

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 13, No. 100.

August 1990.



This copy and enlargement of a Yugoslav stamp was sent to me by stamp collector and owner of YB0952, Rocky von Dullen of [REDACTED], Louisiana. It seems to feature a YB on the 1953 "Yugoslav Alpine Rally" (?). Any further information would be appreciated.

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Register Number 142

Chassis Number	Y0902
Engine Number	SC/C50363
Licence Plate	NFC185
Body Number	727/751
Sub-Type	YA
Year of Manuf'	47
Owner's Name	Miles NJ
Owner Number	1019
Car Location	Hampshire ENG
Exterior Colour	Black
Interior Colour	R

Register Number 1063

Chassis Number	Y1298
Engine Number	SC/X11023
Licence Plate	n/k
Body Number	1054/1126
Sub-Type	YA
Year of Manuf'	48
Owner's Name	Ormond P
Owner Number	1026
Car Location	Western Cape RSA
Exterior Colour	n/k
Interior Colour	-

Register Number 321

Chassis Number	YT/EXU/2738
Engine Number	TL/11841
Licence Plate	n/k
Body Number	n/k
Sub-Type	YT
Year of Manuf'	49
Owner's Name	Newton R
Owner Number	1027
Car Location	British Columbia CAN
Exterior Colour	n/k
Interior Colour	-

Register Number 299

Chassis Number	YT/EXU/2780
Engine Number	TL/12382
Licence Plate	n/k
Body Number	19686-271
Sub-Type	YT
Year of Manuf'	49
Owner's Name	Pressler H
Owner Number	1025
Car Location	Stockerau AUT
Exterior Colour	L. Yellow
Interior Colour	R

Register Number 658

Chassis Number	Y3119
Engine Number	SC/X13022
Licence Plate	n/k
Body Number	2488/2517
Sub-Type	YA
Year of Manuf'	49
Owner's Name	Mantykivi M
Owner Number	1017
Car Location	Kuala Lumpur MAL
Exterior Colour	n/k
Interior Colour	-

Register Number 649

Chassis Number	Y5443
Engine Number	SC/15288
Licence Plate	UMG234
Body Number	n/k
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Hunter PA
Owner Number	1016
Car Location	Hertfordshire ENG
Exterior Colour	Shires Green
Interior Colour	N

Register Number 12

Chassis Number	Y6675
Engine Number	n/k
Licence Plate	HCY214
Body Number	5313/5275
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Oldreive TD
Owner Number	1015
Car Location	Yorkshire ENG
Exterior Colour	Maroon
Interior Colour	M

Register Number 465

Chassis Number	YB1127
Engine Number	SC2/18009
Licence Plate	LDA506
Body Number	n/k
Sub-Type	YB
Year of Manuf'	53
Owner's Name	Chow A
Owner Number	1018
Car Location	London ENG
Exterior Colour	n/k
Interior Colour	-

RALLY REPORTS

OCTAGON CLUB WINGS RUN

10th June 1990.

No less than fifteen 'Y' Types went on this run - surely the highest number ever to attend such a meeting. The cars were as follows:

Regtr No.	Chassis No.	Registration.	Owner's Name.	Ext. Colour
458.	Y 0364.	HOE 817	R. J. Hamilton	Brown & Cream.
638.	Y 0485.	JPB 183	Mr. Moore ?	t/t Green.
744.	Y 3459.	LDE 743	Dr. J. Hodson	Beige.
482.	Y 5205.	UMG 360	T. J. Austin	Black.
690.	Y 6918.	2218	C. Backlund	Red.
837.	Y 7116.	UMG 480	D. E. Jaynes	Black.
305.	YB0545.	LDG 608	G. E. Collett	Green.
838.	YB1262.	YMG 184	P. Davies	Black.
283.	YB1434.	MDG 504	P. C. R. Cornelius	Black.
463.	YB1540.	MDG 982	D. Lovatt	Green.
123.	n/k	LLN 993	J. Lunn	Black.
270.	n/k	YMG 17	G. R. Tulley	Black.
437.	n/k	YMG 153	C. J. Williams	Black.
735.	n/k	YMG 10	B. Wakefield	Black & Red.
761.	n/k	MDG 181	R. Collins	Green.

Note the high preponderance of Gloucestershire ("DG") registrations.

report by Trevor Austin.

NEMGTR CIRCUIT OF BRITAIN 1990

4th to 23rd July 1990.

Eighty-nine M.G.s arrived at Seaforth Container Terminal, Liverpool on 2nd July, followed by their American owners who flew into Manchester airport in the early hours of 3rd. Their two-week trip, planned to co-incide with the 60th Anniversary celebrations of the M.G. Car Club and the opening of that club's new headquarters at Abingdon, would take them from Chester to Bath, Penzance, Exeter, Beaulieu, Abingdon, York, Edinburgh, Inverness, Glasgow, Lake District and finally back to Chester again, leaving their cars once more at Seaforth. Actually the cars were somewhat late in arriving and perhaps this was just as well bearing in mind the unpredictability of Liverpool's dockers. As it was, the New England M.G. 'T' Register members were allowed to board the container ship and extricate their cherished M.G.s themselves. Dockside preparations were made throughout the afternoon of 3rd July and, late at night, the party eventually proceeded through the Kingsway Tunnel and down the M53, arriving at the Abbots Well Hotel just south-east of Chester by around 1 a.m. This first trip on British roads was not without incident for one of the four 'Y' Types on the trip developed various problems with its brakes and fuel pump/electrical system. Remedies were applied en-route to Chester and in the Abbots Well Hotel car park the following day. Most spectacular failure, however, happened to an XPAG-powered racing "special" which wrecked its engine following a dropped valve on the

way to Chester. Nothing daunted, and this serves to illustrate perfectly the Americans' total enthusiasm for their M.G.s, it was planned to fly in another XPAG especially for the car! In the event, this extreme measure was not necessary, for a spare XPAG miraculously appeared from a garage just down the road from the hotel. A new engine suitably acquired, some of the party set to and succeeded in completing an engine change on the car park just before the 4th July celebrations were about to get underway! This is not an isolated incident of what is possible - I've seen it done before, in California!

Most of the cars taking part on the Circuit of Britain were TCs, TDs and TFs. There was also, however, a J2, the racing "special" previously referred to, and an "Arnolt" (the very attractive TD with a modern full-width Italian-style body). And there were the four 'Y' Types:

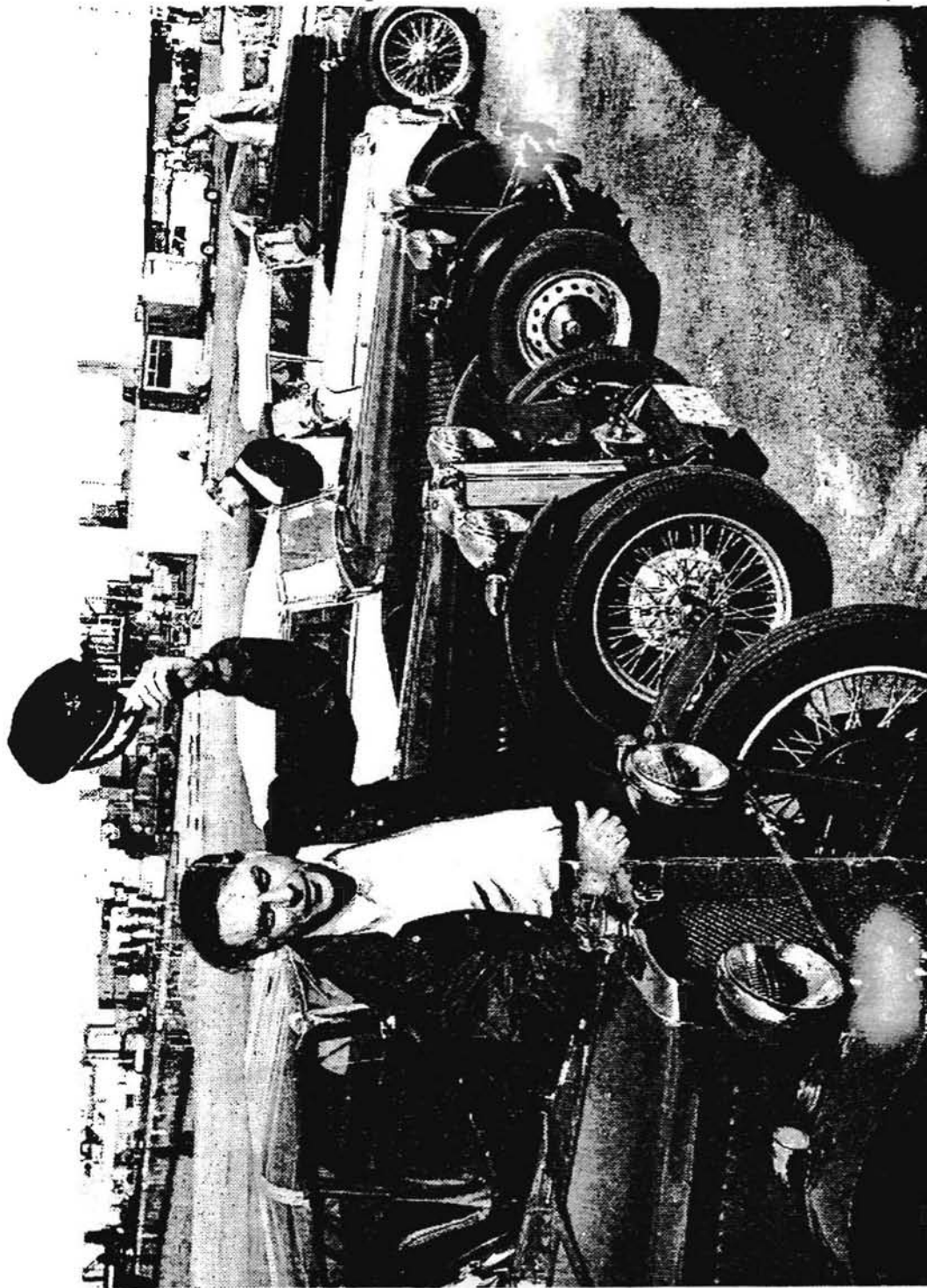
Regtr No.	Chassis No.	Owner's Name.	Ext. Colour
705.	Y/T/EX(U) 2031	G.G. Werbizky.	Ivory.
629?	Y 2367?	?	Light Green.
85.	Y 5460.	Tory Skopecek.	Black & Red.
329?	YB1508?	R. P. Kuhar?	Brown & Cream.

Tory's car had not come over with the bulk of the cars for the "Circuit". It had been shipped from California to Felixstowe with four others. George Werbizky's Premier Award-winning YT from New York is the second-oldest known to exist. The light green 'YA' which had early problems on the trip had just been acquired by its North Carolina owner from Virginia Beach, Virginia. And the two-tone YB comes from Ohio.

report by John Lawson & Mike Dodd.



A light-green 'YA' nestles between rows of 'T' Types at the Abbots Well Hotel, Christleton, Chester. All ready for their "Circuit of Britain".



Mmm ... Gee, cars in a million roll into city

MMM ... GEE, what a swell set of wheels! American Michael Leckstein takes his hat off to salute 89 gleaming MG sports cars — insured for £1m — as they roll off the transatlantic ferry in Liverpool today at the start of a round-Britain tour.

"Americans fall in love with these little cars," said tour organiser Michael, from New Jersey, USA.

The MG-mad owners — there are 10,000 of them in the States — flew into Manchester today from New York to collect their vehicles at Seaford container terminal.

Their cars date from 1932 to 1955 and the fastest has a top speed of 100 mph.

They are in the UK to celebrate 80 years since the first MG car club was set up. A new owners' club HQ will be unveiled during their visit at the factory where they were built in Abingdon, near Oxford.

Dock workers stood back in admiration, as the cars rolled off the ship with the sun gleaming on their beautifully restored red, green, cream and black bodywork, MG badges and shining chrome.

The above photo and short article appeared in the "Liverpool Echo" on the evening of Tuesday 3rd July. My thanks go to Mr & Mrs. K. Richardson and to Gary Mills for sending me copies. Mike Leckstein, by the way, owns YB1275; although he didn't bring it with him on the "Circuit of Britain".

LETTERS:

Dear John,

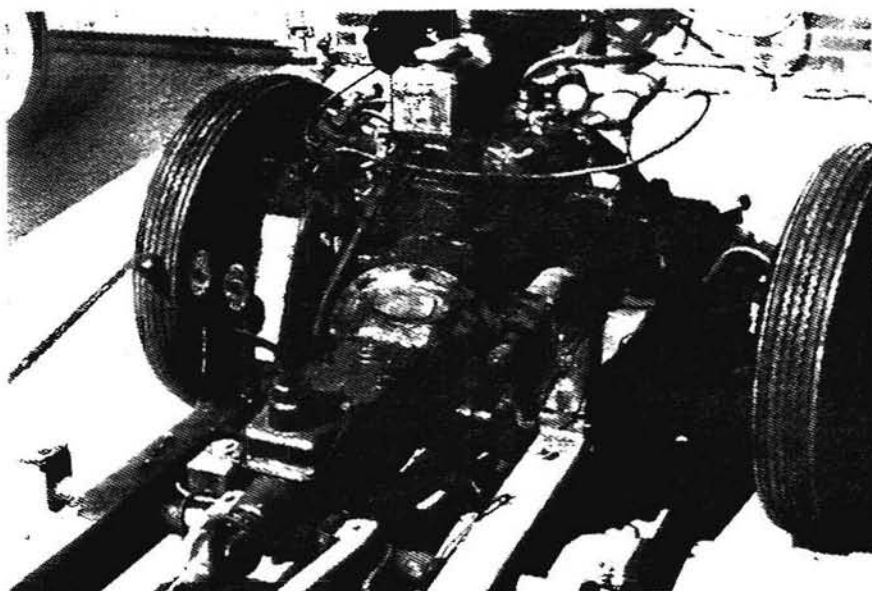
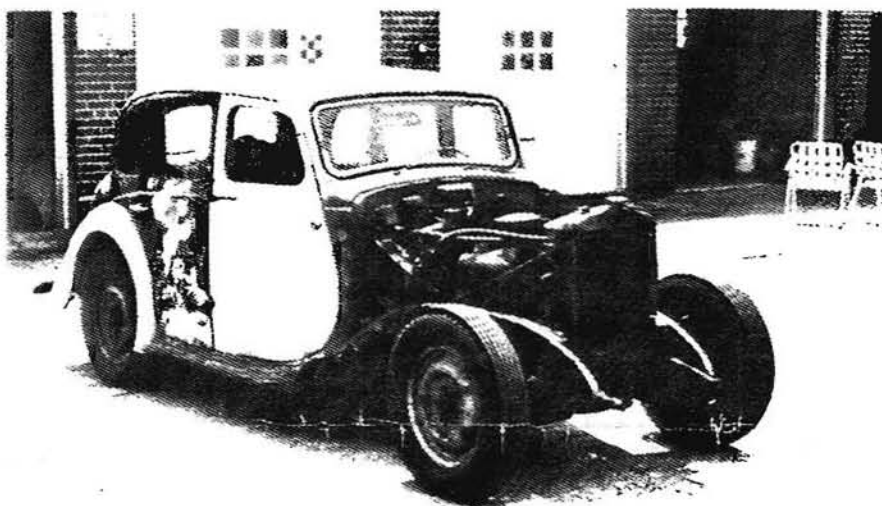
On a potentially serious note, I had an "accident" yesterday which could have been a lot worse! I was treating the bottom of one of my YB's rear doors with some "Jenolite" rust remover and, despite usually being very safety conscious, I neglected to wear any safety specs. I was bending down treating the door when I dropped the plastic bottle of "Jenolite" (which is a "jelly" of Phosphoric acid), it bounced and a large splash of the substance entered my left eye and started burning it. I jumped up and ran into the house quickly and splashed my eye with water for ten minutes and managed to remove most of the "Jenolite", but my eye was getting very painful. Fortunately, a neighbour who had heard me shout out took me to the eye hospital where I was promptly treated with a large number of phials of warm buffer solution and warm water; this reduced the pain a lot. The doctor present examined my eye (my vision was O.K.) and said that I had partially eroded the covering on my eye ball at the top and bottom but that, fortunately, this would heal up. I had my eye covered up completely and held shut after some antibiotic cream was applied. The eye is now O.K. as far as vision goes, but it is very sore. I was lucky - fortunately, Phosphoric acid is not as vicious as, say, battery acid and I had the eye treated quickly and, being a chemist, was able to relate the nature of the substance I had used, thus enabling prompt treatment. The moral is, therefore, always wear safety glasses when using these products and make sure you have plenty of water handy should you have an accident. And be sure you read the instructions on the bottle; some rust removers (particularly if they contain Hydrochloric acid) are even more dangerous than the Phosphoric acid-based ones.

David Mullen,

Dear John,

I would like to reiterate David Mullen's advice in the June newsletter. Last year, I checked over the fuel system of 'UMG360' including the petrol pump filter. All was well until a few weeks ago when I experienced starting difficulty and a strong smell of petrol after I got the engine running. The cause was traced to the filter nut being loose and this could have been extremely dangerous if it had fallen out and allowed petrol to splash all over the manifold. I quite like David's idea of a baffle between the carburettor and the manifold, although the usual cause of fires in motor vehicle engines is petrol vapour rather than neat petrol. Having said that, ANY "loose" petrol is dangerous and must be contained.

Trevor Austin.



Three shots of Jerry Ticknor's LHD Y5174/EXLU as it was when he bought it..