

# The Classic 'Y'



Issue No.190 February 2006

## REGISTER NEWS

Y/7061, a 1951 car, has turned up, in the hands of one Sandy Sanders, a Canadian now living in [REDACTED], Florida. He recently provided the following interesting information on the car to Dave Lawrence. Sometime between 1980 and 1982, Y/7061 was purchased from a Mr. Owen Wyn-Owen of [REDACTED], Wales; and Sandy became only its second owner. The "Y" was in good condition at that time, but around 1990 became the victim of a Florida hurricane and was submerged in salt water. (I wonder if any "Y"s were damaged in the severe hurricanes which swept the Gulf coast of Louisiana, Texas, Alabama and Florida last year?) The car's interior was thus destroyed, but the engine and gearbox fortunately escaped damage. So... Sandy has decided to convert the car into a two-door convertible "hybrid" (there are now several of these in existence; or, at least, several attempts have been made to produce such vehicles). In the course of the conversion work, Sandy discovered that the gearbox of the car seemed somewhat non-standard, and Dave Lawrence has been able to establish for him that it is probably a Morris 10 unit (which must, presumably, have been fitted in Wales earlier in the car's life. As Dave rightly says, it is unusual to come across a "Y" still with its original engine but not its original gearbox - it is usually the other way around. Other data appertaining to the car are: Engine No.: SC/16889; Body No.: MG.5677/5661; N.M.P. Plate Nos.: No.1035 SR Z 12092; 1.25 MG Plate No.: 1.25MG 5677; Gearbox No.: RS22. The car has only done about 62,000 miles to date.

Staying in the U.S.A. for our next piece of news, it seems that Mark Weissman has recently bought the 1950 left-hand-drive "Y" Saloon, Y/5174/EXLU. This car has had several owners in the past few years - I wonder if there is any specific reason why? Mark has yet to contact me, so at the time of writing I cannot be more forthcoming as to his precise location.

*cont'd...*



Finally, back home for our last item, with a letter from Robert D.Crow of [REDACTED] Somerset about his two YBs. YB/0567 ("NKC822") was purchased on 24th February 1999 from Keith Munro of Guernsey. This YB has been stored for the last four years pending a body restoration, which should start this year. Meanwhile, Robert has bought YB/1423 ("NLJ163") (on 27th August 2005 from Mark Sellick of [REDACTED], Somerset - the car was previously with Mr. G.Belton, also in Somerset). This car is roadworthy, giving its owner the chance to experience some Y-Type driving pleasure and use it as a sort of pattern to help put YB/0567 back together again. Both the YBs are, apparently, in good mechanical order. '0567 has a sound chassis and chrome work but its tatty body has now been stripped pending restoration, and the interior had been partly replaced by the previous owner anyway. '1423 is very sound throughout and a joy to drive but the interior is very tatty, reports Robert. '0567 has a black & maroon exterior and beige leather, whilst '1423 is black with a green interior. '0567 was first registered on 30th July 1952 (per the production details we hold, its Guarantee Plate was issued on 25th June); and '1423 was first registered on 1st July 1953 (Guarantee Plate issued 9th June). So, these two cars were produced pretty much a year apart and both seem to have sold fairly quickly.



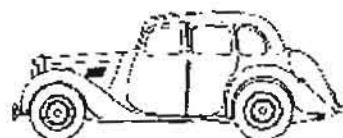
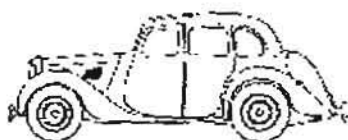
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On the following pages are some further observations on interior originality from Dave Lawrence.





## Interior Trim

The information that the Rear Tunnel Piece of the carpet set was attached to a section of millboard needs qualifying. On very early Y Saloons this was not the case. On these cars this section of carpet was fitted directly on to the propeller shaft tunnel cover, with the forward edge slightly overlapping the Centre Tunnel Piece of carpet and positioned immediately behind the handbrake lever (ie. the same position as the later Rear Tunnel Pieces that were attached to millboard). This forward edge was still bound with black-coloured "Rexine" leathercloth. The rear edge, instead of butting up against the rear seat heelboard and being bound with leathercloth, as was the case with the later millboard-mounted Pieces, actually passed through the "archway" formed by the two pieces of the heelboard and there was no "Rexine" edge binding. Otherwise, it was secured in position as described in the book for the later millboard-mounted Pieces.

\*

This method of installation of the Rear Tunnel Piece of the carpet set meant that the handbrake cables, and the associated brass "cable abutment" and clamping assembly were positioned on top of the carpet, in full view. The cables themselves were routed as described in the book.

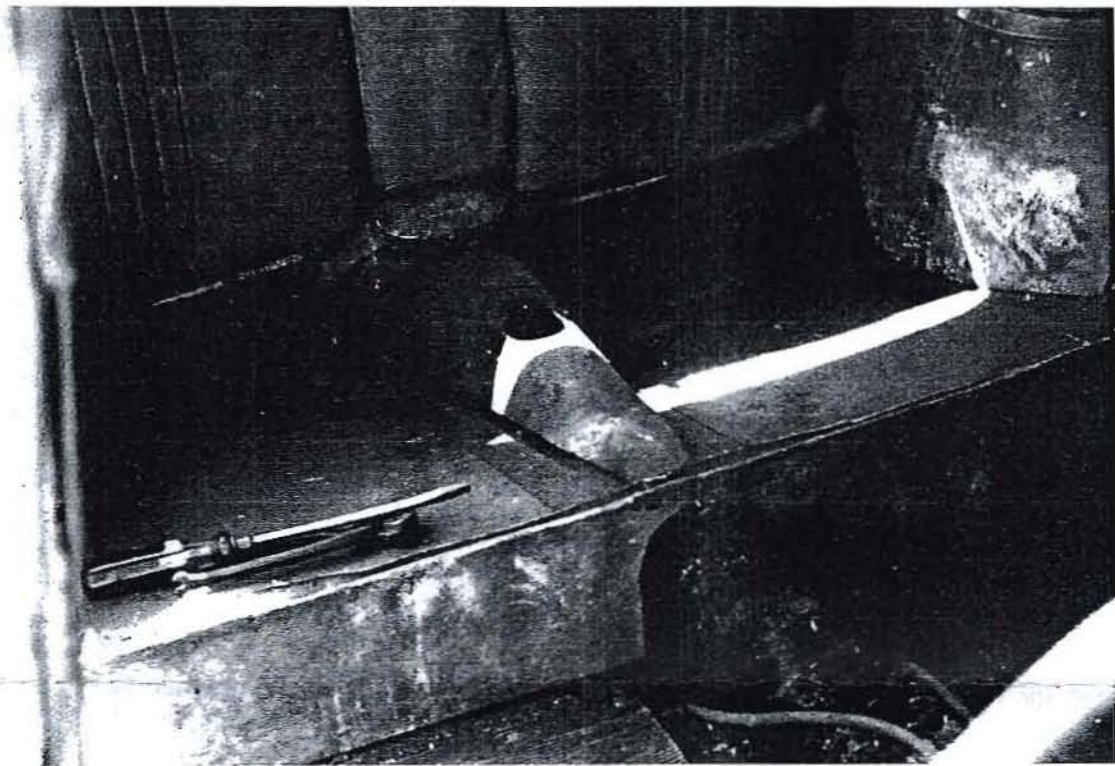
It is not known exactly when this method of installation of these components was changed to the later method as described in the book, but it was definitely very early in production, and approximately August 1947 is thought to have been the time. It must have quickly become obvious that the earlier installation was very unsightly, made removal of the Rear Tunnel Carpet Piece difficult and generally made it difficult to keep that area of the car clean.

Six early Y Saloons have been noted with this earlier method of installation. These are Y/0330, Y/0336, Y/0361, Y/0363, Y/0364 and Y/0398.

\* *Let There Be Ys*





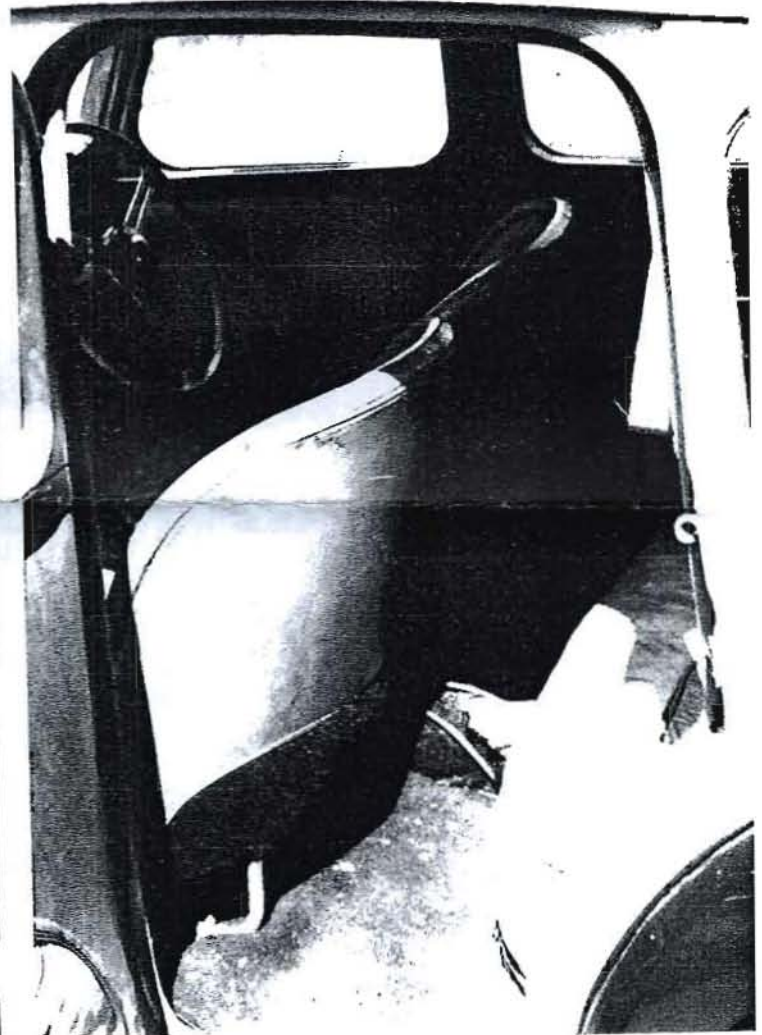


Y/0330

*These two photographs, of Y/0330, show the method of fixing the Rear Tunnel Carpet Piece on these very early cars. Note the Cable Abutment Bracket and the Handbrake Cables above the Carpet Piece.*

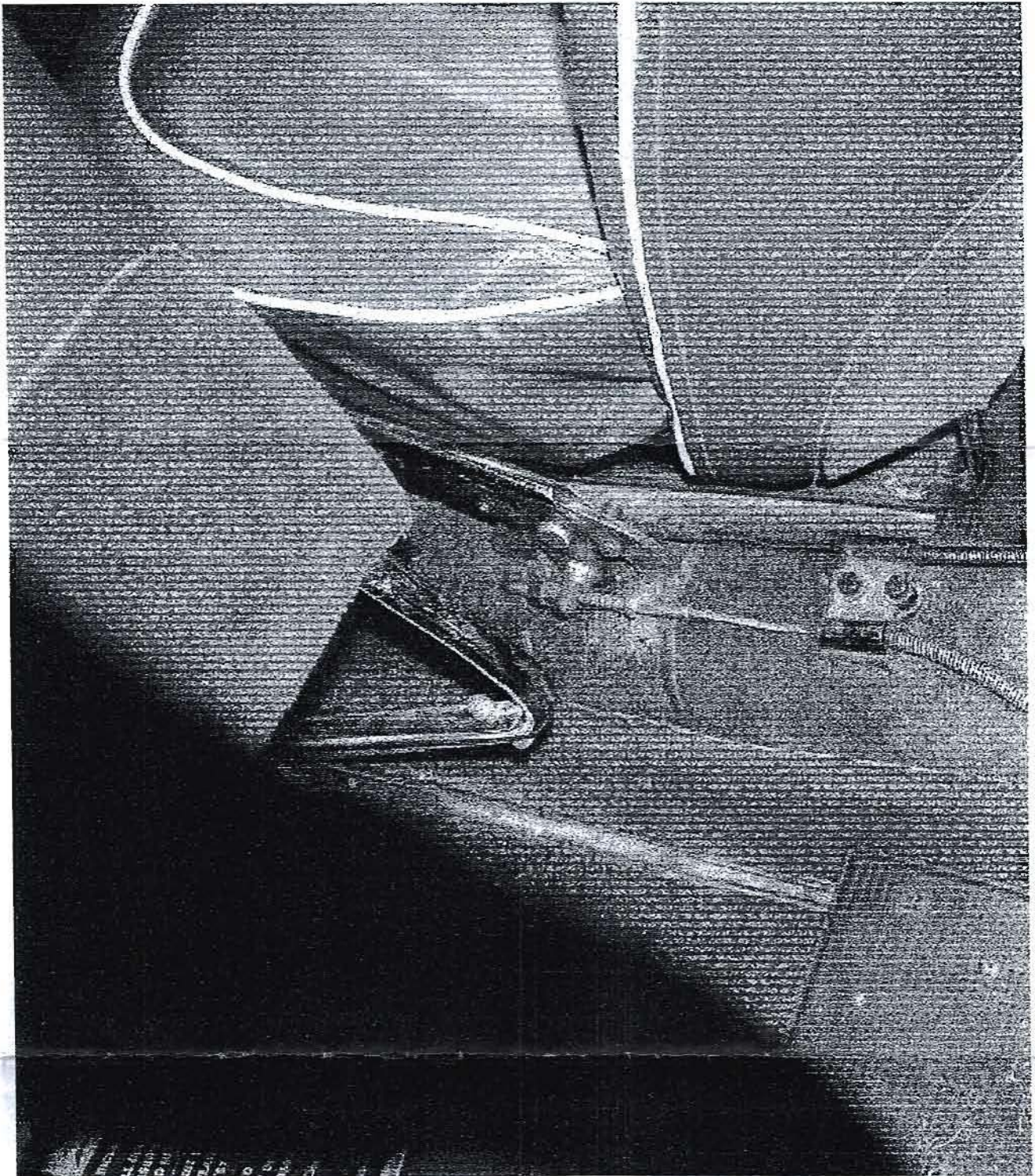


Y/0330



Y/0336



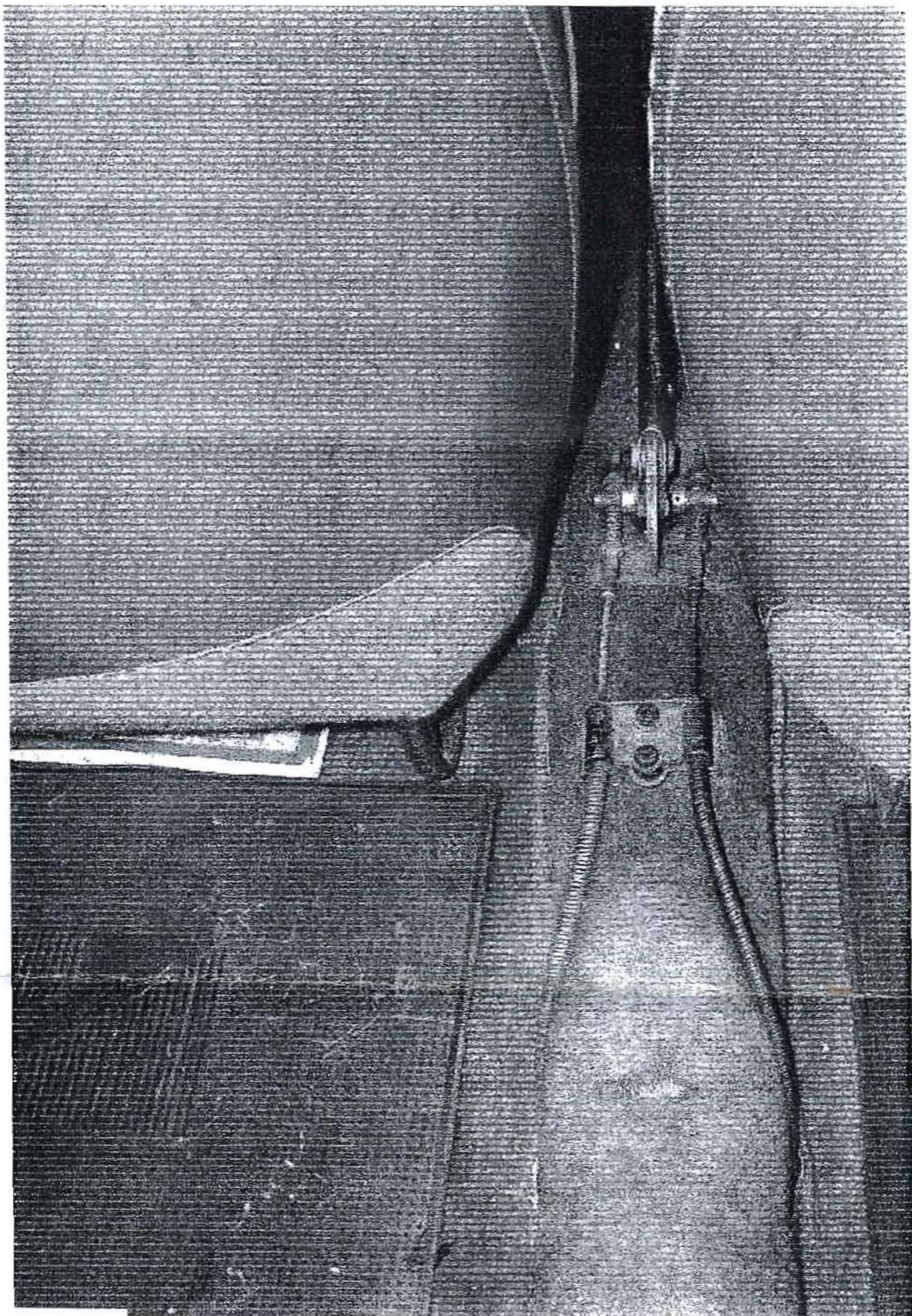


Y/0363



*cont'd...*





7/0363