

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 14, No. 103.

February 1991.

EDITORIAL

As is usual each February when we start a new volume, inside this issue you will find the annual review and analysis of Register statistics. If you compare this year's figures with last year's you'll see we've, perhaps surprisingly, still managed to come up with a significant number of "new discoveries" and this is in no small measure thanks to the enthusiastic efforts of Dave Lawrence in South Africa who is committed to tracking down and identifying in detail every 'Y' Type in that part of the world. A good proportion of the other non-South African "new" cars are also "overseas".

22nd January 1991.

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Register Number 906

Chassis Number	Y1836
Engine Number	SC/11592
Licence Plate	-
Body Number	1608/1626
Sub-Type	YA
Year of Manuf'	48
Owner's Name	Pickstone E
Owner Number	552
Car Location	Sir Lowry's Pass RSA
Exterior Colour	L.Green
Interior Colour	B

Register Number 1094

Chassis Number	YT2389
Engine Number	TR/12331
Licence Plate	n/k
Body Number	19577-159
Sub-Type	YT
Year of Manuf'	49
Owner's Name	Engelbrecht Dr DJS
Owner Number	1056
Car Location	Rustenburg RSA
Exterior Colour	n/k
Interior Colour	B

Register Number 1089

Chassis Number	Y5791
Engine Number	SC/X15638
Licence Plate	n/k
Body Number	n/k
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Paterson G
Owner Number	1048
Car Location	Franschhoek RSA
Exterior Colour	Black
Interior Colour	B

Register Number 1095

Chassis Number	Y5814
Engine Number	n/k
Licence Plate	-
Body Number	4416/4510
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Wium N
Owner Number	1014
Car Location	East London RSA
Exterior Colour	Woodland Grn
Interior Colour	-

Register Number 905

Chassis Number	Y6403
Engine Number	SC/X16003
Licence Plate	CFM4728
Body Number	5062/5053
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Pickstone EO
Owner Number	552
Car Location	Sir Lowry's Pass RSA
Exterior Colour	Grey/Green
Interior Colour	G

Register Number 686

Chassis Number	Y6582
Engine Number	n/k
Licence Plate	KTX542
Body Number	n/k
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Seymour G
Owner Number	400
Car Location	Hampshire ENG
Exterior Colour	n/k
Interior Colour	-

Register Number 1088

Chassis Number	Y6646
Engine Number	SC/B42617
Licence Plate	n/k
Body Number	n/k
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Paterson G
Owner Number	1048
Car Location	Franschhoek RSA
Exterior Colour	Black
Interior Colour	-

Register Number 996

Chassis Number	YB1351
Engine Number	SC2/18250
Licence Plate	RHT441
Body Number	6957/1155
Sub-Type	YB
Year of Manuf'	53
Owner's Name	Anderson D
Owner Number	1050
Car Location	Morayshire SCO
Exterior Colour	n/k
Interior Colour	-

THE M.G. 'Y' TYPE REGISTER

(summary of important statistics)

YAs on the Register (of which 11 are left-hand-drive)	595
YBs on the Register	237
YTs on the Register	176
YRCs on the Register	3
Specials/Composites on the Register	16
Unknown (mainly saloons) on the Register	68

Total number of cars on the Register	1,095
Positively identified	947
Potential reallocations	148

Cars identified by chassis number:

1947	47
1948	76
1949	187
1950	161
1951	76
1952	62
1953	89
TOTAL	698

Total number of owners contacted	1,058
Number of current owners	754

Number of cars in each country: (36 countries)

England	523	
Australia	216	
U.S.A.	125	
Republic of South Africa	43	
Scotland	27	
Netherlands	25	
Wales	21	
New Zealand	17	
Eire	12	
Switzerland	10	
Singapore	10	
Canada	9	
Malaysia	7	
Northern Ireland	7	
Denmark	5	
Hong Kong	4	
Channel Islands	4	
Madeira	3	
Thailand	3	
Belgium	3	
Cyprus	3	
Federal Republic of Germany	2	Sri Lanka 1
Zimbabwe	2	Luxembourg 1
Malta	2	Norway 1
Japan	2	Colombia 1
Bangladesh	1	Macau 1
Portugal	1	Namibia 1
Isle of Man	1	Austria 1
France	1	

CARS FOR SALE:

987. "1949 YA. Reputed to be complete and a runner. Shires Green. Contact: Mrs. Bolton, [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED], Norfolk. Tel: [REDACTED] [REDACTED]"

"Wolseley 4/44. In a scrapyard at Creak, Norfolk. Contact: Dick Pope on [REDACTED] (evenings)".

839. "M.G. 'Y' Type 1951, super car for easy restoration, 100% complete and original. £1,750. Tel: [REDACTED]"

325. "1951 YA Saloon. Complete car. Totally dismantled. Body work complete. Frame ziebarded. All suspension parts in black Imron. Some new parts. Needs interior work. Engine dismantled/rebuilt. \$5,300.00. Contact: Mike Williams (Virginia, U.S.A.) Tel: [REDACTED]"

CARS WANTED:

"A basically solid, sound and presentable 'Y' Type (my skills as a mechanic are limited and I know nothing about welding); one that might need some cosmetic tidying (upholstery, interior, respray etc.); or one that has been in the same (caring) ownership for a number of years but is in need of some attention now; or one that has been restored a number of years ago, perhaps. I am not looking for anything approximating concours condition. Please contact: Mr. D.C. Neal, [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED], Bedford, [REDACTED]"

PARTS FOR SALE:

Member Allan Bolt, of [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] Perthshire, Scotland, [REDACTED] (Tel: [REDACTED]) can supply saloon door repair sections at £36 for a set of 4.

LETTERS:

Dear John,

Could anyone give me some ideas for adding an anti-roll bar as per YB to a 'YA'. Does the MGB anti-roll bar fit, for example?

Mr. A. Taylor,
[REDACTED]
Stirling,
Scotland, [REDACTED]

Dear Mr. Lawson,

Enclosed you will find a drawing (reproduced to a reduced size on the following page - Ed.). The rear shocks on our 'Y' are totally worn out from neglect and long years of storage. Fluid did not help as there was a great deal of dead play in the centre indicating internal wear. As these shocks are very difficult to find here and very expensive to rebuild I thought I would attempt to find an alternative. My goal was to engineer a fix that was 1) economical, 2) would operate correctly, 3) not damage nor alter the existing suspension in any way.

After much research on weights, bound, rebound and travel, I found that the shock absorbers used on a 1951-52 VW Beetle or 1952-54 VW Van (fronts) had the correct, or nearly so, characteristics needed. In the States these are available through Monroe Manufacturers (one of our largest shock makers). Their number is 1009. Their number 3033 would also work but it is 1 7/8" longer and would require the lower mount to be closer to the ground.

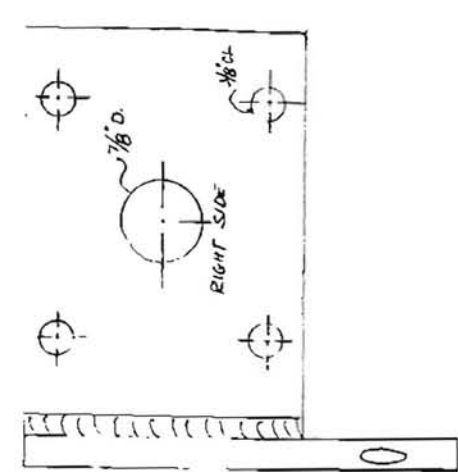
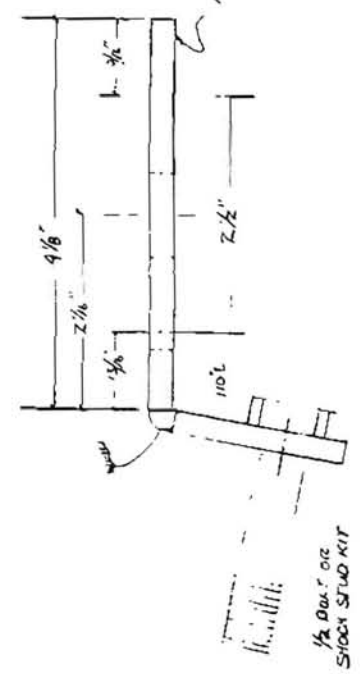
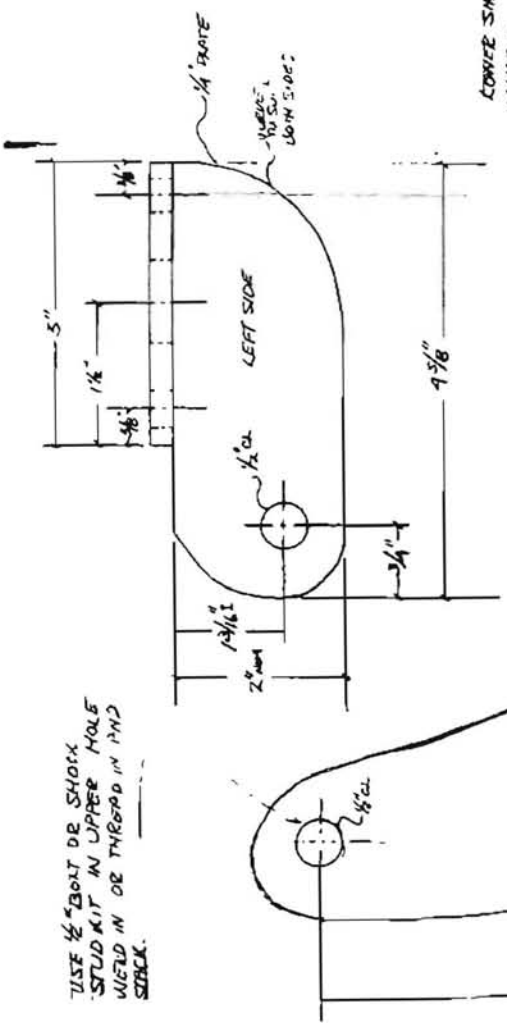
After a lot of fiddling with cardboard and plywood patterns and mockups, the enclosed drawing represents the upper mount that will bolt into the original frame holes using shorter bolts. It is cut from 3/8" mild steel. The curvature allows the mount to clear the rear seat pan and axle. I used a shock stud kit for the upper stud, but a 1/2" bolt with the head cut off and welded into the upper hole would work as well. There is not much clearance between the rebound check strap and the new mount plate, so I threaded the shock stud into the plate, cut it off flush on the backside and stacked it for security. ~~It could also have been welded in place. Washers would be necessary to space the shock away from the mount for clearance if this were done.~~

On the lower end I removed the lower spring plate and used it as a pattern to make a new plate to accept the lower shock stud. I also removed the original shock stud as it would interfere with the new shock. The small pattern is located across the front of this plate with another shock stud bolted to it. This means of attachment puts the shock in almost the original location and nearly vertical and also allows the shock to be installed/removed easily.

Purists may object to this modification but in the interest of safe driving it works fine. Once I have the original shocks rebuilt they can be fitted again without any damage to the car.

A test drive over some severe roads (we have a lot of them in Maine) demonstrated that the drivability was restored and nothing rubbed or bottomed. I don't know if this "fix" would be of benefit to many of the 'Y' owners (this modification could not necessarily be applied to YBs - Ed), but as parts become scarce and more dear, alternative fixes are needed if the cars are going to be kept on the road and not used as static displays.

Steve Neal,
[REDACTED], Maine.

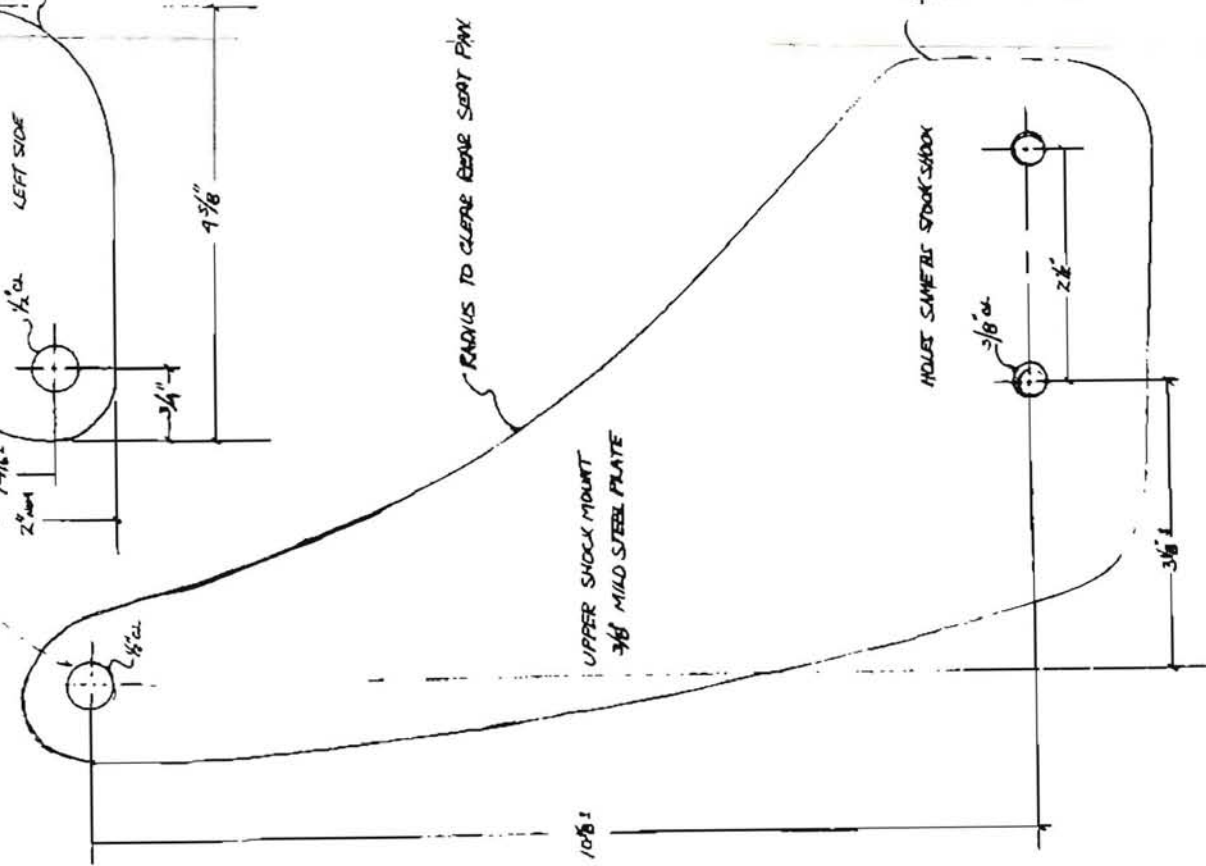


LOWER SHOCK MOUNT
MAKE R. 1 RIGHT 1 LEFT

CRANE AS EXISTING
LOWER SHOCK PLATE

USE MONROE'S # 1009 SHOCK
-- 1951-52 VW BEETLE FRONT OR REAR

FULL SIZE PATTERN MAKE FROM PL. 1 OF 2 (20) 3/4" 20
TO CHECK FIT PRIOR TO CUTTING STEEL



UPPER SHOCK MOUNT
3/8" MILD STEEL PLATE

HOLE SHOCK STUD SHOCK

MIG Y REAR TELESCOPING SHOCK MOUNT

Full Size	20 Nov 90
Full Size	20 Nov 90
Full Size	20 Nov 90

Dear John,

All rear wings of 'YA's would appear to have a "lip" running around the inside edge, whereas YB rear wings do not. (Confirmation, please - Ed.)

Now, regarding bumper fixing brackets, I think I have solved the problem, and very simple it is! As I see it, the "elongated U" brackets (fig. 1) were used with over-riders, and the one piece brackets were used where there were no over-riders fitted. This applied to both front and rear. If you study bumper blades, you will see that there are two types, some with extra holes in. These holes line up with the holes on the inboard end of the "U" bracket, and are for the over-riders. Early bumper blades did not have these extra holes. Basically, I would say that YTs and YBs would have had the "elongated U" brackets (two front and two rear) and 'YA's would have had the single piece bracket (fig. 2) on the front and the single piece bracket (fig. 3) on the rear. Over-riders fitted to 'YA's might have been an optional extra but from what date?

Dave Lawrence,
[REDACTED] South Africa.

I think you may have something here regarding the bumper brackets but it may be very hard to prove as most 'Y' Types around today are fitted with a wide miscellany of bumper blades (and, probably, brackets). If you order new bumpers these days you are more than likely to get TD rears to fit front and rear to the 'Y'. This is what I had on my YB but, if memory serves me correctly, I couldn't fit rear over-riders because the curve of the elongated 'U' brackets would have fouled the over-rider fixing bolts. "Up-market/deluxe/special order" (call them what you like) 'YA's could have over-riders from new, but maybe this option was only introduced after YT production began? I have looked through all my photos and notice that three or four YBs have "elongated Us" on the front (and that, invariably, this brings the bumper blade much too close to the front wings). I think the front bracket for all cars should be like the one I had on my YB (fig. 2) (this is what is shown on the 'YA' and YB lubrication charts in my book). I have also come across a further version of this bracket (fitted on the front of a YB and the rear of a YT!) which is of the same basic shape and one-piece construction, only it does not curve, but proceeds in sharp-angled "steps". To further confuse the issue, on reviewing photos of TDs, I find that "elongated Us" at the front are quite common (perhaps this is where they all originated from in the first place?) I take it your theory depends upon the assumption that the over-riders need some extra support behind them if they are to do their job properly? My own belief is that there is only confusion surrounding the rear brackets and that all the front ones were as (fig. 2). Perhaps readers can enlighten us further?

John Lawson.

