



THE CLASSIC 'Y'

The Magazine of
THE M.G. Y-TYPE REGISTER

Volume II. No.19.

August 1979.

EDITORIAL:

Would you like the good news or the bad news first? Let's start with the good news as there's more of it!

This month sees the Register really going 'international' with the news that we now have ten new members in the U.S.A. one in Canada and have been notified by Ron Gay in Victoria, Australia that there are nearly sixty Y-Types currently in existence in that part of the world. In the coming months I hope to contact many of these Australian owners, whilst I can report that the Register is already attracting favourable comment in the U.S.A. I will be in Miami Beach between 21st October and 1st November this year and hope to meet some American owners then. For all the American information I am indebted to Tony Roth of the Classic M.G. Club of Orlando. Altogether, with these international developments, it has been quite a hectic month. This is reflected overleaf in the sections giving the statistics appertaining to the growth of the Register. Our 'international' membership can be summarised as follows: Netherlands -13; U.S.A. -11; Australia -4 (with hopefully more to follow soon); Wales -2; Scotland -1; Canada -1.

Those of you who did not attend the Rally at Stoke Prior on 5th August missed a really enjoyable day with fine weather in the company of fellow Y-Type owners. The Avoncroft Museum was toured in the afternoon and everyone who attended thoroughly enjoyed themselves. Much interesting information was gleaned from members at the Rally. For instance, it would seem that a very efficient and helpful spares service is operated by Peter Wood of the Westwood Portway Group, Portway Road, Twyford, Bucks. (Tel: Steeple Claydon 310). Also worth a visit, if you ring first, is Colin Dye's vast collection of spares in Bognor Regis (details in last month's magazine). Now available from the editor are the following:

- (a) Up to date list of members' names and addresses: price 30p.
- (b) Chronological list of all fully detailed Y-Types on the Register (as at 21st December 1978): price 20p.

And so we come to the bad news. I regret very much that as from 10th February 1980 the following charges will have to apply to all volumes of 'The Classic Y': U.K.: £5 Netherlands: £6.50 U.S.A.: £8 Australia: £8.50 The last three prices include postage by airmail and charges apply to Vol. III for 1980 and for any past Volumes ordered after 10.2.80. Single copies of the magazine can be ordered at £0.40 each. Reasons for price increases next time as I've run out of space!!

10th August 1979.

REGISTER NEWS:

<u>Chassis No.</u>	<u>Year.</u>	<u>Type.</u>	<u>Reg'n No.</u>	<u>Engine No.</u>	<u>Owner's Name.</u>
Y/T/EXR 3300	1949.	YT.	KWJ 377	XPAG/TR/13193	Mr. & Mrs. R. F. Gay
Y/T/EXR 3374	1949.	YT.	1948 MG	XPAG/TR/13289	B. Leese.
?	1949.	YT.	KUO 755	XPAG/TR/12690	N. Grose.

Total cars on the Register as at 27th July 1979: 243.

Made up as follows: YA: 74 YB: 56 YT: 35 YA/YB Composite: 2
Unknown: 76.

MEMBERSHIP NEWS:

Full & Corrected Address:

Mr. & Mrs. R. F. Gay, [REDACTED] Victoria,
Australia. (Members 106 & 107).

New Members:

Paula Davis, [REDACTED] Kent.
(Member No. 110) (YA)
A. Floyd, [REDACTED] Florida, [REDACTED] U.S.A.
(Member No. 111) (YT)
J. Files, [REDACTED] Florida, [REDACTED] U.S.A.
(Member No. 112) (YA)
T. Bowman, [REDACTED] Florida, [REDACTED] U.S.A.
(Member No. 113)
J. Smelik, [REDACTED] New Jersey, [REDACTED] U.S.A.
(Member No. 114)
M. Ash, [REDACTED] Virginia, [REDACTED].
(Member No. 115)
J. Cuffe, [REDACTED] Ontario, Canada.
(Member No. 116)
B. Havel, [REDACTED] Michigan, [REDACTED] U.S.A.
(Member No. 117)
J. Hoskins, [REDACTED] Tennessee, [REDACTED]
(Member No. 118)
N. Shanklin, [REDACTED] Mass., [REDACTED] U.S.A.
(Member No. 119)
J. Dimitry, [REDACTED] Mass., [REDACTED] U.S.A.
(Member No. 120)
D. Knudson, [REDACTED] New York, [REDACTED] U.S.A.
(Member No. 121)
N. Grose, [REDACTED] Victoria, Australia.
(Member No. 122) (YT)

MEMBERS' INFORMATION EXCHANGE.

Nigel Hancock: More information regarding the '£5,000 YT' (Y/T/EXR 3374) (see above). The car used to be owned by John Roslyn but is currently owned by Mr. B. Leese (member no. 73) whose current address is the [REDACTED], Derbyshire. This corrects in part information appearing on page 22 of issue no. 18. The car, although offered for sale by Mr. Leese at £5,000, was eventually retained by him. It is green in colour and is in very good condition.

John Lawson
& Peter Carter:

Here are two further apparent differences between YA's and YB's: The sun-visors in YA's are cloth covered, whereas those in the YB are tinted, see-through plastic. The interior driving mirror in the YA is even smaller than the one in the YB !

Dave Robinson:

Wanted: A spare wheel compartment lid in good condition. Contact [REDACTED], Essex, [REDACTED].

Approximate costs of producing replacement fibreglass panels (made by D.J. Sports Cars of Ware, Herts):

Rear wings (each): Mould: £75 - £100.
Each panel: £15.

Boot Lid (double skinned): Mould: £125.
Each panel: £30 - £40.

Spare wheel compartment lid: Mould £50.
(double skinned) Each panel: £10 - £15

Running Board (each): Mould: £40.
Each panel: £10.
(compared to £33 each for steel running boards from Moto-Build).
(Enquiries to the Spares Secretary please - Ed.

Paul & Maggie Grafham: Are considering placing a bulk order for Jacking System seals. If you are interested then contact them at the address on page 28 (this issue).

Nigel Hancock
(again !):

Y/T/EXR 4827 currently has fitted very square section 5.50 x 16" tyres.

Red Stormes:

Has come across a Y-Type fitted with a leather covered dashboard and has been told that this was standard on export models of saloons. Is this true ?

Des Gray:

Would like to hear from anyone who can lend him sketches giving details of the box sections that make up the door sills and of the areas around the boot lid and spare wheel compartment lid. His new address is: [REDACTED]
[REDACTED]

PARTS FOR SALE:

New original hand brake cables for YA's or YB's. £4 each. Only a few remaining. New hub caps for YB's at £2.35 each. Contact John Monkman at [REDACTED]

LETTERS TO THE EDITOR:

Dear John,

You will be pleased to note that the restoration of UMG 141 (Y 4529) has finally begun ! By the way, I haven't a name for the car yet, - current contenders for the title are, 'Disaster Area', 'Dead Loss', and 'Sedit, I'm going down the Pub', so I may well postpone the choice ! I have decided to opt for a 'Body Off' job, and that is literally the next job to be done. I have completely stripped the car of front wings, rear wings, running boards, radiator shell and valance, doors, interior trim and floor boards etc. Only the engine, gearbox and running gear being left in situ. I found that almost every bolt forward of the bulkhead undid with ease (being covered with engine oil) but all others had to be drilled or hacksawed. I found what I imagine to be fairly typical rust. The bottoms of the sills had all but disappeared. The strip around the wheelarch onto which the rear wing bolts was also rather bad, most of the captive nuts having broken away. I also found the inevitable spare wheel compartment corrosion with the four rearmost body mounting bolts doing precious little body mounting ! However all of this I can overcome (I hope) ! I managed to take a few photographs of my work as it progressed with my new 35mm camera and providing they come out O.K. they may form a source of reference for fellow members. Regrettably I find the lack of technical literature in print concerning the Y-Type to be rather depressing. You know the sort of thoughts that run through your mind - 'If I take it apart, how the hell will I remember how it goes back together in x number of years'. I have a copy of the Hlower Manual which is great if you're rebuilding the engine but hasn't even a photo of the car or body parts. The sunroof mechanism, for instance, is still a mystery to me. I have left the headlining where it is because I think it is probably an expert job to renew it and I feel it is best left intact for the chosen expert to copy ! No doubt I will unravel its secrets at some stage but I may well damage something in doing so and I feel that this and many more jobs would be easier (but no less satisfying) with a bit more foreknowledge. One of these days it may be possible to write a giant article entitled, 'How To Take Your Y-Type Apart In Forty-Five Minutes'.

Dave Robinson.

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