



The Classic "Y"



Issue No.167 April 2002

The Newsletter of The M.G. Y-Type Register

LETTERS to THE EDITOR

Dear John,

"Y" movements here recently involve Y/1946 (which has the chassis of Y/1954) and Y/1958. You will remember that these two cars were owned by John Addis of [REDACTED] for a long time, but in 1999 a Basil McCathie in [REDACTED] purchased them both, making a "special" of Y/1958 from them both. He has now sold both of them to two brothers, Paul and Louis [REDACTED]. They are from Mauritius, although studying in Durban at the moment (living with an uncle, I believe, which is where the cars are). Apparently, they have acquired both cars in order to try and use bits to restore a "TC". (They hope they may be able to keep one "Y" serviceable!) Basil seems to think the cars will eventually go to Mauritius - it seems that the "TC" is already there. However, more likely they will be dismantled in Durban and any bits wanted for the "TC" will be shipped over.

I have discovered two more "Y/T"s. One is in a farmer's field near Upington at the moment, and has been there for about twenty years. I have a couple of recent photographs, and there is not much left. The new owner, a Johan Ackerman, is going to collect it after Easter, and plans to use the engine (which is still there, miraculously) for his "TD". I don't have any other identification on it yet, but will let you know when I find out details. There may be a few odds and ends that will be useful as spares. The second car is a driveable car, and is in Middelburg, Eastern Transvaal. This is Y/T/EXR/4923, original engine XPAG/TR/14753, Body No. 53228/887. There is a spare engine, TR/14746 or '14745 (I have received both numbers!). This car came in from the Centenary district of Rhodesia about 1981. It is owned by a Francois van Tonder, who has inherited it from his father, who died recently.

Dave Lawrence,
[REDACTED]
South Africa.

(the above is extracted from two separate letters - Ed.)

Dear John,

Work has started on the car (Y/3764 - Ed.). The door bottoms had been attended to and a fair bit of the bodywork (by a previous owner) but the sills are extremely bad and the rear wheel arches are not too clever. I have had the engine running after knocking up a sort of exhaust and sorting out the starter and petrol pump. The oil pressure gauge shows only 20 p.s.i., but the problem here is that the dip-stick I purchased, allegedly for a Y-Type, shows no oil at all, although a piece of wire shows oil in the sump.

John L. Edwards,
[REDACTED] Hampshire.

(It seems Mr. Edwards was sold a dip-stick appropriate to engines up to SC/13403; Y/3764 has engine number SC/13645/ - Ed.)

Dear John,

I have sold my "YB" (YB/1052 - Ed.) to Mr. Alan McKean of [REDACTED] Scotland. I know he will look after it with care and attention. I was sad to see it go, but I intend to keep an interest in "YB"s at rallies etc.

Roy Scopes,
[REDACTED], Suffolk.

(Roy has introduced many new Y-Type owners to the Register over the last few years - Ed.)



Cars for Sale



"M.G. YA, 1951, four-door saloon, green. Excellent runner, taxed, tested, original log-book. For sale to clear estate, £3,300. Tel: [REDACTED]



Spares for Sale



"Windscreen complete, side-glass, door handle and hinges, draught-proofing and window guide, bonnet catches, win' winder mechanism. Tel: [REDACTED]

Let there be



Y's

by

David R. Lawrence

LET THERE BE 'Y's
Corrections & Additions
Pt. VII

Chapter 9, Section 10, Page 95 (XPA6/SC/?????)

The information "height of the valve spring faces being reduced" actually means the spring recesses being deepened, meaning that the bottom spring cup, holding both springs, moved down by 0.5mm.

Chapter 10, Section 5, Page 100

The Lucas ALIETTE Model HF.1234 horn, as fitted to the "TC" Midget, appeared with two types of rear main body. Horns fitted to early "TC"s had a completely circular rear body, while horns on later "TC"s had a "cut-out" around the circumference of the rear body. The change-over point is not known. There is strong evidence to indicate that the Model HF.1235 horn, as fitted to the "Y", most "Y/T"s and the early "YR"s, also appeared with the two body types.

Chapter 10, Section 11a, Page 108 and Introduction, Page 13

Since publication of this book, cars Y/0330 and Y/0336 have been inspected. Both these cars are fitted with eight-inch headlamps with very domed lenses with the "horse-shoe" pattern. These cars are thought to have their original lamps, so it appears probable that some early "Y" saloons WERE fitted with lenses with this pattern. (Note that these very domed lenses, the same shape as the "cat's-eye" lenses, are not the same as those fitted to the early "TC" Midgets, which are almost flat in profile. Note also that the first production cars (see photograph on Page 13 of the book) have lamps with the "cat's-eye" lenses. A possible theory here is that, as the very first production cars were for export, these cars were immediately fitted with the new lenses, while the early "Home" cars had to use up remaining stocks of the older ones.)

Chapter 10, Section 11a, Para. 4 (marked "1."), Page 110

Regarding the "YR" headlamp situation, Issue No.1 of the "YR" Parts List gives three options of availability - the two mentioned in the book, plus an "all-paint" headlamp (i.e., the backshell and the rim were painted). Both painted versions were listed as "alternatives" to the chrome-plated lamps. There is some evidence that the "all-paint" lamps may have been used, as a June 1969 photograph of YR/0545, a Woodland Green car, shows it fitted with headlamps with body-colour backshells and rims. Enquiries seem to indicate that the headlamps had never been changed since the car was new. The present owner discarded the rims thinking them non-original, but

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still has them in his possession. The ribs are also made of steel, like the backshell. In addition, the backshells are fitted with the "King of the Road" medallion. It is now thought probable that the "YR"s that WERE fitted with the Type 700 headlamp had lamps fitted with these medallions.

Chapter 11, Part E, Section 11, Page 139 and
Chapter 14, Section 6, Page 232

On cars that were fitted with an "MGA****" plate, the same number that was on this plate was stamped directly into the shallow rear channel of the sliding roof panel. It was stamped approximately midway between the centre and the left edge, across the channel so that it could be read from the left edge. Note that, as with the riveted-on plate with the first number-group of the Body Number, this stamped-in number would be covered, or partly covered, by the rear seal for the sliding roof panel.

The exact positioning of the number on Y/2019 was 6 inches from the left edge, 9 inches from dead-centre, and about 3 inches outboard of the riveted-on plate.

The sliding roof panel from Y/2019 had the number "1823" stamped in this position. The "MGA" plate was "MGA1823". The riveted-on plate was stamped "1783", which was the first number-group of the Body Number.

Chapter 11, Part R, Section 15b, Page 148 and
Chapter 12, Section 8d, Page 190

Later "Y/T"s were equipped with two specially shaped brackets, one in each "rear quarter panel" compartment, to hold the folded-down hood frame steady in its special compartments on either side of the rear seat. The brackets, which were shaped rather like a letter "Y", were made up of two steel pieces, the larger of which was spot-welded to the specially shaped metal panel which formed the compartment. The smaller piece was welded to the larger piece, to form the "Y" shape. The two top edges of the bracket and the inside of the "Y" shape incorporated a rubber covering, and the probable purpose of this bracket was to stop the folded-down frame from rattling.

Early "Y/T"s did not have these brackets, and the earliest car noted with them so far is Y/T/EXR/3863. The latest car known NOT to have been fitted with them is Y/T/EXR/3591.

Chapter 12, Section 5, Page 171

The "Y/T" did not use exactly the same "carpet edge retainer" strips as the saloon. The rear strip was shorter on the "Y/T" because it butted up against the rear seat pan heelboard, which, on the "Y/T", ran straight across the car (see Pages 191 and 196 in the book). The heelboard on the saloon curved back, following the

cont'd...

line of the seat pan, and this allowed a longer rear "carpet edge retainer" strip.

Note that the information as printed in the book relates to the "Y/T". The "Rear Strip" on the saloon was 18 inches long (the same length as the "Front Strip"). The "Centre Strip" and the "Front Strip" were the same for both models.

Chapter 12, Section 8a, Page 185

- a. The "Coach Key" was stamped "PENWANT" on the shaft.
- b. It has been observed on several later-production right-hand drive "Y/T/EXR" cars that the cylindrical "loop" of Rexine for the "Coach Key" has been fitted on the right hand scuttle side panel, i.e., on the driver's side, rather than the front passenger's side (which was specified in the Handbook). While there is no information on this apparent specification change, it would appear that too many cars have been seen with the change to attribute it to a mistake or a modification or change of parts by an owner. The feature only seems to be present on the later "Y/T"s (earliest noted being Y/T/EXR/3591), and it is possible that the factory introduced it to standardize all panels, for both left-hand drive and right-hand drive cars.

to be continued...

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A SUPPLEMENT to *Let There Be Ys* is now available. It contains all the additional information and corrections which have appeared in *The Classic Y* since Issue No.153 (December 1999), plus many more we have yet to publish. Best of all, the booklet has been produced with a full colour cover to exactly the same format as the original book, making it a very neat companion to the book. There are 16 pages and 19 new photographs. The Supplement is available from:

Mr. DAVID HAGUE, 8 LONG DOWN, PETERSFIELD, HAMPSHIRE, GU31.4PD.
Tel/Fax: 01730-266362.

The Supplement (only) costs £5 plus postage, but if you don't yet have the original book, then Supplement and original book are available together for £44.50 plus postage. Cheques should be made payable to "M.G. Car Club Y Register", please.

Newsletter Editor/Registrar: J.G.Lawson, [REDACTED], Liverpool, [REDACTED]
U.K. Spares Secretary: A.Brier, [REDACTED], York, [REDACTED]

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Lombard 1932 RAC 1982 GOLDEN FIFTY

'Look
there's
an MG YB'

TIME FOR MISTY EYES

THE crowds lining the route said it all. Indeed you could actually see them saying it. "Look, there's an MG YB. I remember when..." or "Blimey, that's Paddy Hopkirk's Mini. I last saw..." or even "A rally Healey 3000. It must be 20 years since I went on an RAC to watch..."

Nostalgia had come to rallying. Unlike motor racing, steeped in history, rallying had never caught the nostalgia bug. Until, that is, over three days last April. During these few short, sunny days there were many misty eyes and fond recollections of rallies gone by, and rally cars of yesterday.

One reason for this sudden wave of reminiscence was a unique event — the Lombard Golden Fifty. Created to celebrate 50 illustrious years of the RAC Rally, now one of the top motor sport events in the world calendar, and a rally which has long-standing links with Lombard North Central, the Golden Fifty was, in fact, something of a gamble.

No one had been quite sure how many cars remained of

the types that had competed in the RAC Rally between 1932 and 1967. As it turned out no one had need worried. Entries were in such demand that the organising RAC Motor Sports Association had to increase the number of starters from 50 to 60.

But it wasn't only private owners who rushed to compete in the Stratford-upon-Avon-based rally. Support from the motor manufacturers, both at home and abroad, was overwhelming.

Mercedes dusted down a three-litre 300SE Saloon from its museum and brought 1962 European Rally Champion Eugen Bohringer out of retirement to drive with gusto. Saab found a 1962 vintage two-stroke engine 96 Sport and let current international rally star Per Eklund loose in it. And Ford had a Lotus Cortina for the burly Swede Bengt Soderstrom, winner of the 1966 RAC. There was also a Jaguar XK120, a Sunbeam Tiger plus an enthusiastically

conclusion that Hopkirk and



Len Shaw driving his 1953 MG YB — a class winner in the 1953 RAC Rally.

driven 1934 Talbot 105 amongst the wealth of motor-machinery.

Stars of the show, however, were the fourteen Mini Coopers in the entry, particularly the 1965 Monie Carlo Rally winning example from BL's Heritage Collection for Irishman Paddy Hopkirk. To see him drifting flat-out in that Cooper S around Silverstone's Woodcote corner was a sight to see. Wherever he and partner Brian Culheth stopped they were surrounded by a sea of autograph hunters.

It was virtually a foregone conclusion that Hopkirk and

Tourer with its 47mph maximum speed?

No, the event was as much a motoring occasion as it was a competitive rally. And you didn't have to be a dyed-in-the-wool enthusiast to appreciate those sights, sounds and smells of yesteryear that the Lombard Golden Fifty brought to the Midlands. It was a time for grandparents to reminisce, parents to relive recent memories, and for young children to be introduced to a rarely glimpsed rallying heritage. What price another step back into a rallying time capsule within the next ten years?



Registrar :
Jack Murray

Hampshire,

Tel:

Fax:

Email

**M.G.C.C. Nuffield Gold Cup
Winner 1997**

Dear Y Type owner,

For many years now, we have included in our Register survey form a question regarding your willingness to take part in a "get you home" scheme, although we all know that Y types are the most reliable of the marque!

The committee have, as yet, never pursued this by providing members of the register with a list of people around the U.K. who are willing to take part. Our reluctance to implement the scheme is concerned with the Data Protection Act and the release of information contained in our records.

If, when completing a survey form, you have indicated a willingness to take part in the scheme, it seems a rather pointless exercise for us to gather this information and not to pass it on to other Y owners, who may need the services of a 'Knight of the Road' when they are travelling in their Y Type.

We emphasise that if you are happy to participate, the details circulated will be just your Christian name, telephone number and the closest town (so that your full name and address cannot be identified from a telephone directory).

If you wish to take part, will you please complete the slip below and return it to me.

Thanks for your co-operation.

Jack



Would you be prepared to assist in a 'get you home scheme' and have the details below circulated to other Y owners around the U.K.? (e.g. offer roadside assistance, advice or just a shoulder to cry on)

YES/NO

Christian Name _____ Surname _____

Telephone Number _____

Nearest Town _____

Signed _____

Date _____