

THE CLASSIC Y

Volume 9. No.73.

The Newsletter of the M.G. 'Y' Type Register.

February 1986.

EDITORIAL

Over the years we've often mentioned films or T.V. programmes seen by members in which 'Y' Types have appeared (usually they've appeared quite briefly, more's the pity!). The latest occurrence of this nature, though, was of a more significant nature. Apparently, in the B.B.C's "Tenko Reunion" screened on Boxing Day evening and shot partly in Singapore, a two-tone blue YT featured quite extensively. Although we have several members in Singapore, this particular car was unknown to me. So, thanks to Colin Dye for reporting it.

Last year I asked if those interested would measure their bonnet panels so that we might be able to decide if there was any logical reason as to why there was sometimes up to half an inch difference in the lengths of panels (sometimes even on the same car). I received a few reports and these only led me to the conclusion that either we do not yet have enough data to make a pronouncement, or there is really no logical pattern to the problem. You could wonder at there being so much inaccuracy in producing panels or, taking the opposite approach, you could say that it just serves to demonstrate how individual and 'hand-built' our 'Y' Types were. It is interesting to note though that even today, when robots do much of the assembly etc work for Austin-Rover, if you look along a line of brand new Montegos etc you will find significant differences in the fit of various panels!

If, by now, you have come to the conclusion that I am rambling on somewhat on subjects which are not of great national importance then you are right! There isn't too much of import for this issue's editorial. The Alternative Parts Listing announced last time went down well; but it is only the start! I have been working towards publishing a full-blown glossy etc 'coffee table' (uuggghh!) book on the 'Y'. However there has been a certain lack of co-operation in some quarters (notably with the researching of what little competition history the 'Y' Type has) and a certain lack of finance in others (i.e., finding the money to get down to Oxford to spend some time in the Nuffield archives looking for previously unpublished photos). Nevertheless I will continue working, albeit slowly, towards that day when the definitive work can be launched. Meanwhile, in the not too distant future it is hoped we can expand the Alternative Parts List into a more comprehensive work by adding, perhaps, "Discovering the 'Y' Type", suitably updated, plus an abridged (no full addresses of owners) copy of the Register itself and details of the cars imported into Australia etc etc. All this to be hopefully bound into something which may pass for a book (or booklet).

7th February 1986.

REGISTER NEWS

New Owners

762.	I.Schofield,	[REDACTED],	Lancashire,	[REDACTED]
763.	P.A.Elkin,	[REDACTED],	Essex,	[REDACTED]
765.	R.J.Andrews,	[REDACTED],	Glos.,	[REDACTED]
766.	I.Grimwade,	[REDACTED],	Hertfordshire,	[REDACTED]
783.	T.Whitney,	[REDACTED],	Middlesex,	[REDACTED]
784.	R.A.McKean,	[REDACTED],	Scotland	[REDACTED]
785.	A.Tallentire,	[REDACTED],	Co.Durham	[REDACTED]
786.	P.N.Legh-Jones,	[REDACTED],	[REDACTED]	[REDACTED]
787.	Chia Quee Khee,	[REDACTED],	Singapore	[REDACTED]
788.	D.G.Stern,	[REDACTED],	Massachusetts,	U.S.A.
789.	J.Glover,	[REDACTED],	Scotland	[REDACTED]
790.	D.Williams,	[REDACTED],	[REDACTED]	[REDACTED]
791.	P.Zbinden,	[REDACTED],	Switzerland.	[REDACTED]

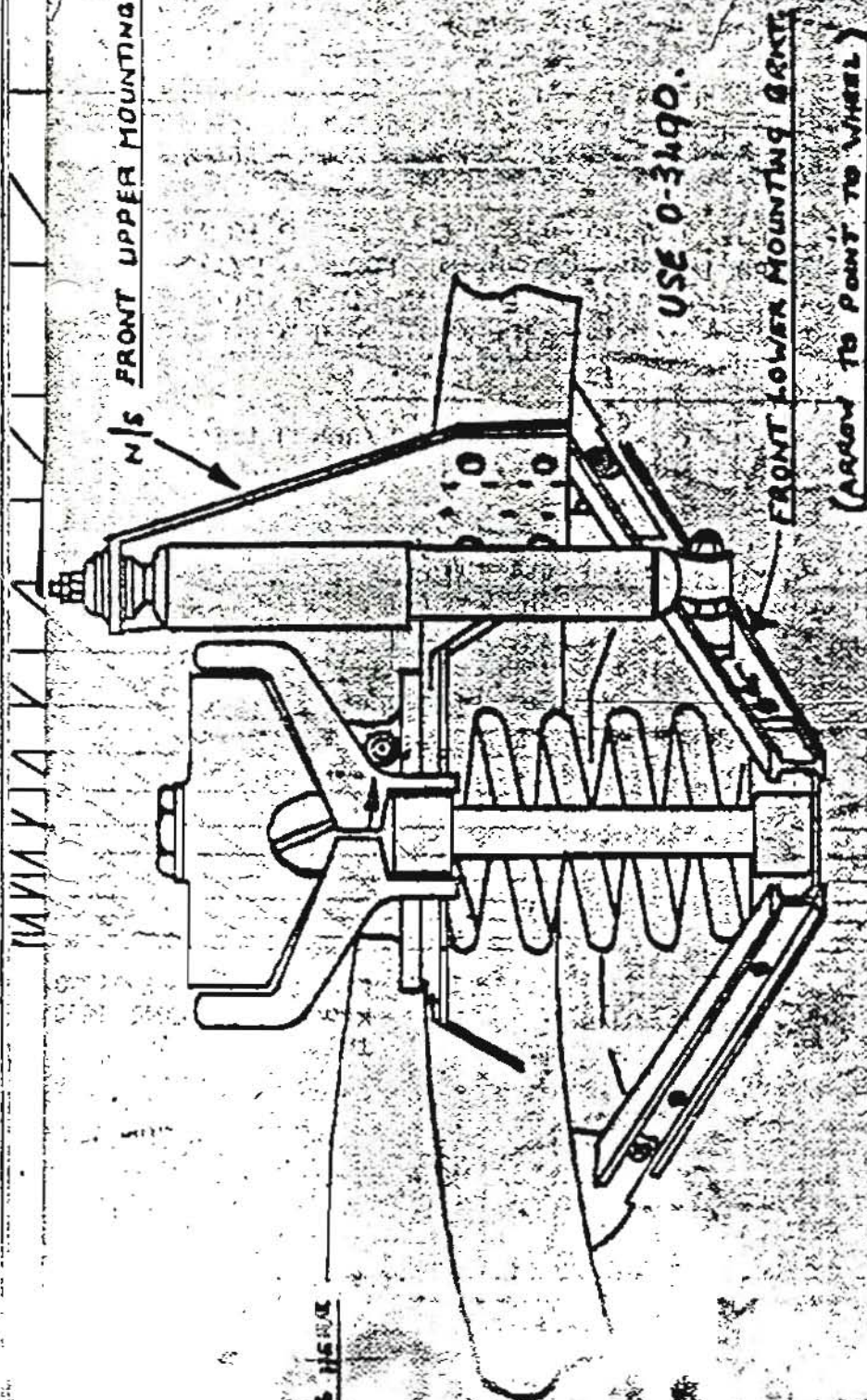
Total number of known current owners: 672

MEMBERS' TIPS etc.

Colin Dye: The spare wheel compartment tool clips are the same as those fitted in a number of the BMC 'Farina' range of cars. The over-riders fitted to the Ford Prefect of 1946/53 are very similar to those originally fitted to YTs, YBs and a few YAs. The front bumper of the Ford Prefect is also very similar to those fitted to 'Y' Types but needs bending slightly to fit properly.

David Ransome: Regarding what was said about grab straps on page 48 of the December issue of 'The Classic Y'; apparently, where the upholstery was maroon in colour the grab straps were maroon also. Furthermore, the illustrations appearing in the 'Y' Type Workshop Manuals were of Morris origin although it must also be borne in mind that grab straps of the 'rope' variety could easily have been bought by any 'Y' Type owner from motor factors in the late forties/early fifties and fitted in place of the originals.

The drawing on the following page was kindly sent in by Mr.A.Crossley of Coventry. It shows a modification to the front suspension which has been found fitted to a number of 'Y' Types on the Register ('Enterprise' amongst them).



NEAR SIDE INSTALLATION SHOWN

M.G. 1 1/2 LITRE SALOON

MODEL Y

FITTING INSTRUCTIONS

Remove jack plate bolts & fit - front upper brkt, using bolts, nuts & washers supplied.
 Bolt front lower brkt - to the lower wishbone members as shown. Arrows pointing towards wheel.
 Fit shock absorber to brkt as shown, making sure that the fittings are in correct order - as supplied.
 Bolt front lower brkt - to the lower wishbone members as shown. Arrows pointing towards wheel.
 Should the original soft ride be desired, the valves in the original shock absorbers should be maintained.
 If a firmer ride is required the valves may be left in position, in which case the fluid level must be maintained.
 Original units can be stripped down, pistons & valves etc. packed in oil, and existing fitted.
 This ensures that any broken parts will be in the units.

Cars For Sale



- 136 Y 5100. 1950 YA. XPAG/SC/14813. 'KXJ 912'. Maroon. "Purchased in 1958 by present owner and currently in quite good order. Regularly maintained. Contact: [REDACTED]".
- 586 1949 YA? "Fully restored. 9 months M.O.T. £1,725 ono. Tel: [REDACTED] or [REDACTED]"
- 354 YB. "Complete but in bits. Best offer for the lot secures. Engine and gearbox not stripped. Yet another unfinished project. Tel: Alan on [REDACTED] 9am - 5pm".
- 809 YB1405. 1953 YB. 'GFR618'. £695. Tel: Bollington [REDACTED].
- 739 YA. One halfshaft missing so car not mobile. No engine and gearbox. Car situated in [REDACTED] Cheshire. £50. Tel: [REDACTED] [REDACTED].
- 405 YA. 'EDB117' Black with red interior. Contact: [REDACTED]
- 63 1950 YA. "Fully restored from chassis up. All original panels, genuine low mileage and long MOT. No rust, engine bay spotless, coachwork unspoilt. Really eye-catching, useable classic. Offers around £2,000 to: [REDACTED]"
- 431 1953 YB. "Swansea Reg SHN78. Complete, for spares. Body hopeless but all running gear and instruments good condition. Wings in good condition. Beige seats and door panels fair. Engine was running when this car was bought for spares two years ago. £300. Can deliver anywhere north of Birmingham at minimal cost. Contact Mr.D.W.Davies, [REDACTED] Scotland, [REDACTED] (Tel: [REDACTED]).

PARTS FOR SALE:

Excellent YA chassis £50 ono; Excellent YA rear axle case £5; Rear springs £10 pair; New clutch driven plates (8") £7; New clutch cover assembly (7½") £15; Excellent heavy-duty front shock absorbers (conversion for 'Y' Types, fit in place of Jackall jacks, ex-rally mod') £15; Front suspension spares; Brake drums; Wiper cables etc. State requirements. Contact: Colin Dye, [REDACTED] W.Sussex, [REDACTED]. Tel: [REDACTED].

YA Chassis for disposal. Free. Contact: Mr.R.Jesson, [REDACTED] Merseyside [REDACTED].

THE ARDILL FAMILY MG YT

PART I.

INTRODUCTION

YT 3779 has now been on the road for 12 months and the time has come for me to put pen to paper and write her story.

In writing my version of YT restoration I must acknowledge two previous articles on the MG Y Tourer, both of which I would commend to anyone interested in the YT.

1. "Drive test MG YT" by Ron Gay and published in "Restored Cars". This is an excellent story giving a description of the YT, its road characteristics and some restoration details.
2. "Maintaining the Brute - A Restoration Saga" by Arthur Bird and published in the N.S.W. MG Club's Magazine and subsequently in the Singer Car Clubs magazine. This story gives a nut by nut description of the restoration and would prove an inspiration to any restorer.

In the light of these stories I find myself somewhat at a loss to be original but in writing on a common subject I suppose some duplication is inevitable. Anyway, here goes and for what its worth this is my version.

DESCRIPTION OF THE MODEL

The MG Y Tourer which was introduced in October, 1948, was based on the well appointed Y-Type Saloon which had existed in prototype form since 1939. It was the first car developed by Nuffield with independent front suspension and rack-and-pinion steering largely to the design of a young engineer called Alec Issigonis. The model was temporarily shelved because of the war and the first production models of the Saloon left the factory in 1947.

Other features shared by the Saloon and Tourer include a separate chassis and four wheel hydraulic jacking system. The Tourer, however was fitted with the twin carburettor engine, instruments and the electrical system of the TC. The Tourer was $3\frac{1}{4}$ cwt. heavier than the TC and only $3\frac{3}{4}$ cwt. lighter than the Y Saloon. Performance was therefore not as good as the TC but was more sprightly than the sedan.

The Y Tourer was an export special and of the 877 made, 874 were export sales, though of these 42 were delivered in the U.K.. The model was withdrawn early in 1950 although the Y Type Saloon survived to the end of 1953 and was then replaced by the ZA Magnette Saloon. The front suspension design was used on most subsequent MG's including the MGB to 1980.

Contemporary road tests set top speed at 76 m.p.h. with speeds in lower gears at 25, 40 and 58 m.p.h.. A 0-50 time of 16.2 seconds and a standing $\frac{1}{4}$ mile time of 23.1 seconds was obtained. Tested fuel consumption was 32 m.p.g..

The not so sporty appearance of the Y Tourer and the inferior performance in comparison to the two seater T Types no doubt explains its short production life. However, the classic prewar 4 seater design, adequate performance and relative scarcity (only 174 recorded by the 'Y' Type register in April, 1985) ensure that the Y Tourer will become increasingly more in demand.

WHY AND HOW WE OBTAINED A YT

The initial meetings of the Ballina and District Vehicle Restorers Car Club introduced a new interest (later to become a passion) into my life - the desire to restore a car to originality.

I had always wanted a sports car but at various times the combination of parental influence, lack of finance, family requirements and "common sense" dictated otherwise. It was therefore predictable that the new found desire for restoration should direct itself towards ownership of a sports car and more particularly an MG with preference for a TC, TD or TF. The date was early 1981 and the demand and thus the price of these marques was prohibitive.

My dilemma was voiced over a few noggins after a club meeting (pre-breathalyzer) and I was given a lead of an MG - not a T-Type but something similar. A couple of phone calls later and Molly and I were headed to Parkes with a car trailer in tow behind the Range Rover.

A late afternoon arrival at Parkes, contact with an old workmate and an enjoyable reunion on Friday night no doubt put me in a not very discerning frame of mind for Saturday morning.

We found where the prize was located and disembarked for a first inspection. At the end of the driveway there she stood "proudly" resting on blocks, flat tyres hanging. Her rusty exterior was resplendent sporting the traditional MG grill complete with badge and two lovely 8" King of the Road headlights. A closer glance revealed an interior devoid of seats, instruments, windscreen, hood and upholstery but sporting a rusted steel floor pan (later found to be non-standard). A peak under the bonnet showed a power plant without head, carburettors or most accessories.

Molly's silence was of course interpreted as approval (later found to be shock). Followed negotiations with my bargaining power influenced by the fact that I had decided I wanted the car and I wasn't going to tow a car trailer 600 miles for nothing. The deal was done at the asking price and off we were headed back to Ballina after pumping up the tyres and winching into the trailer. Our new acquisition included very sick hood irons and a box of miscellaneous gear.

After two months of dismantling and searching for numerous missing items, I stumbled across an old for sale add for a Y T in "Restored Cars". Thinking this may be a lead for parts I phoned the number in Melbourne. The Tourer was not yet sold - No, parts were not for sale separately, but the car was for sale. By this time I had realised that the body of my pride and joy was beyond redemption and the acquiring of the multitude of missing parts would be difficult if not impossible. There followed a solo trip to Melbourne to inspect the car and then a later trip with Molly and the trailer to tow it back to Ballina.



YT 3779 EN-ROUTE FROM MELBOURNE

The score at this stage: -

- a) A completely dismantled car - body scrapped but chassis, gear box, diff, wheels, suspension steering and miscellaneous components in poor condition.
- b) A more complete car in poor condition and still with some bits to find.

However, a more than satisfactory base to work on. The date was now late March, 1981, and I set myself a target of April, 1982, to have the restoration complete. In effect the car was not registered until July, 1984, and still has further detail improvements needed.

RESTORATION

My approach as a total novice to the game of old motor car refurbishing was basic - pull the beast to pieces being careful to label everything with the multitude of small pieces, nuts, bolts, etc. being stored in labelled bottles and tins. As a further precaution against a bad memory numerous polaroid photographs were taken and many of these were also labelled. These precautions proved invaluable as the restoration scheduled to take a year took 3½ years and many details would have been otherwise forgotten.

A systematic research programme was initiated to ascertain details in respect of originality and sources of parts. The 'Y' Type Register was joined along with the Australian T Series Association and the N.S.W. MG Car Club and the Gold Coast MG Car Club. Back issues of journals were obtained from the Y-Type Register and the T Series Association as well as a number of the more popular books on MG's.

CARS WANTED

'Y' Type wanted in excellent, near-concours condition. Will pay price commensurate with condition for the right car. Contact: [REDACTED], Surrey, [REDACTED]

'Y' Type required for restoration, preferably a 'runner'. Will purchase or part-exchange for 1971 Triumph Vitesse Mk.2 Convertible with overdrive on which £1,100 has been spent during the last year and which will be sold with 12-month MOT. Contact: Mr. J. Birkbeck, [REDACTED], Warwickshire, [REDACTED]

PARTS WANTED

Saloon rear seat in original red leather. Contact: Mr. C. R. Cridland, [REDACTED]

'Y' Type gearbox. Contact: Mr. P. Zbinden, [REDACTED], Switzerland.

CAR FOR SALE: (late entry)

488. YB 0567. 1952 YB. XPAG/SG2/17372. Maroon body/Black wings. Beige interior. 'NKC822'. Fully rebuilt. Interior all new except rear seat. Engine and gearbox rebuilt. Taxed and M.O.T'd. Contact: Mr. Ian Shelmerdine, [REDACTED], Lancs.

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J. G. Lawson, [REDACTED], England.

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A. Brier, [REDACTED], W. Yorks [REDACTED], England.

Eastern United States Chapter:

Mrs. C. M. Luer, [REDACTED], New Jersey, [REDACTED]

U.S. West Coast Contact:

G. R. Skopecek III, [REDACTED], California, [REDACTED]

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