

WELCOME TO THE Y TYPE NEWSLETTER

Welcome to our Summer Newsletter. Normally I would be waxing lyrical about what Y owners are doing, events they have attended and what they are looking forward to in 2020. That, of course, is not the case as we are in unprecedented and deeply worrying times. Whatever the 'new normal' will be is anyone's guess. Certainly it will not be as it was in the immediate past.

I have taken this opportunity to reflect on a few past events and also touch on what some of our Y owners are doing. Perhaps the most obvious is that most of us have spent time servicing and repairing the classics we own.

Just after 'lockdown' began I floated a few thoughts on

Facebook as to what folk were doing and what interests they had beyond their MGs. I'll focus on a few well-known Y owners and provide you with a little flavour with a few brief tales about them and which I thought may be of interest to you all.

Neil Cairns, our Technical Guru, has provided thoughts on Y panel fitting.

Peter Vielvoye provides a useful guide for those who dislike social media on how they can easily access our Facebook page.

Hopefully, the rest includes a few more photos of past events and recent Y Type owners' new toys and what they are hoping to do with them!

WHAT HAVE YOU BEING DOING IN LOCKDOWN?

I posed the question on FB and had several interesting responses. A brief review noted that many MG owners do have a range of other interests which they are pursuing both before and during the lockdown, including the following:

Playing musical instruments, restoring furniture, building model railways, sailing, editing club magazines, reading, art and painting, besides all the tedious DIY stuff,

building sheds and gardening, to name but a few! I guess that also included what folk were doing in their garage! Here, though, are a couple that took my attention.

BRIAN MELLEM'S GARAGE

Brian's garage is a real treasure trove. It includes a plethora of his interests from over the last few years – all of which he

has built or restored. Moreover, all of them are in working condition. These include his YA (in which he and Gill have travelled over 500,000 miles), a 16' plywood sloop built 60 years ago and still seaworthy, 110ft of 3.5 gauge track and a Rob Roy steam locomotive, a 105e Anglia, a Scott Motorbike and Brian's lathe!

PETER VIELVOYE'S GARAGE

Peter's garage is the model of order and tidiness. This includes an extended tool board and a mounted set of each spanner and then colour code them. AF yellow and Whitworth red. Mind you, as Alan Chick commented: "It looks very good, Peter, but those shelves of cans all different sizes... surely they could be arranged high



to low?" He did then go on to suggest:
"When you're done you should have a go
at mine!"

WHAT ELSE HAVE FOLK DONE?

Alan Chick has been very busy. Not only has he been on a number of virtual runs in his YB, managing to travel all of 10 metres (reverse and forward) along his drive, where his MGB GT is parked. Great work on the Rally Boards, Alan!

He has also used the Jackall Transfers that we provide to smarten up his engine bay, along with fitting a lovely pair of chrome horns.



DRIVE IT DAY 2020 AND COPING WITH THE LOCKDOWN IN STYLE, Y NOT!

An especially frustrating aspect of the Lockdown has been the remarkable wonderfully sunny weather during mid-April. Of course, *Drive it Day* which was on Sunday April 26 was a glorious day. Here is how Dave Jones and Alan Chick 'celebrated' it!

In spite of the lockdown one or two of our members have been suitably savvy to arrange a trip to the supermarket in their favourite steeds, Gary Brown in his YT named *Limoncello*; together with Alan Rothwell in his Y. The car is excellent and fitted with an MGB engine and gearbox, fitted when Alan bought the car seven years ago.



Gary Brown's YT, affectionately known as *Limoncello*



Alan Chick's Drive it Day Rally Board on his Y on the drive



Dave Jones celebrates Drive it Day

Y PANEL FITTING



Panel shut lines are important, they can cause wind noise and water leaks if incorrect. The boot and spare wheel panels usually fit properly.

I have just finished reading a book on Jaguars. The author boasts of the accurate, close panel fits on these cars. Today, with computer-controlled design and machining, car bodies can be made very accurate and their panels made to fit almost perfectly. This is certainly not true of pre-1970s cars. I had a Farina MG Magnette where no matter how much one fiddled; the little raised section at the nose of the bonnet could not be made to align with the MG badge on the radiator grille. It was 1/4" out. I soon found that every Farina Magnette I saw had the same fault. Cars with separate bodies mounted upon chassis have the additional problem of alignments, a tiny bit out when being mounted and things can look bleak. So with all the mounting bolts a bit loose the body can be 'tweaked' a bit to line up.

One day many, many years ago when I was at a big car show, I was asked to assist in judging. I eventually sorted out three that looked good. I chose a really nice sports car and began my close-inspection. It was not long before I noted something was wrong, even though the car was immaculate and had had a total restoration. Its owner was nearby and watching me with interest. The driver's side door was a good inch shorter than the passenger side and it was the trim panel inside that brought my attention to it. The owner came over grinning. It seems he had rebuilt the car by going round it and had failed to use the driver's door before welding it all up, as a door-gap gauge. Too late, he found out and as it was a monocoque not easily fixed. So he carefully 'shortened' the door by cutting and shutting it as he had had to re-skin it anyway. It had been well done and virtually unnoticeable, except by some rivet-counter like me. He had even shortened the removable plastic side panel.

On the Y Type the body is firmly bolted to its chassis mountings aft of the engine firewall. It has two buttress-like mounts from the firewall running down each side of the engine to the chassis. This is a pretty firm mounting with little leeway. The radiator mounts on two studs onto a cross-member underneath it on rubber washers. The gull-wing bonnet



On my YB the nearside bonnet hinge rubs the body just about the swage line. It always has! I discovered it way back in 1995 when it began to squeak

then sits between the firewall and the radiator and luckily MG provided two adjustable bracing rods. At their body-end there is a turn-buckle and this enables the radiator to be adjusted for fore and aft movement, rocking on those rubber mounts, so the bonnet can be made to fit.

Once you have the bonnet sitting nicely between the radiator and firewall, you might find the bonnet locks do not fit and are difficult to lock. The chances are the last person who fitted the locking plate did not know they are all handed, stamped LHR,



Bumper gaps to wings are educating. Adjustable by adding or removing washers on the body mounting iron



Bonnet to radiator adjustment is by using the bracing rods under the bonnet.



Door hinges are adjustable when doors drop. The brass ball inside is the secret.



The turn-buckle adjuster is the other end



The bonnet locking plates are all handed. Are yours in the correct place?

LHF, RHR, RHF, (left-hand rear, etc). If fitted wrongly it makes shutting the bonnet very difficult, if not impossible.

Doors drop with age, especially the driver's door. The bottom edge of the door will rub on the lower top edge of the aperture. The door hinges on the 'B' post are adjustable a bit, but if the brass ball between the two halves of the hinge is worn, a new one may be needed. But if the hinge itself is worn the ball can carefully be hacksawn in half and a brass washer of the same diameter fitted to 'lift' the door a little. If you have a lathe you could turn up elongated balls to compensate for the wear.

Y bumpers can easily be adjusted to give equal gaps between them and the wing corners by fitting washers behind the body bumper mounting irons.

If your car's wheel arches sit at different heights above the wheels, especially the front, is one of your springs broken?

The opening windscreen is also adjustable on its hinges. The bolt hole is a slot so it can be moved in or out to sit firmly on the seal. Even so, many still leak in heavy rain. Next time you are amongst lots of Ys, have a look at the panel fits, especially the bonnet gaps.

Neil Cairns

HOW TO ACCESS AND USE OUR FACEBOOK ACCOUNT

One of the few plusses for the classic car world during this Coronavirus lockdown has been the ability to access social media. The MGCC Y Register Facebook Group has experienced a boom in its membership and activity has been frantic. Earlier in the year, membership grew slowly to reach the celebrated 100th member. However, we are receiving new applications every day. Facebook posts have come thick and fast, with a plethora of enlightening and amusing comments from members all over the world.

With their cars off the road and more time on their hands, Y owners have been looking for ways to continue indulging in their hobby. We have seen technical questions answered, many nostalgic looks back to happier days, ideas for improvements that probably would never have been thought of and even a commentary on a driveway rally. Every day we have been able to log on and enjoy our hobby. "I don't do Facebook," I hear you say. Well, for you and any Y owners who may wish to venture into this area, I hope I can tempt you to join us.

First of all, we are a Private Group. This means that only Facebook members who have applied to join the Group and been accepted by one of the Administrators of the Group can view the contents, post and make comments. So you can't even view the discussion page unless you are a member. To apply to join our group you must first have a Facebook account.

If you are concerned about privacy, the only information you need to give when applying is your name, email address, date of birth and gender. If you Google "How to join Facebook" you will find all the information you need to dispel any concerns you may have. Then to join, go to www.facebook.com and it is then a matter of following the instructions. Once you have your own Facebook account and your page up on screen, type in "Y Type Register MG Car Club" in place of your name at the top and it will take you to our Group, where you can click "Join".

I look forward to welcoming another boom in membership when this issue goes out in June.

Peter Vielvoye

PAST EVENTS AND NEW TOYS

Our good friend Victor Rodrigues sent me this photo taken with a RHD/MG YT at British Wheels on the Green meeting 2018 organised by the Arizona MG Club /Scottsdale USA. No more details, unfortunately. White walled tyres are very much an American trait. Indeed, when I bought my YT 11 years ago from the US, it too was fitted with the same bling! I sold the tyres and bought a new set of conventional cross plies.



The RHD YT spotted at British Wheels on the Green

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