

THE CLASSIC 'Y'

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

Volume 9. No.77.

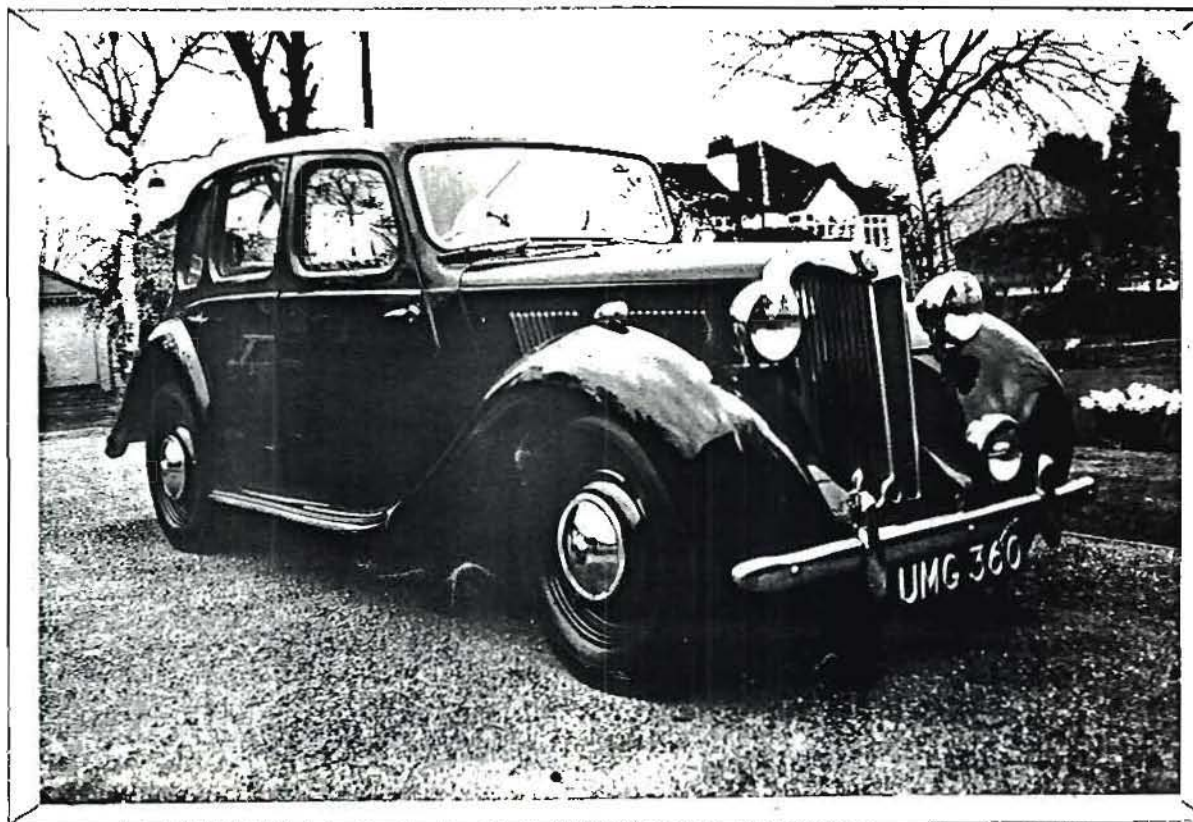
October 1986.

EDITORIAL

Last time I mentioned how a small group of 'Y' Types were at last beginning to enter concours competitions on a regular basis and were quite often coming away with major prizes. This month's editorial continues this theme with a photo, below, of Trevor Austin's 'UMG360' (Y5205). This car is one of the most original I have ever heard of and must be very close to being 100% original. Since Mr. Austin acquired the car earlier this year it has won a concours award at the National Classic Car Concours sponsored by 'Thoroughbred & Classic Cars' magazine, at Brands Hatch and it also came 'first in class' at an M.G. Car Club National Meeting at Beaulieu. Mr. Austin, whose address is [REDACTED], Surrey [REDACTED] will be only too pleased to help anyone wanting advice on points of originality.

Lastly, the three photos at the foot of pages 34 and 35 were provided by Mr. Hagen Nyncke of Munich. They depict a Zagato-bodied 'Y' Type of 1948.

1st October 1986.



Register Number 571

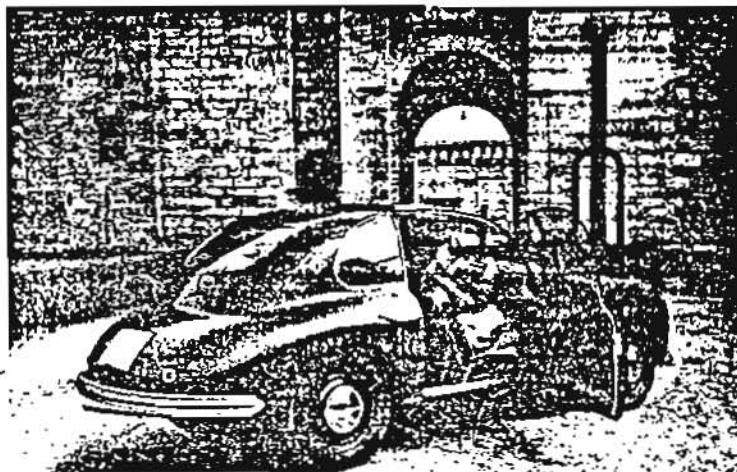
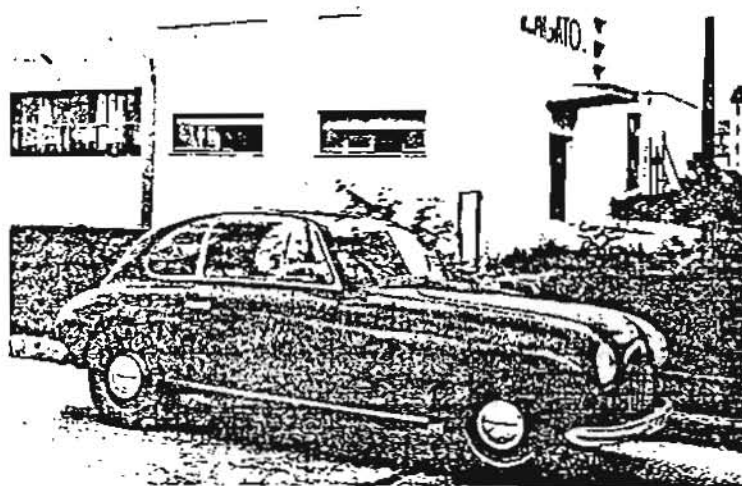
Chassis Number Y0673
Engine Number SC/16086
Licence Plate n/k
Body Number 504/
Sub-Type YA
Year of Manuf' 47
Owner's Name Todd K
Owner Number 833
Car Location Lancashire ENG
Exterior Colour Blue
Interior Colour B

Register Number 375

Chassis Number Y5162
Engine Number SC/14960
Licence Plate OS7565
Body Number 3923/3898
Sub-Type YA
Year of Manuf' 50
Owner's Name Whatley D
Owner Number 710
Car Location Middlesex ENG
Exterior Colour Black
Interior Colour G

Register Number 771

Chassis Number Y7056
Engine Number SC/A85462
Licence Plate MNA720
Body Number 5646/5656
Sub-Type YA
Year of Manuf' 51
Owner's Name Bennett HJ
Owner Number 835
Car Location Cumbria ENG
Exterior Colour Black
Interior Colour -



CARS FOR SALE:

- 161 1952 YB. YB0593. 'UMG695' XPAG/SC/17472. Green with beige interior. 71,635 recorded miles. In excellent condition. £4,000. Contact: Mr.G.D.Parsons, [REDACTED], Kent. Tel: [REDACTED]
- 571 1947 YA. Y 0673. XPAG/SC/16086. Blue with beige interior. 82,000 recorded miles. Stored for last seven or eight years. Very good condition. Spare Gold Seal engine (SC/A85462). Offers please to Mr.K.Todd, [REDACTED], Lancs. Tel: [REDACTED]
- 925 1953 YB. YB1094. 'LYG228' XPAG/SC2/C91900. Black with beige interior. 42,000 miles on reconditioned engine. Good running condition. Needs a little external bodywork, otherwise all in order. Offers around £1,850, please to: Mr.Malcolm Roughley, [REDACTED], Lancashire, [REDACTED]. Tel: [REDACTED]

PARTS FOR SALE:

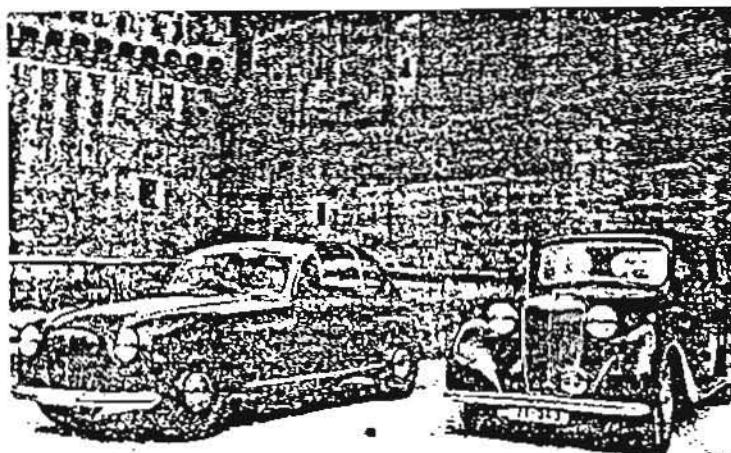
"Five new British Goodyear made 5.60 x 15" crossply tyres. £86. Will fit; delivery arranged. Tel: Henry Staal on [REDACTED].

"Y Type chassis (sand blasted, zinc metal sprayed, stove enamelled (3 coats)) £300; Y Type bonnet (good condition) £20; one pair rear springs (retempered and stove enamelled; new interleaf rubbers and bushes) £30; complete Jackall system (reconditioned and stove enamelled; new stainless steel fitting brackets) £50; front valance (excellent condition, in primer) £20; four doors (need new bottoms but otherwise in good condition) £10 ea.; two sets of new brake shoes (YB) £18 per set; radiator starting handle crossbar (stainless steel) £20; near-side inner wing (side valance) (in primer) £8; 2 x front suspension rebound rubbers £2 ea.; one set of 'D' lamp gaskets £2; one bonnet catch £3. Contact Mr.A Hebdon, [REDACTED] Yorkshire. Or telephone John Monkman on [REDACTED]

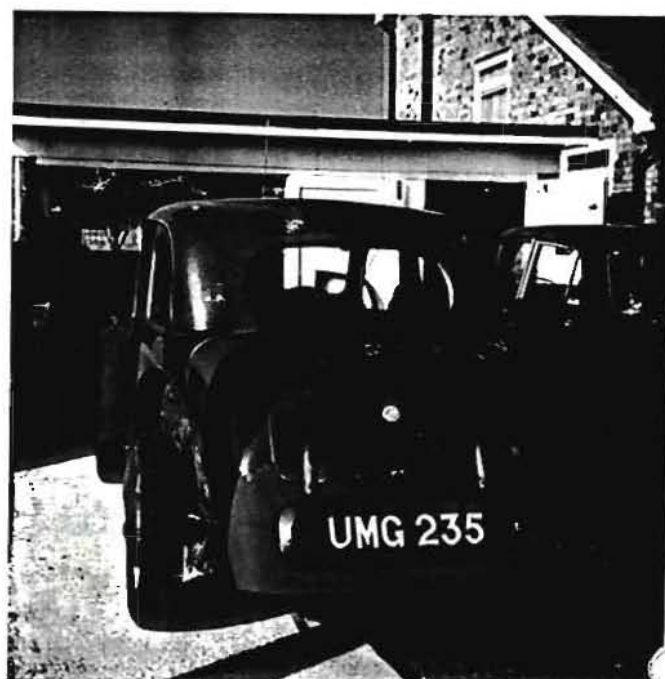
"M.G. 1½ Litre YB Workshop Manual for sale. Excellent condition. Offers please, in writing, to: [REDACTED]

"YB Front wings, apron and valances £50; YA rack and pinion steering (good) £45; Two Jackalls, one long, one short £6 each; Set chrome highflow windtone horns (suit YB) £15; YB badge bar £5; Set 'Y' Type drums and shoes (offers). Contact: Pete Cole, [REDACTED]

"'Y' Gearbox (complete) £48; New Lucas 1130 side lights £9.50 each; 8" Lucas L140 Headlamp (complete) £12; Three 8" headlamp rims £3 each. Contact: Barry.M.Bone, [REDACTED], Sussex. [REDACTED]."



by Tory Skopecek



Evaluation and Restoration

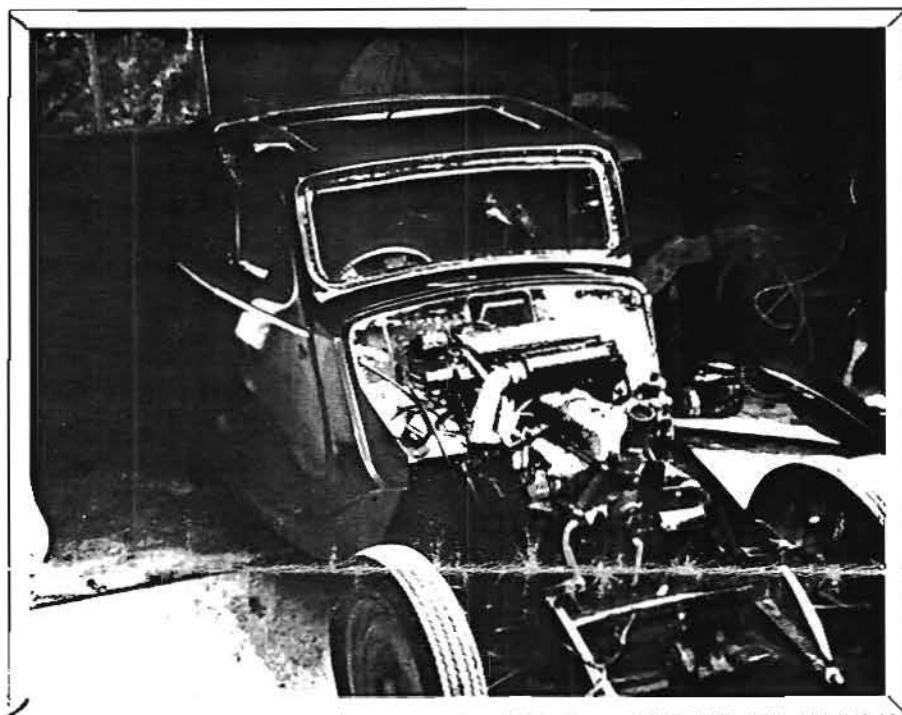
Upon securing the release of Y5460, David and I loaded the car on a trailer and set off for home. Arriving home we looked up the long long driveway up to the house and realized that we would never get the truck with trailer up it, unload and get truck and trailer back down it. With some trepidation we put a battery, and some gas in the Y and attempted to start it. Wonder of wonders it started on the first pull. Quick, off the trailer, wind up the engine, dump the clutch, and up the drive. Parking at the top, brick behind wheel, we commenced our evaluation.

Colin had done some very fine body work on the boot surround, tire locker, box sections and rear wing area. The transmission worked flawlessly. A new instrument panel was needed. The front wings had holes in them large enough to mount a set of turn indicators for a large lorry. Body panels seemed straight but the bottoms of the doors needed looking at. (Put my finger through one) The engine appeared to be in good enough running condition, though I noted that it had an MGA distributor and vacuum advance. We thought the bathroom towel rack as a badge bar was unique but had to go. David and I decided that some panel bashing and paint would set most things right. Wrong.

The next afternoon with some industrial strength paint and varnish remover I stripped off the door bottoms. This is a verbatim statement. When the second coat of remover hit the doors the bottoms fell off. It transpired that through many owners they had been filled, expoxied, fibre glassed to no end. I'm sure Colin would have been suprised if he had known what was under that paint. The only thing left of the door bottoms was that portion of the sheet metal where it had been rolled under and joined with the under piece. I was left with a piece of wire and no outside or bottom section. I would have to fabricate the bottoms from sheet metal. The rest of the car that could be removed, was, and sent to a sand blaster. This I would never do again. The owner of the shop also owns and restores MGs and assured me there would be no warping. Wrong. The bonnet panels came out looking like the Atlantic Ocean. Wings were not too bad. The advantage to sand blasting is that it removes all rust and bad metal. The rear wings at their attachments looked like Irish Lace.

Through the months we worked continuously. I had never intended to fully restore the Y. The Y was to be a presentable runner only, and never to be perfect. The more we got into things, the more the car came further apart. For a while I (and my parents, whose garage and shop I was using) dispaired of ever getting it back together again. Finally it went to be painted and two months later it came home in various pieces.

The paint selected was a two part urethane type, which hopefully would out-last the car. It had been decided to paint it as a duo-tone, but not as the factory had done it. The body was to be black, the lower half of the doors, the side bonnet panels and the side of the body to the rear wings a deep burgundy. The paint was wet sanded and then rubbed out and finished with a hard carnuba wax. This wax has now been on the car for 4 years with out rework.



Completion of the interior was hastened through the efforts of Mr. John G. Lawson. John had arrived to see if California was truly the land of palm trees, fruits and nuts. I'm sure he was surprised to find few palm trees and a host of fruits and nuts running around the streets. We had invited John to join ourselves and the rest of our vintage MG group for a tour down to the annual West Coast Gathering of the Faithful (a couple hundred pre-56 MGs in one place). That year it was to be in Santa Barbara. John had hardly expected to work for nearly one week with me, day and night, putting all those last minute things together that make an MG complete, but he did, and cheerfully.

Y5460 was completed two days prior to our leaving and was given a minimal check out. The trip would be a one day run of 340 miles, and being with others, on a familiar highway was of little concern. The trip was made with ease, sunny day, mild temperatures, beautiful scenery, most pleasant. John assisted a lady in distress at one point, however, that is his story. Entering San Luis Obispo the Y came up short a quart of oil. This was to portend things to come.

continued.....

The Santa Barbara GOF was great fun and has been previously reported by John in a prior issue. On the rally the second day, the Y used another quart of oil. The return trip to the San Francisco Bay Area was made partially via Y and mostly via towbar. 400+ miles of 60+ per hour driving with new high detergent oil had opened everything up. Leaking front and rear seals assisted by excessive blowby of the rings caused oil to exit more rapidly than could be refilled every 50 miles or so. Y5460 went into the garage for an engine rebuild.

The two photos on page 36 show the car as it was before shipment to California. That on page 37 shows Y5460 in the midst of its restoration, and after being resprayed.

to be continued.....

WORKSHOP MANUALS etc.

I am very pleased to be able to announce that after a lapse of many years, we are now able to again supply copies of Workshop Manuals and other official publications at reasonable prices. Details are as follows:

Workshop Manuals:

YA (including YT supplement)	£12.50 ea.
YB	£12.50 ea.

Parts Lists:

YA	£ 9.00 ea.
YB	£ 9.00 ea.
YT (parts which differ from those in the YA list)	£ 3.00 ea.

Owners' Handbooks:

YA (including YT supplement)	£ 7.50 ea.
YB	£ 7.50 ea.

Sales Brochures:

YA (landscape format; early)	£ 2.50 ea.
YA (landscape format; late)	£ 2.50 ea.
YA ('fold-out' type; export; 1947)	£ 2.00 ea.
YA ('fold-out' type; home; Feb. '50)	£ 2.00 ea.
YB ('fold-out' type; May '53)	£ 2.00 ea.

(all the above prices include U.K. postage)

Membership Secretary/Registrar:

Spares Secretary:

R. Brier

Eastern United States Chapter:

Mrs. C. M. Luer

U.S. West Coast Contact:

G. R. Skopecek

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THE ARDILL FAMILY M.G. YT

Part III.

The jacks were cleaned and fitted with new seals, the pump cleaned and the whole lot fixed in their respective places. The system was filled with oil, bled and when tested raised the car. The pump, however, leaked and the system has been drained pending future repairs.

Registration was effected in July, 1984, and the "Coup De Grâce" was the attachment of the pre-ordered plates - YT 3779 - the chassis and identification number of the car.

The first official outing was a trip to Lismore a few days later where the car was displayed in the inaugural static display organised by the Summerland Sports and Classic Car Club.

ACKNOWLEDGEMENTS

Assistance and advice was forthcoming from many people and at the risk of offending someone I would like to acknowledge the following: -

Panel work - C & R Enterprises

Paint - Frank Pennisi

Trim - Tom Shepherd

Trouble Shooter - Fred Magnay

Advice and help with spare parts - Arthur Bird

Last, but not least my wife, Molly, who assisted and tolerated the hundreds of hours spent on the car.

WHAT SINCE AND WHAT AHEAD

Probably the highlight since registration has been my trip to the MG National Meeting at Newcastle last Easter. This excursion involved a total trip of 920 miles. Up until then the car was "Molly-Coddled" and treated more like a showpiece than a motor car. However, it poured rain all the way from Ballina to Coffs Harbour and the spotlessly concourse prepared car was muddied above and below.

The trip to Newcastle was a real joy and I began to appreciate her in the manner she was designed to be appreciated - ie; as a small comfortable Tourer - which despite her 36 years exhibited a degree of comfort not too much short of a modern vehicle despite the occasional desire of the cross ply tyres to follow the irregularities of the road.

The independent front suspension, torque motor and 4 speed gearbox make for lively and spirited motoring in the traditional manner.

On arrival at Newcastle a solid 1½ days with assistance of relatives and friends was put into restoring the concourse sparkle. Fortunately I was able to stay with my cousin and her husband in Newcastle, and they surrendered their garage to the 'G'. The effort was rewarded and the car was awarded first prize in the Y & Y Tourer Class of the 1985 National Concourse.

Since then a similar award was obtained at the Gold Coast in August, 1985.

The car is still not finished and on the agenda in the near future is the repair of the jackall pump and fitting of correct bumper bars and overriders (TD were fitted as an interim measure). These and other detailed improvements will be made and we will continue to enjoy the car as it should be enjoyed. Probably future concourse events will be entered but with no real intention or desire for success as with regular use concourse condition will be hard to maintain. However, participation and fellowship experienced is much more a source of enjoyment than winning - anyway one National win is enough for any car. Now that the motor is run in, the car will be entered in other competition events.

Since "hitting the road" I've learnt of several other YT's being restored and I look forward to seeing them completed and on the road. On this line the majority of spares including chassis left over from the 2nd car were purchased by Geoff Buggie who bought a very incomplete and delapidated YT - thus in effect 2 cars will be restored from 3.

HISTORY OF YT 3779

She was purchased new by Mr. B. Ourme, of Ferntree Gully, Melbourne from Lane's Motors in the early 1950's. He drove it to Adelaide on his honeymoon in 1956 or 1957. The car was registered up until December, 1973, and from then until 1978 was not used and obviously was allowed to deteriorate. It was purchased by two students, Andrew McLaughlan and Andrew Tribe, in 1978. They however found they had neither the time nor the facilities to restore the car as planned. We bought the car in March, 1981, and trailered it back to Ballina. July, 1984, saw her restored as described in this story.



THE COMPLETED ARTICLE - YT 3779