be appreciated. Are the "B280s" simply stamping errors? If not, what are the differences between type B280 and type B281 bodies?
- p. 87-89: The section on body numbers and body codes has been substantially revised in the light of additional information received from Dave Lawrence of South Africa. This information will form the basis of a separate "TCY" article.
- p. 90: Re ammeter calibrations: Y6378 & Y6814 have "+30/-30" ammeters. Y6378 equates to January/February 1951.

APPENDIX 4

- p. 91: The dynamo details should be amended to show the first dynamo used as the C45Y V-3 type (to XPAG/SC/14022) and the next, the C39PV L-O type (to XPAG/SC/16768).
- p. 97: Details of the "N.T.G." conversion filter elements for "YAs" and YTs now entered (see "TCY" Issue 97/February 1990).

Credits:

R. Collins, M. Stoop, R. C. Von Dullen, R. Barlow, G. G. Werbizky, P. Zbinden, D. R. Lawrence, Robert C. Ackerson, The New England M. G. "T" Register, T. J. Griggs, M. Sawada, Skip Kelsey, F. W. McComb, M. G. Ash, J. I. Dunne, A. E. N. Roberts, J. R. Ticknor, B. Kemmerling, B. Berner, M. Spencer, G. de Villiers, T. Kirkland, S. Randle.

"Autoweek", "M. G. Magazine", "The Sacred Octagon", "Autosport", "The Wind Machine", "Special Interest Autos",

LETTERS:

Dear John,

It is with regret that I have to advise you that due to pressure of business I have decided to sell my M.G. 'Y' as I cannot find the time for completion.

The current status is that it is a fully-restored rolling chassis with engine, gearbox, brakes etc. fully-restored and a specially electrolytically treated chassis. A new exhaust and radiator are fitted and the chassis runs, or did last time I attempted to start the engine. On the body scene I have completed, almost, the rear end with new floor, spare wheel surround and all "sills" and inner wings. In addition, I have steel cut to complete all the restoration and all the timber for the floors etc.

Also, all the chrome has been re-chromed or parts purchased. All rubbers etc. are new including trim and leather treatment kit. Included are new tyres. I have spent well over £3,500 so far and am asking £2,500 for it.

For the spares department I have a spare engine (needs reconditioning), gearbox (O.K.), reconditioned radiator, numerous brake and suspension parts including spare jacking set, one complete front suspension, rear axle plus several spare halfshafts, wheels radiator etc. etc.

I have a complete photographic record of the car's restoration and, naturally, this is available with the vehicle. I also have three reproduced copies of the 'Y' Workshop Manual.

Ron Jesson, [REDACTED]

Tel: [REDACTED]

OTHER CARS FOR SALE:

279. "1950 MG Y tourer. Completely restored. Always garaged. RHD. Photos available. \$35,000 OBO. Contact: Tom Boscarino, [REDACTED], New York, [REDACTED], U.S.A. Tel: [REDACTED]."
301. "YT 1949. Partial basket case, tub on, needs total restoration. California car with little rust. \$10,000. Also five 16" wire rims and tyres. Contact: Mark Jones. Tel: (USA) [REDACTED]."
176. "1950 YA Sedan. Wire wheel conversion with original 16" wheels available. Runs good. 10 year old restoration with new interior. Needs paint. Offers around \$13,000. Contact: Dave Zyp, [REDACTED], Ohio, [REDACTED] Tel: [REDACTED]."
579. "MG YA Special, 1950, very rare, XPAG motor, fully rebuilt. £5,000. Contact: C.R. Talbot Classic Cars. Tel: 0452-812443 (Painswick, Gloucestershire)."

WANTED:

A 'YA' Workshop Manual. Contact: Mr. Ray Newell, [REDACTED]
[REDACTED] Victoria, [REDACTED], Australia.

MEMBERS' TIPS

Steve Neal: I have discovered that TC front flexible brake pipes fit the 'YA'. Also, 1955 Mercury (U.S.A.) wheel cylinder kits fit the front cylinders 1 1/8" and, of course, I used TC fronts in the rear. Having rebuilt several old Fords, my books indicate that front wheel cylinders for 1946/48 Ford (U.S.A.) cars and light trucks have cylinder bores of 1 1/8" and 1" which would provide the cups to rebuild all the wheel cylinders on a 'Y'.

David Mullen: For those 'Y' Type owners with small children it is worth knowing that it is possible with care to fit the Britax Comfy rider baby seat (for children of between 6 months and 4 years of age). Anchorage points are to the rear parcel shelf using brackets provided in the kit to which the top restraint straps are hooked. The bolted restraint straps are bolted to the metal area of the boot floor (it is wise to strengthen this area by some welding first to be really safe). I have fitted two of these seats in my YB very successfully. The Britax Comfy rider can be obtained from the In Car Safety Centre. They are very helpful should you need any advice. It should be possible with some adjustments and possible installation of some brackets, to fit rear seat belts for children (probably they would not be perfect like the ones fitted to modern cars but would be quite effective none-the-less). Rear seat belt kits (universal) are available from the I.C.S.C.

I would welcome advice from anyone who has fitted front seat belts to a 'Y' Type. A point to note is that it would probably be advisable to fit brackets to stop the seats coming out of their runners in a crash. They could be constructed in such a way as not to prevent seat adjustment.



WHERE ? , WHEN ? & WHO ? Can anyone tell me?

The above photo is thought to have appeared first in either "Autocar" or "Motor" but no further details are known.

REGISTER NEWS

Recent Discoveries

Register Number 882

Chassis Number	Y6768
Engine Number	SC/B81554
Licence Plate	WSU244
Body Number	n/k
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Osborne CJ
Owner Number	987
Car Location	Surrey ENG
Exterior Colour	Black
Interior Colour	B

Newsletter Editor/Registrar: J.G. Lawson, [REDACTED]
 U.K. Spares Secretary (new spares): A. Brier, [REDACTED], W. Yorkshire.
 U.K. Spares Co-ordinator (second-hand spares): D. Mullen, [REDACTED]
 Australian Contact/Spares Secretary: M.H. Fry, [REDACTED], Victoria, Australia.
 South African Contact: D.R. Lawrence, [REDACTED], Republic of South Africa.

'The Classic Y' is published by Skycol Publications.

The content of the articles and the technical advice appearing in this magazine represent the views of the respective contributors and not necessarily those of the editor or of the publishers. The MGVTB cannot be held responsible for any loss or damage resulting from the implementation of any advice appearing in this magazine.