

THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.

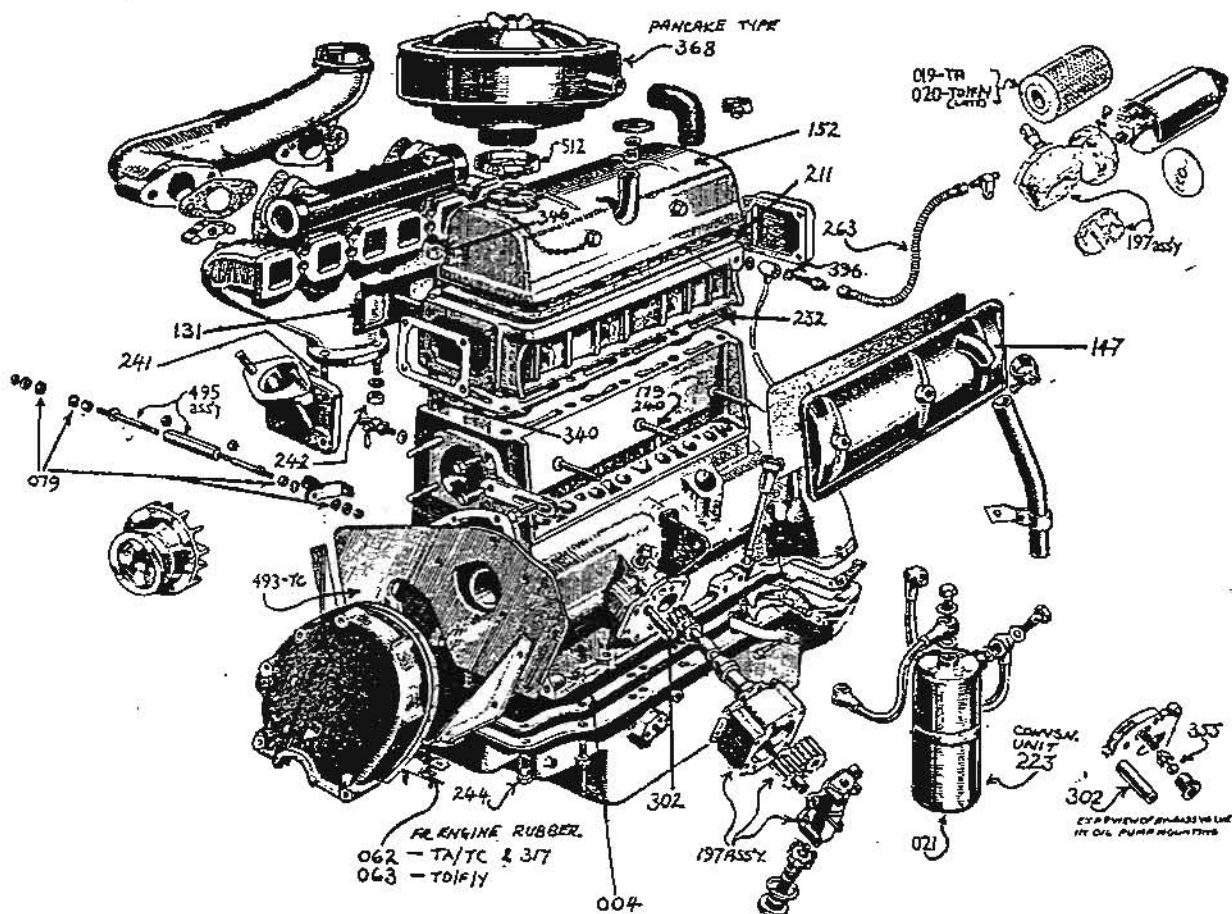
Y-Type III. No.26.

March 1980.

EDITORIAL:

Nothing at all to report this month that is not self-evident from the following pages. Apparently the 'Daily Telegraph' recently reported that there is a garage in Northumberland called 'Tyred & Exhausted'. Rest assured that in no way does this description fit your editor! I have no excuse at all for reproducing the diagram below, which is taken from N.T.G.'s catalogue, except that it is a convenient space-filler. Now that the brighter days are coming (to Britain, I mean!) I wish you all many happy hours with your Y-Types!

7th March 1980.



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 2735	1949	YT.	MG-YT	XPAG/TR/12575	N.D.Shanklin.
Y 3534	1949	YA.	?	XPAG/SC/X13339	W.H.Hancock.

Total cars on the Register as at 1st March 1980: 401.

Made up as follows: YA 109 YB: 80 YT: 99 YA/YB/TF Composite: 3
Unknown (mainly salesmen): 110.

MEMBERSHIP NEWS:

New Members:

220. W.H.Hancock
221. A.Turner

N.S.W.,
Hants.

Address Change:

157. T.T.Baumgardner Ohio, USA.

CARS FOR SALE:

Reg'tr No.166: 1952 YB. Taxed. Long M.O.T. Structure and mechanics sound. Cosmetic attention required. £950 o.n.o.
Tel: [REDACTED]

Reg'tr No.397: 1950 YA. Excellent all steel body completely rebuilt. Engine professionally reconditioned, needs running-in. Interior excellent except driver's seat which is untidy. M.O.T. and very reliable. Tel: [REDACTED]
[REDACTED] Offers over £1,000 (including valuable spares).

Reg'tr No.398: Y-Type Saloon. Original black cellulose paint. Good condition. M.O.T. until 16.10.80. Many spares. Tel: [REDACTED]
[REDACTED] (evenings). £1,000 o.n.o.

Reg'tr No.399: 1948 YA. Superb condition throughout. M.O.T. 20,000 miles Rebuilt engine. Spares, manual, chrome radiator and headlamps. £1,950. Tel: [REDACTED]

Reg'tr No.400: 1953 YB. Mechanics and body good. Drive away. £1,000 - no offers. Tel: [REDACTED] or [REDACTED]

PARTS FOR SALE:

YA wings and radiator. Tel: [REDACTED]

MEMBERS' INFORMATION EXCHANGE.

Rob Haywood: Would like to know how to go about obtaining an 'agreed valuation' for his YT for insurance purposes. And your editor would appreciate a good article on the subject from anyone who has experience in such matters.
Rob Haywood can be contacted at: [REDACTED]
[REDACTED] Dumfries, [REDACTED]

Nigel Hancock: Would like to borrow or copy a wiring diagram for the YT (1950). Because of the different instruments used on the dashboard the saloon wiring diagram is not relevant and a diagram does not appear in the YT supplement to the Workshop Manual.

cont'd overleaf.....

Nigel would also like to know of anyone who has for disposal any front-end sheet metal for a 1931-35 Bedford 30 cwt or 2 ton lorry. Both front wings, radiator surround, bonnet scuttle and running boards are required. Any condition considered. Nigel can be contacted at: [redacted] Merseyside, [redacted]

Both the articles appearing below concern YT's. They appeared first in 'The Sacred Octagon', the magazine of the New England T-Register Ltd., in March and April 1974. They have also appeared in the Australian magazine, 'Wheelspin' of May 1975. I am indebted to Ron Gay for passing copies of these articles to me. I have edited both articles slightly to remove statements which, because of research done since by the Y-Type Register, have proven to be inaccurate. The first article is by Richard L. Knudson of New York:

THE VICTORIAN BATHTUB

In his book 'The Story Of The M.G. Sports Car' F. Wilson McComb calls the YT the 'rare Victorian Bathtub'. I'll have to admit that the first time I spotted this comment it rankled me a bit. But the more I considered it the more it made sense. 'Face it,' I said to myself, 'a Y-Tourer is not a TC'.

The Y-Tourer however really has to be considered a T-series car. Its heart is the ever faithful XPAG engine complete with oil leaks. It pioneered the IFS which did wonders for the TD's handling and ride. Out front of course is that square radiator which identifies it as an M.G. to all the world.

To persue McComb's simile further, a true Victorian was a rare bird....you know....elegant, ornate, over-done, but distinct and separated in history. The Y-Tourer has the obvious advantage of being able to provide a comfortable ride for four adults, but its main appeal today probably has to do with its rarity. There were only 877 of them made between October of 1948 and early 1950 when the last one rolled off the line at Abingdon.

My Y-Tourer is Y/T/EXR 1924 and a letter from the factory dated 16th December 1957 (back in the days when the factory possessed and gave out such information) says, 'it was originally painted red with biscuit coloured upholstery, manufactured in October 1948 and shipped to America in November 1948. Only a very limited quantity of these cars were produced and yours was in fact the third of the series'. Y/T/EXR 1924 is the earliest still existing on record and the latest is Y/T/EXR 5139 in Australia.

One often hears that the Y-Tourer was designed for the American market. I doubt this. A check of import figures for the late 1940's shows that YT's were not wildly accepted in the U.S.A. at that time. In fact fewer than half of them were imported during their short production run. Quite a few were produced with RHD without the U.S.A. in mind. With all the 2+2 advertising today one wonders why the YT didn't catch on.

At any rate, if you have a couple of kids, then there's really no better way to go to a Gathering of the Faithful. Remember, Victorians can be charming!

Editor's note: It is believed that Y/T/EXR 1924 has recently been sold to an enthusiast in the Netherlands. '1924 (Reg'tr No. 183) is a LHD car and has engine number XPAG/TL/11688.

Our next article, overleaf, was written by another U.S. owner, B.J. Rompre...

Exactly a year after bringing Y/T/EXR 3465 home in boxes, bits and pieces from the garage where it had lain dismantled for eight years, I was able to read-test it and make a general evaluation of the car.

The rate of progress was of course due in large part to Phil Johnson's generous help plus the assistance of an expert machinist, John Mitok, as well as the co-operation of N.T.G. Services who came up with all the exotic parts peculiar to the YT, such as the clockwork operated self-cancelling signal light switch and such other goodies as were required for the restoration.

It appears as if the car should be a real pleasure to drive either on extended trips or around the city. The occupants are seated quite a bit higher than in a TC thus commanding a good view of the road. The steering is light and precise and gear shifting positive and crisp. 3,500 rpm give 60 mph in top gear which should translate into fairly respectable highway speeds.

The previous owner, Ted Ower, had done excellent work up to the point where the project had been shelved, so I resolved to maintain the high standard set by him in completing the restoration. The upholstery, in red glove leather, and the painting, in Smoke Grey plastic paint, were done professionally.

Two basic concepts guided the restoration. First, I wanted a totally reliable car and, second, I wanted to keep the car as original as possible within practical limits. A few modifications were carried out. For example, the cannister type oil filter was modified to take replaceable elements by undoing a bolt holding the bottom half to the top half. This should be of tremendous help in keeping the car properly serviced as the filter is in a rather awkward spot to get at from any other angle except underneath.

Another concession to practicality was a battery box having less depth than the original and without cover so that the battery can be more readily serviced, or removed, without having to take the hood off beforehand.

Checking the differential oil level was also facilitated by hinging the back of the rear seat at the top to give quick access to the inspection plate cover. At the same time, the back was given about an inch more tilt at the bottom to make it more comfortable to rear seat occupants.

Before closing, there is one feature of this car which must be mentioned as it seems to be of considerable interest to all who see the vehicle and this is the Jackall System. The system is comprised of hydraulic jacks permanently mounted at each wheel and a wobble pump with reservoir under the hood. A dial indicator allows a choice of setting 'Front', 'All' or 'Rear' prior to activating the pump via a handle normally stored in the spare tyre compartment. After a judicious number of wobbles the car begins its levitation act! Undoubtedly some more 'Magic of M.G.' stuff!

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