

The Classic 'Y'



Issue No.181 August 2004

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

REGISTER NEWS

The latest update on the restoration of Y/1336, owned by Frank Russell in Ontario, Canada, has the body back from the body-shop and back on its chassis with all the metal replacement complete; this was much more extensive than Frank first thought and took up over 200 hours of work (*usually the case!* - Ed.. New floorboards are currently being fitted and some new parts found and acquired (some parts may have to be custom-made in due course). The aim is to have the car back at the body-shop next Spring for more work and final painting and reassembly.

One doesn't expect to find many, if any, Y-Types featured in *Classics* magazine, which more and more nowadays seems to concentrate on cars of the 1980s, and foreign ones at that! However, the August issue did include a small colour photo of a light grey YB, registered "MUF469" (or "MUF459" or "MUF489" or "MUP..."). There was no accompanying caption to enlighten us further and at first glance I believed the grey colour to be simply a primer. However, closer inspection of the photo suggests that the grey might be an original gloss top-coat, and slightly metallic at that. The back-shells of the 7-inch headlamps are also painted light grey and the interior could be in beige; the car looks remarkably complete, with only slight rust visible around the bottom of the doors.

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LETTERS to THE EDITOR

Dear Mr. Lawson,

I enclose copies of two photographs showing the Geneva exhibition stands of the coachbuilding firm Ramseier of Worblaufen. In 1951, Ramseier presented a Peugeot 203 cabriolet, an Alfa Romeo 6C 2500 d.h.c., and the Y-Type Cabriolet. A year earlier the same stand shows (clockwise from behind), a Riley 2.5 Litre, a Bentley Mark 6 (with licence plate "1950!"), and earlier Alfa Romeo 6C 2500, and again the Peugeot 203. I conclude from these settings that the Y-Type must have been built between the two exhibitions, i.e., between March 1950 and March 1951.

Dr. Tobias Studer,
[REDACTED] Switzerland.

The photos referred to above appear on the next two pages: p.3 - 1951, p.4 - 1950. Dr. Studer first sent us details and photos of the Worblaufen Y-Type in 1995 and these can be found in Issue No.129 of TCY (January 1996). - Ed.

Dear Mr. Lawson,

When I was racing the Dick Jacobs YB Coupé I acquired a complete rolling YB chassis as a potential source of spares. Unfortunately, I recently lost garage space for the chassis when a friend moved house and since it is less likely that I will need any of the bits now that the "Dick Jacobs" is (or rather I am!) retired from competitions, I would like to pass the chassis on to someone who can make use of it and hopefully restore it as a complete car.

The chassis was shortened by the previous owner with a view to fitting a replica TD or TF body, but the removed sections are there, so it would be possible to restore the chassis length to standard.

It is complete with suspension, steering, brakes, wheels, propeller-shaft and back axle with differential unit. There is also both an old-style log-book and a V5 registration document with its original registration number ("XMG291"), which would be transferrable. I dislike the practice of selling registration numbers but it is a fact of life and an enquiry with one of the registration-number dealers suggested that this would be worth at least £500 - but of course the car would have to be up and running and taxed for any transfer to take place (at least, I think that is the case).

Thinking of a price is always difficult, but I thought £450 might be reasonable - even looked at just as a source of spares; but I would be happy to consider offers. I could make good use of the space!

David Rouse,

[REDACTED]
[REDACTED] Essex,

Tel./Fax.: [REDACTED]

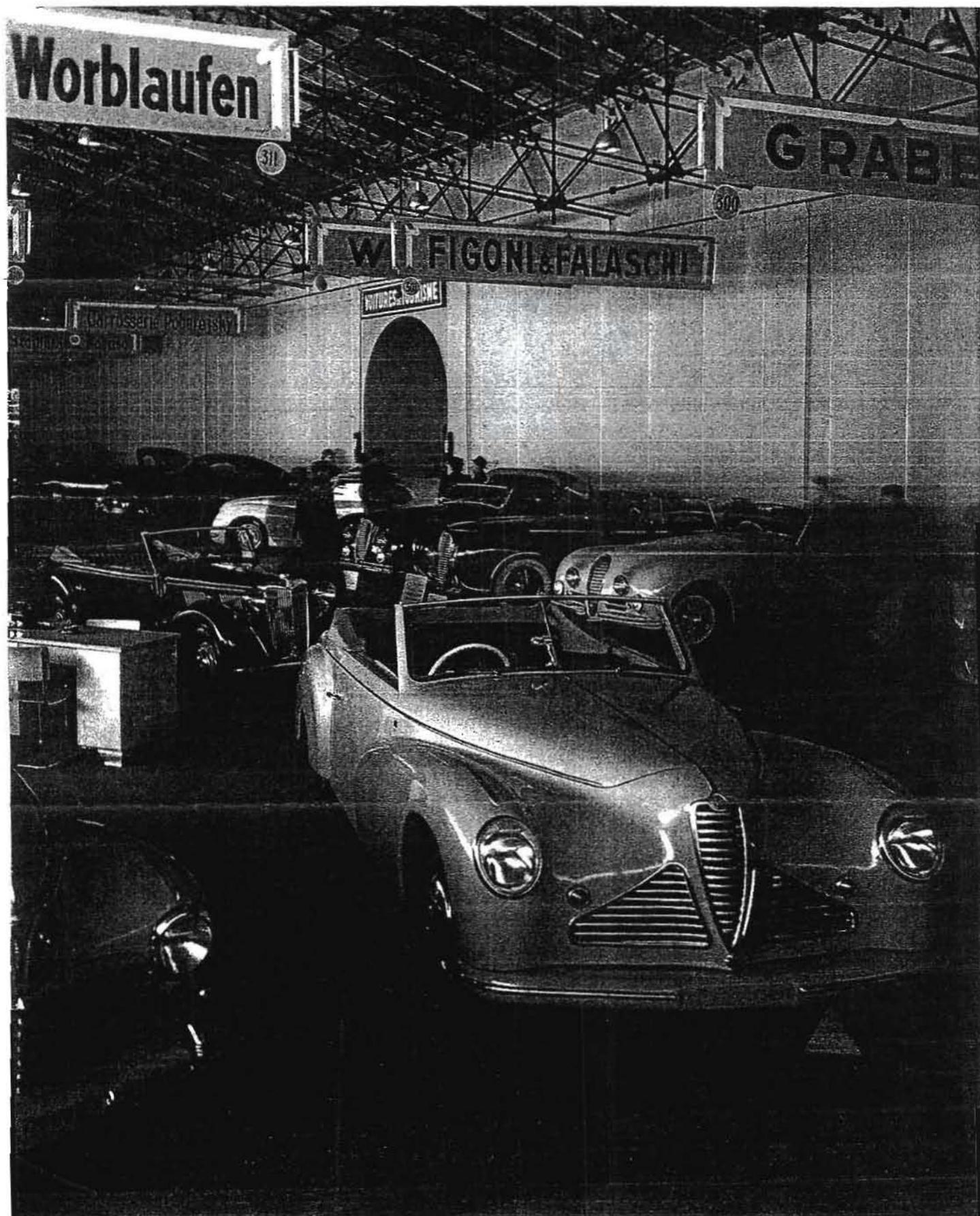
A photo of the rolling chassis referred to above appears on page 5 - Ed.

azione delle 6C 2500 fu disastrosamente
mata dalle vicende politico-militari del
e dal conseguente ostracismo che nel
inse a impedire la partecipazione delle
mprese al Salone di Parigi.
zione di neutralità della confederazione
consenti il più importante flusso di
ione di questo modello, spesso acquistato

come telaio nudo per approfittare delle tariffe
doganali intese a favorire l'attività locale dei
carrozzeri.

Questa tendenza era sorretta anche da ragioni
di tipo pratico: la clientela svizzera e tedesca
aveva un approccio più turistico nei confronti
della vestizione cabriolet, alla quale chiedeva
mantici più protettivi e divani posteriori più

comodi, insomma un prodotto più massiccio di
una elegante e leggera carrozzeria all'italiana.
La Carrozzeria Worblaufen di Fritz Ramseier &
C., che era anche concessionaria Alfa Romeo di
zona, eseguì un numero rilevante di allestimenti
su telai del Portello: qui vediamo un cabriolet
Sport esposto nel marzo 1951 nel suo stand
al Salone di Ginevra.



Ramseier & Cie demande aux organisateurs du Salon, s'ils ont prévu de fixer des panneaux sur le stand, pour mieux guider les visiteurs. Ils répondent que le texte suivant figurera sur les écriteaux:

Carrosserie Worblaufen Fritz Ramseier & Cie.

La direction du Salon informe aussi Worblaufen que, sans objections de sa part, le carrossier figurera dans le catalogue des exposants avec le libellé suivant:⁹⁹⁾

*77, Ramseier, F. & Co. Carrosserie
Worblaufen près Berne*

Voitures automobiles carrossées, cars alpins, etc.

Die Firma Ramseier & Cie. erkundigt sich bei den Organisatoren, ob es vorgesehen sei, die Ausstellungsstände zu beschildern, damit die Besucher sich besser orientieren können. Die Antwort lautet, der folgende Text werde auf den Tafeln stehen:

Carrosserie Worblaufen Fritz Ramseier & Cie.

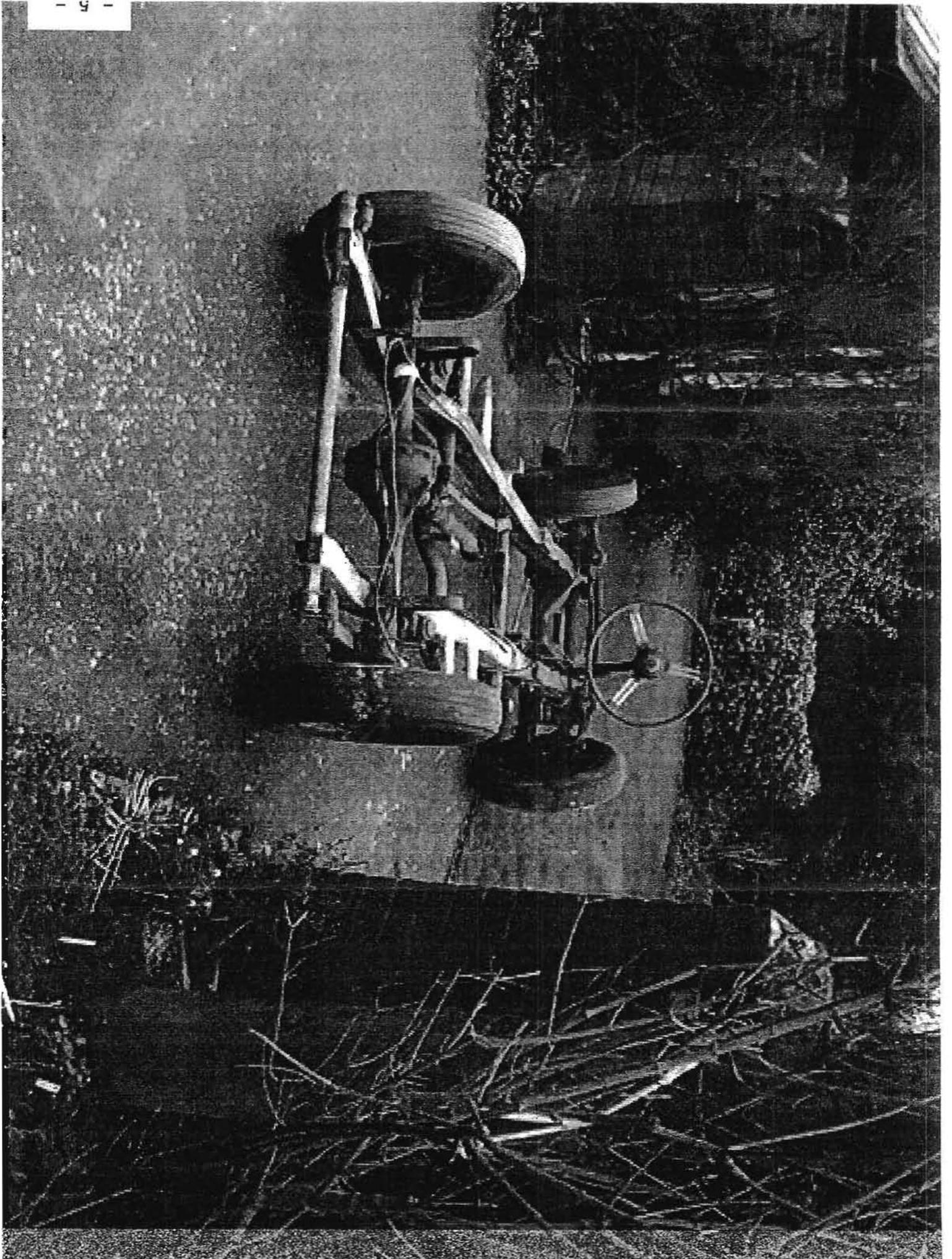
Die Direktion des Automobilsalons teilt Worblaufen zudem mit, der Carrossier werde, falls er nichts dagegen einzuwenden habe, mit dem folgenden Wortlaut im Ausstellungskatalog aufgeführt werden:⁹⁹⁾

*77, Ramseier, F. & Co. Carrosserie
Worblaufen bei Bern
Autocarrosserien, alpentaugliche Autocars, usw.*



Fig. 31: Le stand pendant les années cinquante

Abb. 31: Der Stand in den fünfziger Jahren.





Equipment Specification

M.G.

M.G. 1½ litre 1947-53

Unit	Year	Part No.	Unit	Year	Part No.	Unit	Year	Part No.
Ammeter (Saloon)	1947-53	*36028F	LAMPS -continued			SWITCHES -continued		
" (Tourer)	1947-50	*369269	Head, Export			Panel	1947-53	*31201B
Battery	1947-52	SC19A	R.H.D., vertical dip			Knob	1947-53	*314683
"	1953	CT19A	Saloon	1949-50	*50458A	Reverse lamp	1947-53	*31077A
Coil, ignition	1947-53	*45020A	R.H.D., dip left	1951	*50821D	Starting motor	1947-49	*76406E
Control box	1947-49	37057E	Tourer	1951	*50995A	Adaptor plate	1949-53	78275A
"	1950-52	37065E	Saloon	1952	*50985A	Starting motor	1947-53	76423A
"	1952-53	*37138A/B	R.H.D., dip left	1949	*51078E	Coupling	1947-48	764428
"	Later		"	1950-51	*50775E	Stop lamp, R.H.D.	1947-53	31144A
Distributor	1947-52	40089A/E	L.H.D., dip right	1951	*50775E	Stop lamp, L.H.D.	1947-53	31093A
"	1949-50	40162A/E	"	1952	*51016A/F	"	1947-53	31093A
"	1953	*4005812/F	"	1952	50877B	Indicators (Saloon)	1947-48	*539669
"	Later	403691D	"	1953	*51080E	"	1949	*54013D
Fuse box	1952-53	03324Q	Head, Export Europe	1950-51	*B50821D	Warning light (ignition)	1947-53	*318534
Generator	1947-49	22449A	(not France)	1951	*50996A	Saloon	1947-50	*38013B
"	1949	22452A	ditto	1952	*51015A/F	Tourer	1951-52	*318534
"	1950-52	*22250E/F	ditto	1952	50986A	Windshield wipers	1947-50	*75074H
"	1950	*22257A	ditto	1953	*51079E	Motor (Saloon)	1951	*75074J
"	Later	222381D	Reverse, tail and number	1947-53	53012B	"	1949-51	75051D
Horn	1947-52	*069399	plate	1947-51	52134B	"	1952-53	75144A
Low note	1953	*690111	Side	1951-52	*062581	Coupling bar (Tourer)	1949-51	732191
High note	1953	*69012F	"	1953	062595	Bearing, passenger side	1947-53	*72565A/J
Horn relay	1953	*33116B	" (Tourer, U.S.A.)	1947-53	39007A	(Tourer)	1947-53	*72564A/F
Junction box	1950-53	78264A	Stop tail and number plate	1947-53	*355378	Wheelbox, with switch	1947-53	
"			Mirror	1951-52	25022A/L	"	1947-53	
LAMPS			"	1953	78105A	Crosshead and rack assy.	1947-53	
Fog	1947-50	*55010A	Panel light bulb holder	1951-53	062595	Cut to 42 ft	1947-53	736307
"	1951-53	*55029E	Starting motor	1947-49	39007A	Outer casing	1947-53	*730832
Head, Home	1947-48	*50459A	Suppressor	1950-53	*355378	Motor to wheelbox	1947-53	739937
R.H.D., vertical dip	1949-50	*50458A	SWITCHES	1951-53	25022A/L	Wheelbox to wheelbox	1952-53	*739936
Saloon (L.H.)	1949-50		Dipper	1947-48		End tube	1947-53	740031
R.H.D., non-dip	1949-50	50753A	Cap	1949-53	31226B	Ferrule, casing retaining	1947-51	738410
Saloon (R.H.)	1949-50		Foglamp	1947-48	*31142A	Grommet	1947-53	734697
R.H.D., dip left	1949-50	*50821D	"	1949-53	360026	Arm	1947-51	*735050
Tourer (R.H.)	1949-50	*50798D	SWITCHES	1947-48	*314722	" left hand	1952-53	*737596
Tourer (L.H.)	1949-50		Dipper	1949-53	31201B	" right hand	1949-51	*732927
R.H.D., dip left	1951	*50821D	Knob	1947-53	*314683	Blade (Saloon)	1949-51	*737595
Saloon (L.H.)	1951	*50798D	Ignition	1947-53	31287A	" (Tourer)	1947-51	*732926
R.H.D., non-dip	1951	*50995A	Lighting	1947-53	31091B	"	1952-53	727707
Saloon (R.H.)	1952	*50985A	Knob	1947-53	315002	" (Tourer)	1949-51	*737682
R.H.D., dip left	1953	*51078E						727784