

# Me And My YT

by Tom Boscarino, #4700

"What's a Why"? was my question when I first heard of the Y type M.G. for sale. No, not a "why", but a "YT" was the reply. Well, after owning a TD for several years, I wanted to try my hand at a different kind of M.G. Little did I realize I would need a whole mess of "hands" to complete this project.

My first real idea of what a Y Tourer looked like was from the excellently illustrated *The Magic of MG*, by Mike Allison. Initial impression: like everyone else, an ugly, Victorian bath-tub. But then, only 877 were spawned over a two year production period (half of 1948, 1949, half of 1950), so maybe it would be a worthwhile enterprise.

A 1950 YT was available not too far from my home on Long Island. The price seemed right, but when I saw the car I wasn't so sure *IT* was a bargain. However, having the affinity for putting my head in a cement mixer, I said yes, and towed the body and chassis home. Most of the other parts were carried inside my suburban van.

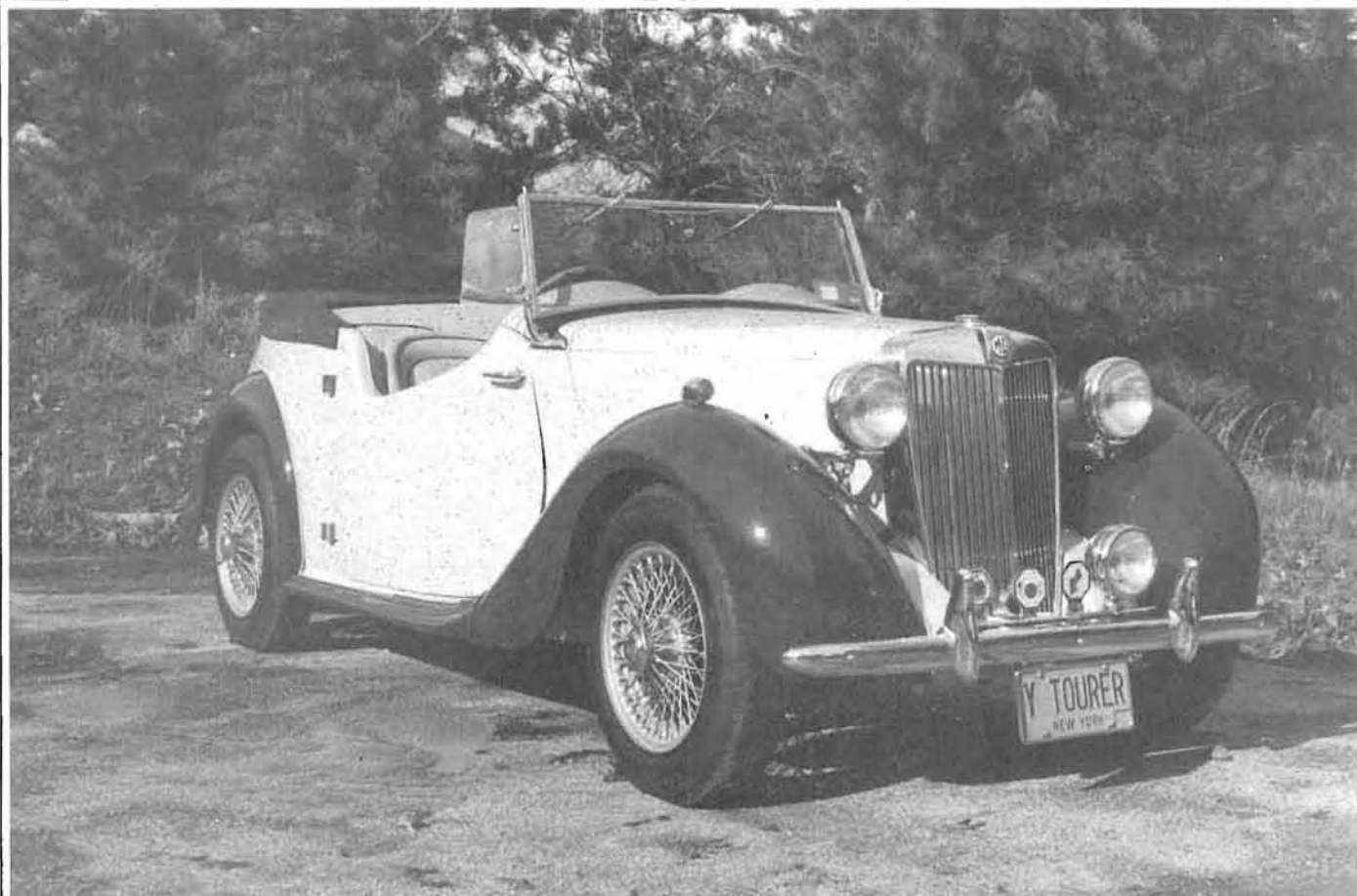
The body, having virtually no wood in the frame like the T series M.G.s was quite solid. The rocker panels were just a bit "fuzzy"; that is, you couldn't see them because they were not quite there. About 90% of the parts were there, however, to locate that other 10% became a real challenge.

This all happened in the spring of 1977. That summer our clan was destined for a vacation in Europe. (That's what I convinced my wife Arlene it would be. But I think she really knew it would be an M.G. parts buying spree). We landed in Luxembourg with four children, a tent, six sleeping bags, pots, pans, towels, etc., etc... and within an hour, we were on the road with our newly acquired VW camper-bus. The first three weeks or so were great: Germany, Austria, Italy, Switzerland, France. Then the long anticipated channel crossing to England. We arrived at Southampton and camped in the nearby New Forest, nearby to Beaulieu that is. Well, that is an event any M.G. owner must attend. M.G. cars, parts, cars, parts, and so on. I managed to acquire a few M.G. goodies.

Although it rained for most of the time, our two weeks in England were the highlight of our trip. Some of the high-points included: NTG Spares, Woolies, Toulmin Motors and a few others. To my delight, almost all of the rubber parts for the Y type cars were available from NTG. Two boxes were shipped home with 1 or 2 of everything. The only major item that would not be shipped was the one-piece muffler and tail pipe. Somehow, it got on the plane with us, inside a cardboard carpet tube.

The real enjoyment of our trip to the Mother country though, was a visit to Mike and Ann Allison's home. I had met Mike at a Register event in New Jersey and mentioned I would be going to England soon. He gave me his phone number, and when nearby, I called and was immediately invited to their home. What a welcome pleasure it is, when in a foreign country, to have real people and





a home to visit. This was the start of a real warm friendship. Thank you Mike and Ann!

Getting back to the story at hand, the 1250 cc, XPAG, engine was completely rebuilt and bolted to the transmission. As things have a habit of doing when restoring a car, these parts sat, nicely painted, for some four years. Slowly, the chassis was sandblasted and painted; the body and fenders stripped, sandblasted, and then ??? what color? Well, that was the choice of Arlene, and what a great selection that was; the body was painted *Balmoral Gray* with the fenders and running boards, a *Midnight Blue*. the interior seats and panels were in a rather tatty condition. Using these as patterns, new covers were sewn from *Gray* leather skins and the panels were done with a *Dark Blue* color with contrasting piping used on each. All "2 million" nuts, bolts, washers, and whatever else was not welded down, were cadmium plated. A new fabric covered wiring harness was made, complete with the proper colored laquer covered wires.

With the car fully assembled, the hood and side cur-

tains were fabricated using the original torn pieces as patterns. A *Dark Blue* fabric was selected giving the finished car a *Blue and Gray "Cream Cracker"* effect. The final touch was 16 inch wire wheels.

It looked great; that is to me it looked great. But what would others think about it?; what would the judges think of it?

The first show, at the Long Island M.G. Car Club event at the beautiful Vanderbilt Estate; First Place AND Best of Show. WOW! Then to New Hope, PA; again, 1st Place. Super! Then to THE show, the NEMGTR GOF at Cooperstown. This would be only M.G. cars; a real challenge. A First Place there was really the most exciting thing that could happen, (I thought then).

Far surpassing that feeling was the one Arlene and I experienced at the Stratton, Vermont, GOF in 1985. A *FIRST PLACE* in the Premier Class! Nothing could be finer then to be judged the best of the best by your peers. We thank all the M.G. enthusiasts that bestowed this greatest of compliments on "Me and My YT"