



THE CLASSIC 'Y'

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

Safety Fast, June, 1981

Y Type Register

Our second change this month concerns all our Y type owners and Y type Register members. Some concern has been expressed recently regarding the viability of the Y Register as a separate Register and the Club's Executive Committee, after discussion with the T Type Register and interested individuals have agreed to integrate the Y type Register as part of the T Type Register. A new Registrar has been appointed who will also have a seat on the T Register Committee to look after the individual interests of Y Type owners.

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What is a YRC? Well, recently I was sent a series of very good quality photographs by Ernst Kengelbacher of Lichtenstein. These photos depict his car, which he claims is a YRC. The letter accompanying the photos was written in German and as I never did learn that language I have had trouble deciphering exactly what a YRC is. However, I can say this. It looks very much like a YT (in fact, at first I thought it was a YT). The body on the outside looks identical to the YT body. However, the hood fitted is totally different and Mr. Kengelbacher says that three YRCs were 'built' by Reinbolt & Christie SA. Carrosserie of Basel. I have not established yet whether just the chassis was shipped to Basel and the body and trimming manufactured there or whether the chassis and the body originated from Abingdon. What is certain is that because the chassis numbers greatly precede that of the first YT, Y/T/EX(U) 1922, these cars cannot be YT's (can they?) For the record, these are the chassis numbers of the three cars built (and these are all possibly still in existence):

Y 1366	XPAG/?/11113	blue/beige	3rd April 1948
Y 1367	XPAG/?/11115	maroon/beige	25th March 1948
Y 1380	XPAG/?/11144	green/beige	25th March 1948

Were these cars the "models" for the later YT's? Did Abingdon adopt for its YT a body pattern designed by Reinbolt & Christie? Does anyone have any further information on these cars?

3rd July 1981.

(The story of the rebuild of YB 1524, continued from Issue No. 37)

The other major job we undertook whilst waiting for suitable days to do our painting was to prepare the new floorboards and their fittings for re-installation in the car. Now, as I have related before, we had had a very accurate set of new floorboards made. These we painted with wood primer/sealer, both sides. Still attached to the old floorboards were the seat runners and previously removed from them were the carpet and underlay retaining strips which run along the outside edges of the floorboards by the doors. There were five of these metal strips, all at first of seemingly different lengths and curvatures. We had neglected to mark in some way their original positions in the car. When the time came to fix them to the new floorboards I could not initially see where each was to be fixed and why there were only five (not six - three each side). In my opinion the strips are arranged to suit the curvature of the outer edge of the floorboards and the differing lengths are utilised in such a way that one strip overlaps the joint between the rear and front floorboards. Three strips are located on the left-hand side of the car, running the full length of the floorboards. Two strips are located on the right-hand side of the car from the rear forwards. Thus the right front floorboard is devoid of carpet retaining strip in order, I would suggest, firstly to provide easier access to the brake master cylinder reservoir and secondly to prevent the accelerator pedal or the driver's foot fouling the carpet retaining strip. Fitted to the rear floorboards just out of sight under the rear seats should be two wooden rails which are fitted at 90° to the prop-shaft tunnel. What are these for? Are they foot-rests, to prevent damage to the carpets etc? We only had one in 'Enterprise' and so far consider it to be superfluous. So, up to now there are no plans to refit it (unless someone can convince me that it has a use!)

To get back to the carpet retaining rails, these were straightened and treated with Truстан 40. The metal was extremely pitted and so it lent itself perfectly to Truстан 40 treatment. After that the rails were painted with the ubiquitous metal primer (two coats) and then with a coat of Valentine's gloss black. The final colour of the metal strips should match the colour of the carpet so that the strips/rails do not stand out against it.

Now we come to the seat runners. Before we attempted to remove the runners from the old floorboards we decided to take measurements and transfer these to the new boards in order to know precisely where the runners would be fixed on the new boards. This was no easy matter. Not being a draughtsman or mathematician found it very difficult to fix the position of the bolt holes. The runners run parallel to the prop-shaft tunnel edge of the boards. None of the other edges of the boards are parallel to these. However, with a little forethought it can be done. Just take things easy. It is, of course, very important to get this stage right. Removal of the runners from the old boards was extremely difficult. They are held tightly to the floorboards for safety reasons by bolts and threaded retaining washers which are themselves nailed to the underneath of the floorboards. I had wanted to keep the old boards intact as patterns for possible use by other owners. However, as it turned out, the floorboards had to be cut away and burned away around the seat runners (I have since been told that a cold chisel can be used to slice off the tops of the retaining bolts. This may save a lot of time and enable the old boards to be kept).

Once the seat runners were freed it became obvious that they had become bent and warped out of parallel (maybe the result of a crash?) Heat was applied to remedy the damage and the runners were satisfactorily, although not perfectly, straightened. They were then sprayed with white primer. Fixing them to the new floorboards is accomplished as follows. To begin with one runner (it doesn't matter which) is fixed to the floorboard. Then a seat is

fitted in place on it and the other runner corresponding to that seat is placed in position under the seat. This free runner is manoeuvred to a position which will enable the seat to move backwards and forwards freely and when this position has been achieved the position in which the second runner is to be fitted is marked. We used conventional nuts, bolts and washers to hold the seat runners in place on the new floorboards. These should be adequate.

And so, having fitted the runners to the floorboard we approached the problem of fitting the new boards to the car. Fixing bolt locations were marked on the new floorboards and many trial fittings were undertaken. Finally, the bolt holes were drilled in the boards and the car was jacked up and placed on ramps front and back to facilitate the installation of the floorboards. Many of the old retaining bolts had unfortunately refused to budge and so we had, it may be remembered, to burn out the old floorboards. Now, how were we to get over this problem of having several fixing bolts left on the car, immovable? Ingenuity and innovation is, I think, a necessary part of any restoration and here was a case in point. The obstinate bolts had been those alongside the propshaft tunnel. The bolts are supposed to go through the floorboard, then through the propshaft tunnel/gearbox housing, then through the chassis and into captive nuts. We knew that it would be of no use at all just fixing the boards at their outer edges, next to the doors and at the front and back. They had to be firmly and safely secured. We could only manage to free two bolt holes on either side of the tunnel so, still undecided as to the final solution, we set about fixing bolts in the easy locations first, just to see how big a problem we really had. A couple of new holes were drilled through the chassis outriggers and at the front of the left-front running board an improvised clamp was devised to clamp the board to the lip on which it is supposed to rest (it was just a little too short, although generally the fit of the running boards was excellent). Finally, to make everything nice and firm a hole was drilled through each chassis centre cross member (the one located at 90° to the central door pillar) and the rear floorboards were located through their centres to this.

When we were satisfied that the floorboards were securely and safely fastened in place the carpet retaining strips were fitted, in the positions explained above. These strips fitted over the tops of the floorboard retaining bolts and you may find that they are, or have become, contoured to enable them to do this.

There was only one other small job accomplished before the Christmas period commenced (1979) and that was to paint the rear seat-well with green polyurethane paint to match the rear seat backboard. The seat-well had previously been given two coats of green undercoat.

To be continued....

John Lawson.

CARS FOR SALE:

Reg'tr No.598: '1952 YB. Upholstery original. M.o.T. In very good condition and used daily. £1,200 or exchange. Tel: [REDACTED] (Merseyside).

'1950 YA. Unrestored. £525 o.n.o. Tel: [REDACTED] (Kent)'.

AUSTRALIAN IMPORTS PART XI

There follows a list of first owners of some of the cars previously included in our series:

Y 0496	Dr. G. Brodie.
Y 0510	I. S. Martin.
Y 0549	H. H. Scott.
Y 0750	H. V. S. S. (Miss C. Bayley).
Y 0576	Dr. R. V. McDonnell.
Y 0590	Nuffield Australia.
Y 0716	Newcastle (K. Riley).
Y 0814	J. T. Gay.
Y 0823	Barclay Motors.
Y 0830	Barclay Motors.
Y 0810	Barclay Motors.
Y 0736	H. V. S. S. (G. D. Lawson).
Y 0756	Ross Williams.
Y 0865	J. K. Robertson.
Y 0831	J. D. Francis.
Y 0847	H. V. S. S.
Y 0848	J. B. Bedwell.
Y 0888	B. P. Toomey.
Y 0943	Horan Brothers.
Y 0942	Barclay Motors.
Y 0949	R. H. Goddard.
Y 0964	Newcastle.
Y 0770	Barclay Motors.
Y 0796	H. V. S. S.
Y 1011	C. E. Oliver.
Y 1002	Barclay Motors.
Y 1003	C. D. Hall & Co Pty Ltd.
Y 1004	Newcastle.
Y 1007	Barclay Motors.

Credit: Australian
T-Series Assoc. &
D. H. Miller.

more next time....

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