

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 13. No. 99.

June 1990.

EDITORIAL

As I last said on 31st May 1984, let's get the most important thing over with first. With effect from the date of publication of this newsletter, subscriptions are to be increased to the following rates per annum:

U. K.	£ 9.00
Europe	£10.50 *
U. S. A. , Canada, RSA, Bangladesh, Hong Kong	£13.00 *
Australia	£14.50 *

(* includes airmail delivery)

Dave Mullen has asked me to request all U.K. members writing to him about spares etc to enclose an s.a.e. for a reply. Overseas members should enclose International Reply Coupons.

On the last two pages of this issue is an article written by our member in Bangladesh, Mr. Habibur Rahman Sanni for the occasion of the 3rd Vintage Car Rally, which took place in Dhaka on 16th February this year. The rally was organized by the Old Car Club of Bangladesh of which Sanni is the Chairman and joint-founder. He also owns many other valuable and rare old vehicles besides the YT. May your cars never end up in the great scrapyard at Dotal Khal!

21st May 1990.

Newsletter Editor/Registrar: J.B. Lawson, [redacted]
U.K. Spares Secretary (new spares): A. Brier, [redacted] W. Yorkshire,
U.K. Spares Co-ordinator (second-hand spares): D. Mullen, [redacted]
Australian Contact/Spares Secretary: M.H. Fry, [redacted] Victoria, Australia,
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Register Number 1073

Chassis Number	Y1959
Engine Number	SC/11752
Licence Plate	n/k
Body Number	n/k
Sub-Type	YA
Year of Manuf'	48
Owner's Name	de Biel J
Owner Number	1003
Car Location	Pretoria RSA
Exterior Colour	n/k
Interior Colour	-

Register Number 1074

Chassis Number	Y1974
Engine Number	SC/11744
Licence Plate	n/k
Body Number	1646/1755
Sub-Type	YA
Year of Manuf'	48
Owner's Name	Lucouw K
Owner Number	970
Car Location	Pretoria RSA
Exterior Colour	n/k
Interior Colour	-

Register Number 1071

Chassis Number	YT/EX(U) 2779
Engine Number	TL/12377
Licence Plate	n/k
Body Number	n/k
Sub-Type	YT
Year of Manuf'	49
Owner's Name	Hallanger L
Owner Number	1001
Car Location	Hawaii USA
Exterior Colour	Red
Interior Colour	B

Register Number 1082

Chassis Number	Y4743
Engine Number	SC/X14532
Licence Plate	OB16385
Body Number	5139/5632
Sub-Type	YA
Year of Manuf'	50
Owner's Name	de Villiers G
Owner Number	985
Car Location	Bloemfontein RSA
Exterior Colour	Maroon
Interior Colour	R

Register Number 1081

Chassis Number	Y6490
Engine Number	SC/X16340
Licence Plate	CA36594
Body Number	5161/5109
Sub-Type	YA
Year of Manuf'	51.
Owner's Name	Wium N
Owner Number	1014
Car Location	East London RSA
Exterior Colour	Sun Bronze
Interior Colour	M

Register Number 570

Chassis Number	YB0764
Engine Number	SC2/17651
Licence Plate	KJW808
Body Number	n/k
Sub-Type	YB
Year of Manuf'	52
Owner's Name	n/k
Owner Number	0
Car Location	W. Midlands ENG
Exterior Colour	Maroon
Interior Colour	-

Register Number 781

Chassis Number	YB0772
Engine Number	SC2/17674
Licence Plate	NGT400
Body Number	n/k
Sub-Type	YB
Year of Manuf'	52
Owner's Name	Plumridge DR
Owner Number	1004
Car Location	Buckinghamshire ENG
Exterior Colour	O.E. White
Interior Colour	B

Register Number 22

Chassis Number	YB1283
Engine Number	SC2/17188
Licence Plate	1951MG
Body Number	n/k
Sub-Type	YB
Year of Manuf'	53
Owner's Name	Hamilton R
Owner Number	834
Car Location	Essex ENG
Exterior Colour	Brown/Beige
Interior Colour	B

CARS FOR SALE:

835. YB 0328. XPAG/SC2/17244. 'PVK357'. 1952 YB. Maroon with beige interior. Slight accident damage. Brakes need overhauling. £4,950 o.n.o. Tel: [REDACTED].

CARS WANTED:

'Y' or YB with current M.O.T., in good running order and ~~reliable enough~~ for a tour of the U.K. and Europe in ~~September this year~~. Contact: Mark Gaggino, [REDACTED], Hong Kong.

"YA", YB or YT. preferably in unrestored original condition, or sympathetically restored exactly as original with reference to body exterior and interior colours, and detailed original fitments, with as few previous owners as possible. Condition does not have to be as new, as some obvious upholstery wear would be considered desirable. Contact: Mr. Mike Scanes, 5 [REDACTED] Devon, [REDACTED].

MEMBERS' TIPS

David Mullen:

It is vital to check the safety aspects of the three bolts that secure the steering rack to the steering column, and that the split pins are fitted to the castellated nuts. If the split pins are not fitted, then the nuts work loose. This is very dangerous, as in extreme cases you will lose all steering if the column/steering rack joint separates - phew! Hand me the sweat rag!

The petrol pump and carburettor on the 'Y' Type are very close to the exhaust manifold so, if any petrol leak occurs (regular safety checks should avoid this) there is a fire risk. I have fitted a separate 'ON/OFF' switch to the petrol pump, which is not only safer, but acts as an anti-theft device (although I have forgotten to turn it back on occasionally and I therefore run out of petrol after a few yards) [this in itself could be dangerous if you were attempting to accelerate out of a junction and the engine cut out just at the wrong moment after it had used just the petrol in the carburettor - Ed.]. Also fit some sort of baffle plate between the manifold/exhaust and the carb'. The baffle can be secured to the four manifold securing nuts and forms a barrier between the carb' and the hot areas of the exhaust etc. Suitably shaped, it would re-direct any petrol leak away from hot areas.

Over the years, as many of our members will be aware, we have published touring articles taken from 'Autocar' and 'Motor' magazines in which the writers drove 'Y' Types on various trips in Britain and abroad. Dave Mullen, who found most of these articles for us, re-created in modern times two of the trips ('Carreg Cennen Convoy' published by us in June 1984, re-created as 'Carreg Cennen Revisited' in August 1986, and 'Making the Grades' published in 'TCY' in February 1983, re-created as 'Remaking the Grades' in April 1987). Now, Arthur Scales of Sunderland re-creates for us 'Norwegian Venture', which appeared in issue no. 90 in December 1988,...

It seems as though twenty years of progress has done little to improve the sea crossing time; it took us some twenty hours to arrive at the rain-sodden berth at Stavanger. One hour later and we're on our way north again, heading for Bergen, where we arrive late afternoon of Tuesday August 16th to settle into the youth hostel. I say "we", as I was only able to take this holiday with the assistance of a friend, Brian Martin, mad keen enthusiast (albeit Rover!) who was responsible for the car bursting into life late in June 1989 after it had stood since 1979.

Back to the venture. The M.G. YB and Rover duly took off into the open country beyond Bergen via the E68 motorway along the Hardangerfjord. Stopping for lunch at Granvin, we decided to tackle the infamous Stalheim Gorge, a rise of some 2,000 feet in zig-zags over a mile of road. The M.G. performed magnificently, cruising nicely to the summit and thereby having a well-deserved rest. Down on hands and knees we looked for the reason why oil was polluting the incessant rainfall on the road. Oil was dripping from the rear of the sump at a frightening rate. Reassurance received from Brian, that the cork gasket had simply dried out, was accepted in naivety and I hurriedly got back in the car to complete the journey to Vangnes and the ferry crossing the following morning to Hella.

Thursday morning, and it's sunny! But it doesn't last, as we start the long climb up the Jotunheimen via Skolden and Juvasshytta (don't pronounce it as it's spelt - they'll be offended!). At this point we've risen to 8,000 feet above sea level, it's late August, and it's bloody freezing! The ice floes on the lakes haven't melted and are unlikely to. The beckoning hotel at the summit is a welcome stop for coffee and a log fire. An overnight stop at Boverdalen youth hostel and we rise late for the best 35 kroner invested in a Norwegian breakfast. The table, some five feet long, was insufficient, as our host proceeded to fill it with cereals, cheeses, eggs, meats, fruit juice, prunes, apricots, jams, rolls, bread, wholemeals, milk and coffee. She was unbelievable and appeared somewhat disappointed we were unable to clear the table. Believe me, we tried hard!

From the summit at Galhopiggen, we followed the river and its ever-changing colours of blue down to Lom and Otta and our eventual destination of Lillehammer, for their rally. Lillehammer is reached late afternoon of Friday, when we meet up with our host of last year, Ulf Klovstad, and his parents Marit and Bjorge, to whom we are grateful for the offer of their superb summerhouse high in the mountains of Sjusjoen, some 10 kilometres

above the town. Settling into our new surroundings, complete with Union Jack provided by Marit, she excels by providing our first hot meal for some time. What a treat!

Saturday morning is overcast as we make our way to the local football field to pick up our respective navigators and translators prior to the rally starting. Leaving at 30-second intervals, some 160 cars, lorries and motorcycles wend their way north at the start of the 60-mile circular route, which will cover the tremendous countryside, fjords and lakes abounding in the area. Norwegian adjudicators bombard us at various check points to ascertain our knowledge of the local area, currency and political status of the country, to ensure that our combined driving and knowledge skill will give me 9th place in my class and 31st overall!

On now to the hotel chosen for the presentation dinner and dance, superbly organized by Jan Pederson and his band of enthusiasts. Following our excellent meal and drinks, the awards were given and speeches made. Then, to the great surprise of Brian and I and visitors from Sweden, we are invited to come forward and accept the first sweaters distributed by the town to publicize the Winter Olympic Games which will take place in Norway, with Lillehammer as the host venue. They are worn throughout the remainder of the holiday, creating interest wherever we stop to rest both ourselves and the vehicles.

Sunday morning we bid fond farewells to our hosts, with a promise to return in 1990. Clear roads and pleasant weather allow full opening of the sunroof as we begin the cross-country trek through Fagernes, Gol and Geilo on towards the summit above Måbødalen and the superb waterfall which cascades some 3,000 feet into the Eidfjord Valley. We arrive in Bergen during a storm, which continues through the evening and the whole of the following day until we join our ferry late on Tuesday for our return home. An experience long to be remembered.

Arthur Swales.



YB1101 and the Rover P4 high above Voss and the Stalheim Gorge.

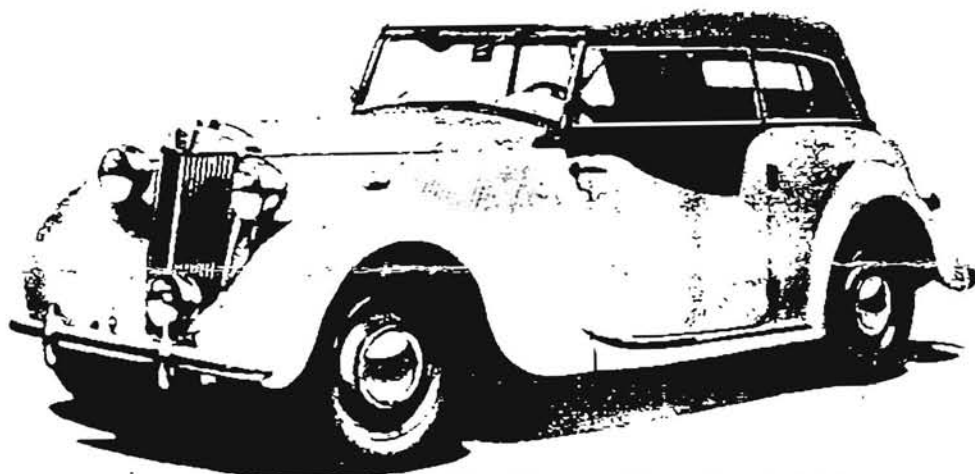
The MG YT

H.R. Sanni

The Old car bug bit me in '73, when I bought my first 1940's Saloon - a Vauxhall Velox of '48 - this said saloon was a good runner and I began using it as a second car by late '74. Still I was searching for a "Sportier Machine" - I longed for a small British Sports tourer. In late '76, one of my friends' Matin Sarker Appeared one day and announced "Sani, I have found an old Mercedes Tourer for you." I couldn't bear my excitement long, and one afternoon we went to the site of the discovery at Hathkhola (In the Old Town) and to my surprise I found old MG Tourer - missing the windscreen ; but otherwise mechanically complete.

Rizvi had already been enamoured with old cars staying in Denver (U.S.A.) during the mid 60's— one of his old friends had been an avid collector of vintage machinery— anyway, my younger brother's pessimism, doomed the purchase and the car vanished into oblivion during the liberation war of 1971.

Other MG's which have graced our city were a pre-war 2 door Saloon (3), an MG Midget of 64 (4), and an MGB Tourer of 67 (5). Two saloons which were seen in the 1960's were a ZA Magnette of the 1950's, owned by a Chinese juice trader ; and a Farina Magnette of the 60's— originally owned by Mr. Jalil of "J. TYLER'S & Co.". Later Mr. Jalil exchanged



The M. G. One and a Quarter Litre Tourer (Series "Y").

In a few days we struck up a deal with the owner and the car changed hands for a small sum - with which one cannot even buy a tire for the same car today.

The MG was towed to "Bangla Motors" on a very fateful day of my life— September 10, 1976, the same afternoon my first child was born— 14 years have flown by ; my son will be driving himself in a year or two - but the MG is only in its final stages of restoration.

Later the car was identified as a Y - Type Tourer. She started her initial life in the port city of Chittagong, belonging to an expatriate businessman. She was brought to Dhaka in the late 1960's, and in the early seventies she was seen running around the city. In fact my connection with MG's specially Y-Type dates back to the late 1960's. Once I had taken my brother-in-law, late Dr. A.I.H. Rizvi (1), to buy an Y-Type Saloon during my early college years. Dr.

this car with Mr. Saifur Rahman (6) (Pichoo) for a 220 Mercedes Sedan. After the liberation of the country; "Pichoo" escaped to West Pakistan (by road) with this car.

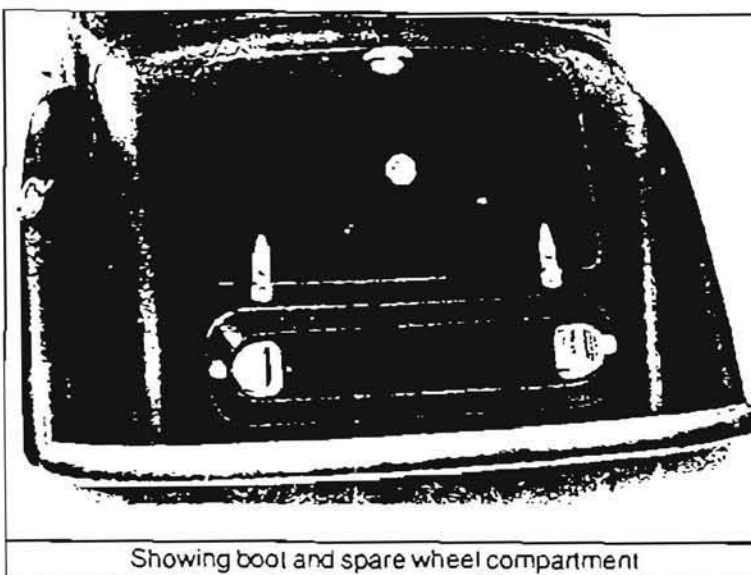
Late Ghulam Hossain (7), of Kayetolly my mechanic during '77, took out the engine and found the pistons cracked— sadly Ghulam Hossain died before he could complete the job. Another body-builder took the panels apart— but he fled when he found the job beyond his skills. Time flowed by and the '80s came upon us— Mr. Mahmudul Faruq freshly returned from the UK entered the vintage car scene and completed the body-work in his Pallan Workshop (Near Jonaki Cinema Hall).

Meanwhile I joined the MG Y-Type Register of the UK, and Mr. J.G. Lawson provided me with a gold-mine of information about my car - till today we are in touch. Recently I acquired a set of 5.25 - 16 tyres,

3rd Vintage Car Rally '90

and my mechanic Mohammed Hamid finished the engine where Ghulam Hossain had left off. Now I am waiting for the SU CARBS ; and very soon I plan my first test drive - and once more another "Cult Car" will grace the roads of Dhaka. The very name "MG" always evokes so many romantic notions in the minds of connoisseurs.

The Y-series : Introduced in 1947, this line included a staid four-door sedan with a one-carb XPAG Engine, and a four-seater open tourer with the TC engine. The chassis of the YA/YT MG is under slung at the rear like the TC, though with longer springs and a Panhard rod, but up front the frame



Showing boot and spare wheel compartment

rails join a big crossmember which carries the IFS. A coil spring acts on the lower wishbone, while the shorter top arm is pivoted directly from a hydraulic shock absorber. Rack and pinion steering is mounted ahead of the hubs, linked to forward-facing steering arms.

Y-Type : Mechanical specifications : 4 Cylinder,

66.5x90 MM, 1250CC, 54BHP at 5200 RPM, 4 forward speeds, wheel base 99 in.

Years made 1947 - 1953.

Performance : MAX SPEED : 70 MPH, Acceleration : 0-50 MPH=16.9 SEC. YT Numbers made : 877

ref: 30T/278/83

England,
14th October 1983.

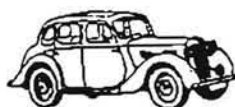
Dear Mr. Rahman,

I received the bank draft for £11 on the same day as I received the details of your YT. Unfortunately, your brother in Abu Dhabi has made the bank draft payable to 'Classic Car Club Magazine' instead of to 'J.G. Lawson' (as per the information sheet). I am therefore unable to cash the bank draft and am therefore returning it to you so that you can issue a fresh one.

Your YT is one of the last made. It was built in 1950 (towards the middle of the year). The '870' of the body number identifies it as the 870th car produced out of a total of 877. If you wish to find the chassis number, it might be traceable on the outer surface of the left side chassis member just behind the bumper fixing stud. It should read something like 'Y/T/EXR 5***'.

All the best,

John Lawson



THE M.G. Y-TYPE REGISTER

3rd Vintage Car Rally '90