

The Classic 'Y'



Issue No.172 February 2003

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

EDITORIAL

Twenty-five years ago, the very first issue of TCY was posted out to many Y-Type enthusiasts. Some of you may remember the Lledo "limited edition" model vans we made available for the 10th Anniversary of the Register, in 1988. Well, they're back ("Oh, no!", do I hear some of you saying?). In 1988 I expressed dismay that our vans had, perforce, to be of the Model "T" Ford variety, and I said then that in the future I would be on the look-out for something a little more fitting. This time, I have been able to come up with a small quantity of Morris Oxford "Bullnose" delivery vans, again from the Lledo "Days Gone" range - a bit nearer to M.G., I think you'll agree! The main body colour is cream, with the Register emblem/decals surmounted in black. Each van comes in its own box, and with a small "certificate of authenticity" enclosed, giving details of the 25th Anniversary etc. These model vans are now available at £7.50 (incl. U.K. postage & packing) from [redacted] Liverpool, [redacted] (please make your cheques payable to "J.G.Lawson").

Staying with the subject of model vehicles, in the last issue I reproduced details of the Lansdowne Models Y-Type (in 1/43rd scale), as sent to me by Terry Cathcart. Well, Terry has now kindly provided me with the following additional information: The "Y" is apparently now only available in black (and with what looks, from the catalogue, like a beige interior). It bears the number-plate "UMG511" and is marketed as a 1947 car. By reference to our Register, I see that "UMG511" is actually Y/7163 (a 1951 car), last known of with a Mr. Walters of Somerset. The real "UMG511" is thought to be green in colour. Terry says that these models should be obtainable from any good model shop but, should you encounter any difficulty, you could write to the main U.K. distributor, Brooklin Models Ltd., Pinesway Industrial Estate, Ivo Peters Road, Bath, BA2.3QS. Price of the model is now apparently £49. If you want to track down one of the Sun Bronze variants (referred to in TCY 171), you might try contacting the Lansdowne Collectors' Club, c/o Bob Timmis, [redacted], Warrington, [redacted].



Cars Wanted

"M.G. YA or YB wanted. Must be in excellent condition mechanically and structurally and not need any major work. Some history preferred. Please contact Andrew Adamson, [REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED], Tel: [REDACTED]"

REGISTER NEWS

Y/5205 ("UMG360"), the well-known and very original car which was owned for a long time by Trevor Austin of Purley, Surrey, is now with Karl Verstraelen of [REDACTED], Belgium. Thanks for all your support over the years, Trevor!

A Y-Type completely new to us is Y/7168, currently owned by Richard Beck of Worcester. This car was first registered on 31st October 1951 and now has a "Gold Seal" replacement engine. Restoration is under way, the chassis being complete and with engine and gearbox installed. The body is to be refurbished so that, hopefully, the car can be back on the road sometime this year.

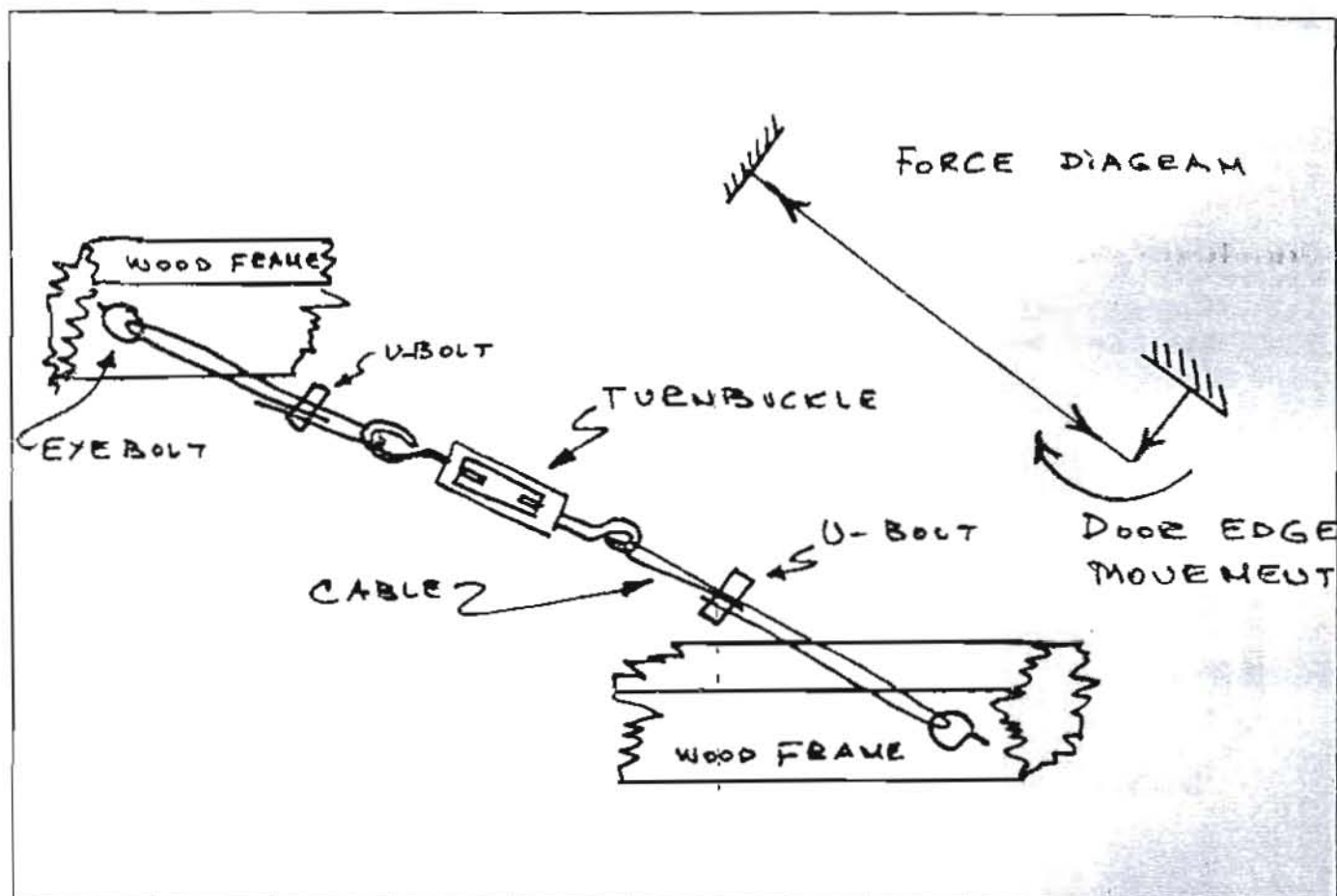
Dave Lawrence reports that Y/2056 has been sold by Bernt Jacobsen to Rodney Norton of [REDACTED] (South Africa). Frank Russell of [REDACTED], Ontario, says that Y/T/EX(U) 2947, Y/T/EX(U) 2652, Y/T/EX(U) 2957 and Y/T/EXR 4455 are/were all in Canada. Y/T/EXL 3620 is also now in Canada; this one came over (presumably from Europe) with a U.S. serviceman and has latterly been in Texas. Y/T 3384 and '4273 are both "EXR"s.

Regular readers will know that the February issue of TCY usually contains a print-out of the "Annual Stats" (that is, an analysis of important Register statistics - I was amazed to find that this first appeared as long ago as February 1987!). This year, however, something slightly different... With my (independent) Register data now having been merged with that of the M.G. Car Club's Y-Type Register, and with the latter now the "master database" as it were, it would be meaningless to simply continue with a listing of my (separate) statistics alone. I therefore asked Jack Murray, the M.G.C.C.'s "Y" Registrar, to provide some statistics for this year's February issue, and this is what he came up with:

Argentina 1
Australia 332
Belgium 3
Brazil 1
Canada 20
Channel Isles 4
Cyprus 1
Denmark 14
Eire 15
England 676
Finland 1
France 1
Germany 9
Holland 33
Hong Kong 2
India 3
Japan 5
Luxembourg 4

Madeira 1
Malaysia 2
Namibia 1
New Zealand 15
Northern Ireland 12
Norway 4
Portugal 2
Scotland 30
Singapore 5
South Africa 46
Sri Lanka 4
Sweden 4
Switzerland 31
Uruguay 2
U.S.A. 156
Wales 39

Unknown 15



Fitting T Series Doors

by G.G. Werbizky #8635

This technique was described to me in general terms by a number of people. Here is how I implemented it:

It's well known that M.G. T-Series doors are difficult to fit, especially after a frame-off restoration. Worse yet, are doors that were individually fitted. When a door is wed from another car, the fit is usually poor.

The doors are constructed like the rest of the body: sheet metal over a wood frame. A cross brace, fastened diagonally with wood screws to the door frame is supposed to maintain doors in shape. However, even if the wood is sound after 40+ years of opening and closing, especially on the driver's side,

wood dries and the joints loosen; the fit is accidental. The solution to this problem is easy, straightforward, and inexpensive. It can be carried out with a few items purchased at the local hardware store. The following items are required:

1. A length of steel cable
2. One turnbuckle
3. Two eyebolts
4. Two U-Bolts with keepers (these bolts were designed to secure the cable-ask when purchasing if not familiar)

three cable
is satisfactory.
The trick

The trick is to secure the cable in such a way that when the turnbuckle is tightened, the moment arm pulls the lower edge of the door in. This means that the top eyebolt is screwed in on the

This technique is very effective and worked very well on my YT with the doors twice the size of the 2 seater T-Series cars.

In 1976/77, myself and a work colleague were looking for a car to restore, to be our first effort - we knew nothing whatever of cars. Our first choice was (no, not a Y-Type) a Bond Bug! Yes, one of those wedge-shaped orange fibreglass things... Fortunately, fate had other ideas (for me, anyway).



25th Anniversary

1978 - 2003



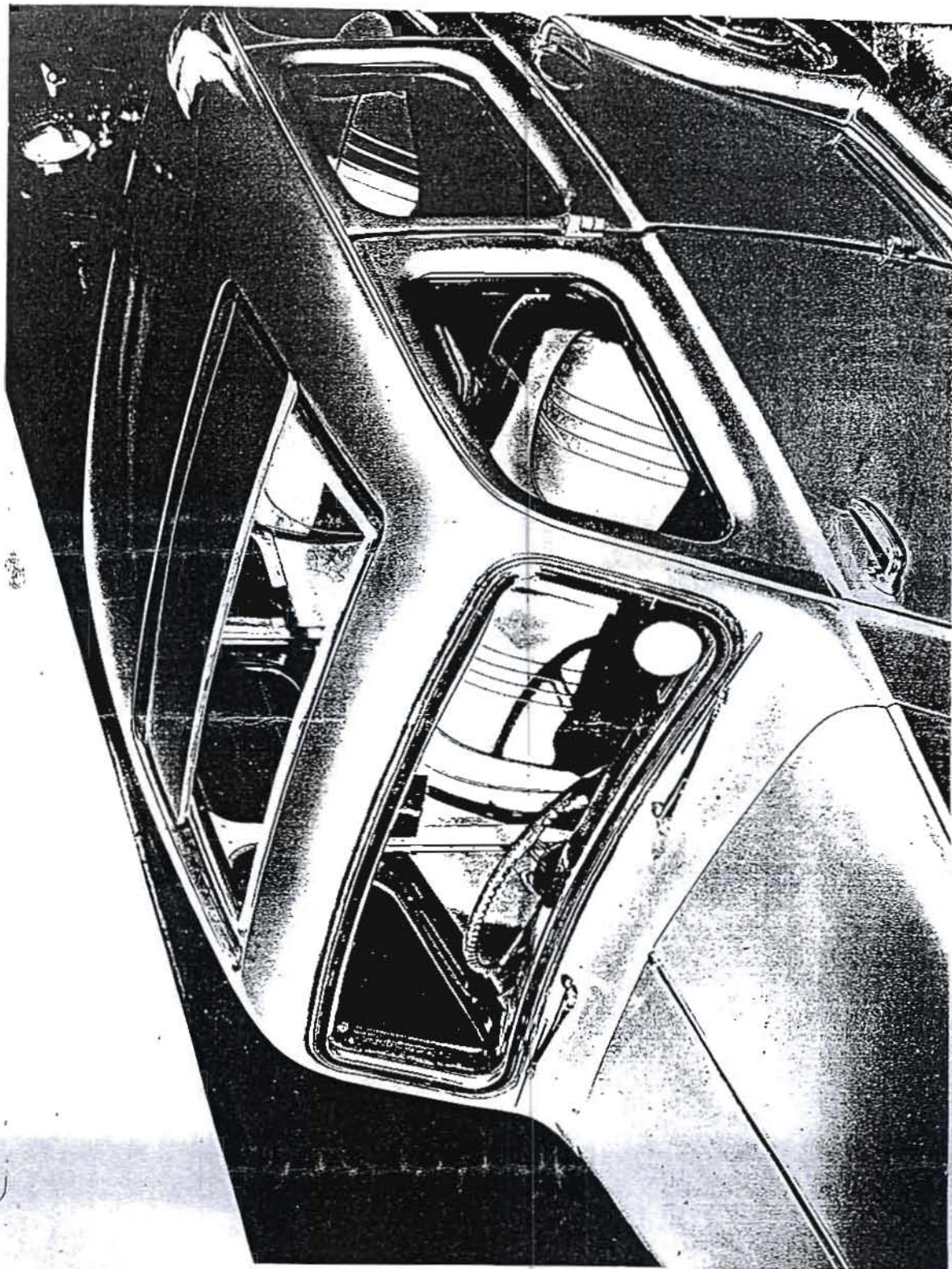
I purchased YB/1524 in April 1977, but with my work-mate now having got "cold feet", I probably would've sold-on the YB that summer had it not been for the arrival outside my window one day of Maggie Grafham, with another Y-Type (only the second one I'd ever seen).

Spares Secretary: A. Briar, [REDACTED], York, [REDACTED]

(tel)/fax: [REDACTED]

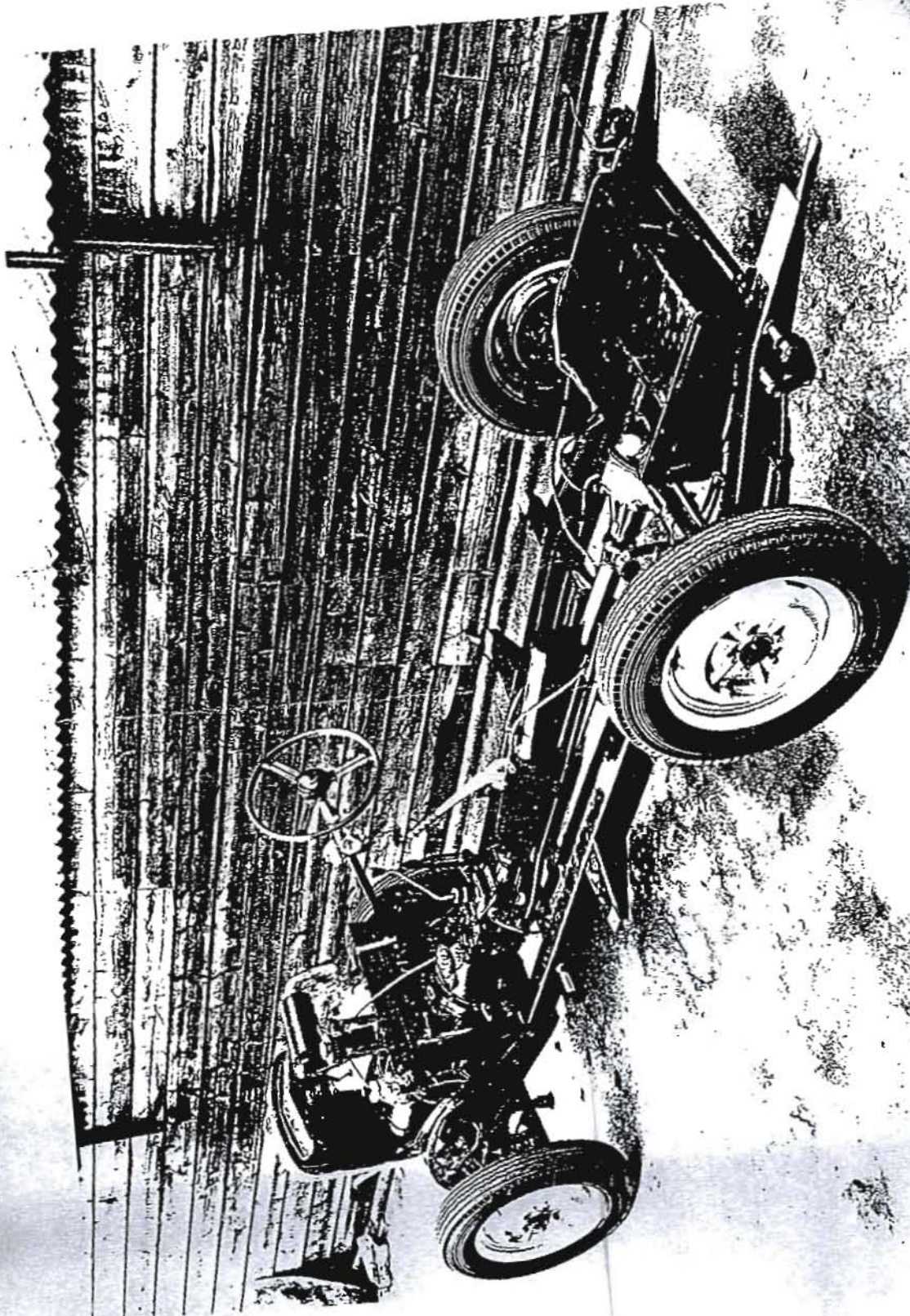
The *Classic Y* is published by Skycol Publications

NB This page was 'warped' in the original copy and is 'as distributed'.



It Could've All Been So Different... (3)

The Grafhams told me of their efforts to get a Register for Y-Types up and running. I was fortunate to have a letter published in the January 1978 issue of *Thoroughbred & Classic Cars*. The response was overwhelming. Trouble was, I was in the midst of packing up and moving from High Wycombe back to Liverpool. What would've happened if Jonathan Wood hadn't published that letter?



It Could've All Been So Different... (4)

The M.G. Car Club ran their own Y-Type Register between November 1979 and June 1981. Not many people (including, perhaps, current M.G.C.C. officials) know this!