

The Classic "Y"



Issue No. 140 October 1997.

The Newsletter of The M.G. "Y" Type Register

GUARANTEE PLATE ISSUE LEDGERS

THE YBs - Pt. V.

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/0574	SC2/17459	03/07/52	YB/0597	SC2/17484	07/07/52
YB/0575	SC2/17462	03/07/52		see YB/0587	
YB/0576	SC2/17444	03/07/52	YB/0598	SC2/17473	07/07/52
YB/0577	SC2/17456	03/07/52	YB/0599	SC2/17469	07/07/52
YB/0578	SC2/17465	03/07/52	YB/0600	SC2/17471	22/07/52
YB/0579	SC2/17464	03/07/52	YB/0601	SC2/17482	22/07/52
YB/0580	SC2/17468	03/07/52	YB/0602	SC2/17487	22/07/52
YB/0581	SC2/17466	03/07/52	YB/0603	SC2/17499	22/07/52
YB/0582	SC2/17467	03/07/52	YB/0604	SC2/17486	22/07/52
YB/0583	SC2/17457	03/07/52	YB/0605	SC2/17489	22/07/52
YB/0584	SC2/17479	03/07/52	YB/0606	SC2/17485	22/07/52
YB/0585	SC2/17475	03/07/52	see YB/0590	YB/0607	SC2/17483
YB/0586	SC2/17478	03/07/52			
YB/0587	SC2/17484	03/07/52	engine no, also given as '17474 (see YB/0595 & YB/0597)		
YB/0588	SC2/17496	03/07/52			
YB/0589	SC2/17491	03/07/52	YB/0608	SC2/17497	22/07/52
YB/0590	SC2/17475	07/07/52			
YB/0591	SC2/17461	07/07/52	engine changed to SC2/17509 on 11/08/52		
YB/0592	SC2/17480	07/07/52			
YB/0593	SC2/17472	07/07/52	YB/0609	SC2/17477	22/07/52
YB/0594	SC2/17488	07/07/52	YB/0610	SC2/17494	22/07/52
YB/0595	SC2/17474	07/07/52	see YB/0587	YB/0611	SC2/17490
YB/0596	SC2/17409	07/07/52		engine changed to SC2/17532 on 23/07/52	

Newsletter Editor/Registrar: J.G.Lawson, [redacted], Liverpool, [redacted]
 U.K. Spares Secretary (new spares): A.Brier, [redacted], York, [redacted]
 U.K. Spares Co-ordinator (second-hand spares): D.Mullen, [redacted], Liverpool, [redacted]

'The Classic Y' is published by Skycol Publications. ☺

LETTERS

Dear John,

We have recently returned from a week's holiday (Pembrokeshire, near Tenby, West Wales) and amongst many other attractions went to Carreg Cennan, Roch Castle, St David's Cathedral, Whitesands Bay etc. etc. as mentioned in Michael Brown's article. I haven't been there since 1986!

Sadly, not in the YB which is still "off the road" (since 1991!!!!) - actually it is *on* the road - physically - but on axle stands, much to the annoyance of one of our neighbours who asked if *it* was taxed - needless to say I told him *it* was exempt!! - The garage is still not finished - I have dug the footings - managing to damage the main water pipe which I have now had replaced, all 40 feet of it! I have owned the car since 1980 and have had it on the road for only half that time.!

I will never dismantle it again when it's next in one piece - honestly. Just as well Colleen is so patient (well most of the time anyway!)

Roch Castle by the way can be hired for holidays - not cheaply I expect - from the current owners (Mr and Mrs W.D.Berry) if anyone wants to see one of the places mentioned in "The Autocar" article of 3/10/53 and have a base to see the others (mind you is there anyone as daft as me?), I really think you would enjoy visiting Carreg Cennan etc. if you ever felt like a holiday in West Wales, the tunnel down the cliffs is well worth breaking a leg to see!

As an aside - would you believe that in West Wales there is a range of hills known as the "Prescelly mountains" -and that not too far away as shown on the ordnance survey map is a burial mound (?) to believe it or not, an early Christian saint named St Elvis !! , honestly. The spelling is not quite the same but....

If you don't believe me get the ordnance survey maps for the area from the library. I did not meet Elvis though but it makes you think.....

Elvis died the year the register was founded - 1977.

Did Elvis own a Y type??????? Was he all shook up when he sold it????

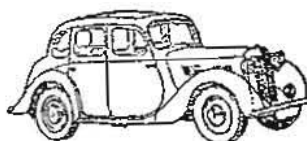
Are you lonesome tonight
Do you miss me tonight
Are you sorry you pulled me apart
Does your memory stray
To a bright (?)summers day
When you sold me , your Y type sweet heart
Does the space in your garage
Seem empty and bare
Do you gaze at your spanners
And wish a YB was there
Does your cheque book feel the same
Will you weld me again !
Tell me dear are you lonesome tonight.

You know, I recall a summers day.....long ago..... when you derusted me.
Baby, do you remember I said I thought the colour scheme reminded me of a wedding car.
.....

Does your heart feel the same
Will you restore me again
Tell me dear are you lonesome.... tonight.

Or how about :

Since my Y type left me
I `ve found a new garage to dwell.....



How about a flared suit with a Y register emblem on it? You could be the King
of Y type rock and roll (must fix the shock absorbers).
If you had a telly you could have watched all the Elvis films last week.

How about "Blue Ha-Y -ie" aaargh. Mind you, I do like Elvis though.

Could you ask people to send their spares lists as I have not had any for ages so if
any one contacts me I am unable to help much. I usually refer them to Dave Barber
of "The Octagon C. C. " Might be an idea to include spares in the magazine again-
perhaps as a supplement I could send you?

PS. For Frank Sinatra fans.....! "I did it Y way"

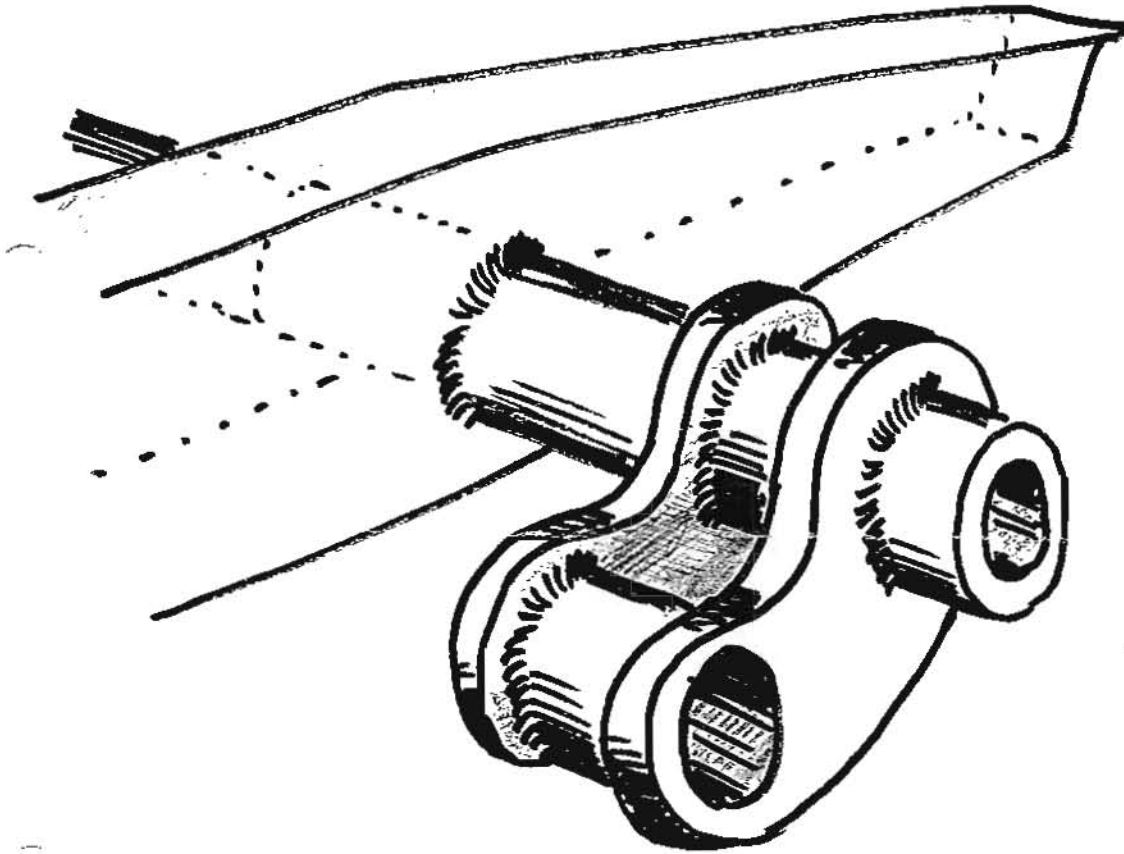
Dave Mullen

Yes, I will publish spares "for sale" and "wanted" lists in
"TCY" again. Readers should send their "for sale" and "wanted"
lists to Dave at: D.Mullen, [redacted] [redacted] [redacted]
Liverpool, [redacted]. He will then compile these into a
supplement which will be sent to me for inclusion in "TCY".
Dave also says that if anyone is having particular trouble
obtaining something, he is still prepared to help by
contacting a variety of people he has dealt with over the
years.

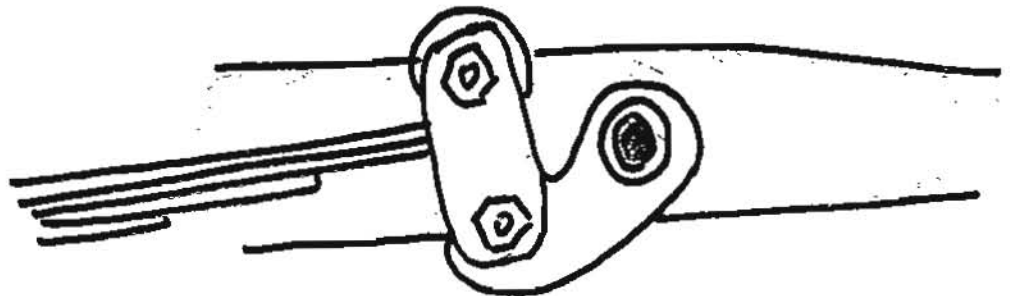
- JGL.

HALF A CENTURY.

The M.G. 'Y' 1½ saloon is about to join those who qualify for the attentions of Age Concern. I see from the offers on television, that one needs to be only 50 years old to join. At such an advanced age, there will be bits of the car that suffer from old age, and one piece I found recently looked like a Joan Collins, (well preserved,) but was infact in very poor condition. The need to renew the rubber bushes in the rear spring hangers led to the discovery that, with a



tap with the point of a welding hammer, the cantilevered supports for the shackles, were infact quite rusted. They LOOKED alright, but by the time all the rust-flakes had been chipped away, the two side plates were like lace, the outer halves in particular. A simple job had suddenly become a long one. I voted to weld up the inner plates, as they were only really thin at the centre; the outer ones I cut new from some steel plate.



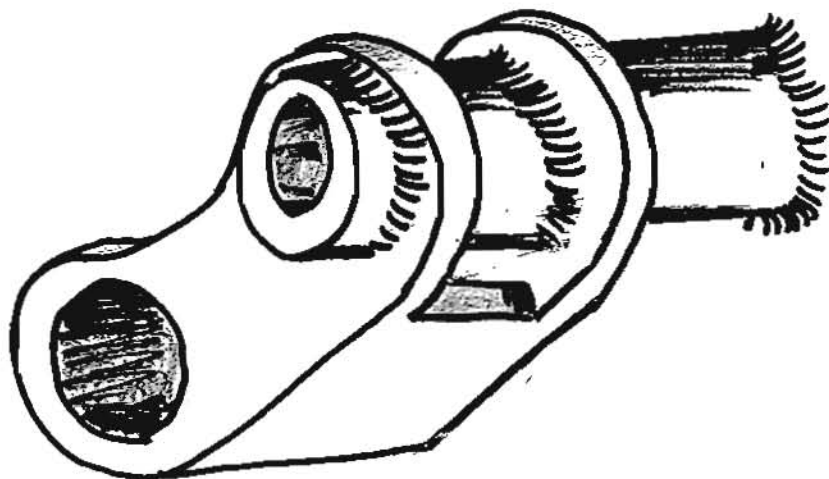
Because the inners were good, there was no chance of losing any 'fixed points', and I feel that the area is well over-engineered, as those inners were all that was holding up the back end of the car. The tube itself, running across the rear end, through the chassis arms, and supporting the petrol tank, was very sound. I know this as I had to remove said item to get my arc-welding gear under safely, hoping not to find more problems.

Hacksawing, and filing to shape the little sections, was quite an easy task; and grinding away the remains of the old ones left a nice clean area to weld to. The tube the spring shackles mount onto worried me; it is in the same line of saline water the rusted-out plates were in, and is open at its ends. A really good inspection showed it to be very sound both sides.

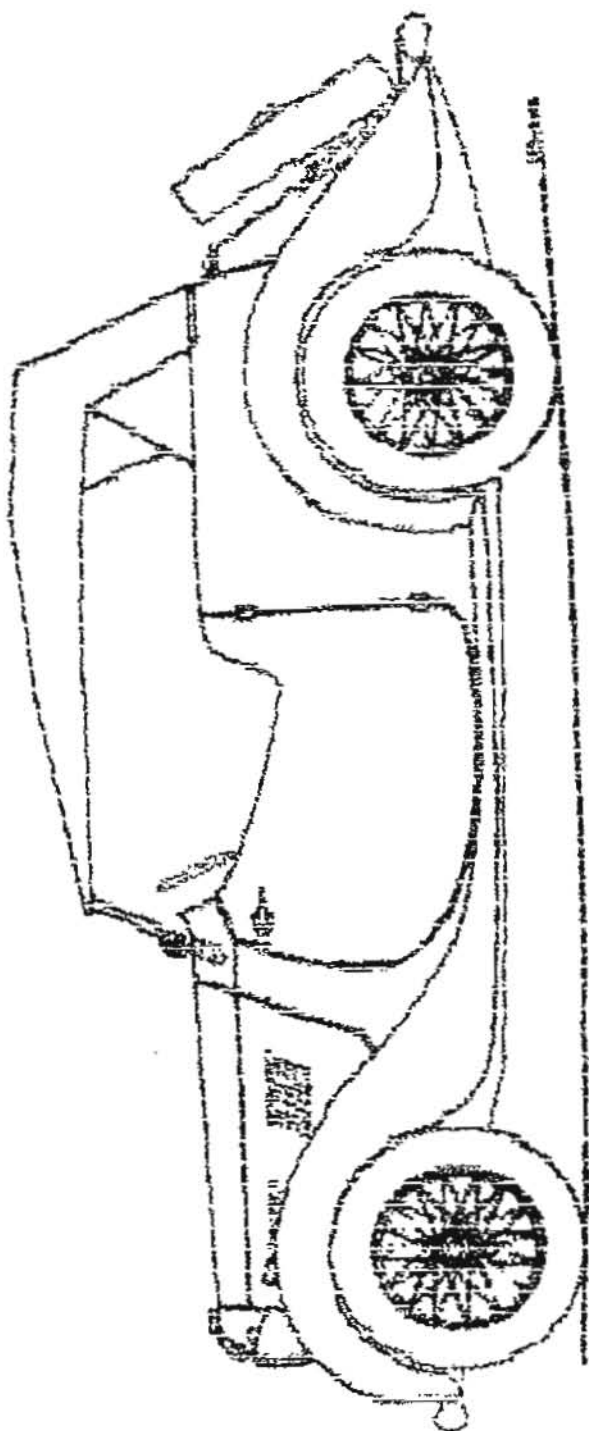
Fitting the new piece over the two tubes, the lower one for the rubber 'top-hat' bushes, welding, and filing the lower one flat, was fiddly, but the nice thick metal meant I could get good welding runs, penetrating deeply. To prove the repair, I jacked the car up on each; not a groan, good solid British Engineering.

It was at an M.G. meeting, and inspecting another 'Y' type, I found out the two plates I had seen were in fact ONE item, with a lower joining section. This had obviously rusted away on my car. It was on another cool Sunday I set about welding in the missing section. On reflection, this design is what led to the rot in the first place. It is like a 'cup' that would quickly fill with road dirt, salt, and water. No wonder that it had reverted to Iron Oxide.

Keep your eye on this bit of structure!



What it should look like.....NC.



This is Y/T 3423, or more properly the body of Y/T 3423 on what appears to be an un-numbered YB chassis (it has a hypoid rear axle, twin-leading-shoe front brakes and mountings for the front anti-roll bar). The bodywork has been modified to the extent of fitting a T-Type-like "slab tank" at the rear and the car also sports wire wheels and a TF 1500 (XPEG) engine. This "bitza", as its current owner calls it, is presently being made roadworthy; it is owned by J. Byrne of [REDACTED], Queensland. Mr. Byrne kindly supplied the drawing.

cont'd....

The car illustrated on the previous page has been allocated number 1269 on the Register. Number 1270 is Y/5616, found recently in a dry barn in Switzerland, where it had lain for the last thirty years or so. It is a 1950 car, of course, having body number 4309/4316 and engine number SC/X15476. No restoration work is currently underway.

Tom Cox, of [REDACTED] Colorado, reports further on progress with Y/5190 EXLU: "Mechanically, the car was very sound. A complete rebuild of the front end and braking system was all that was necessary. The shock absorbers were dry, but when filled, they worked. The Jackall system, also dry, worked fine when the fluid was added. The fuel tank had to be removed, boiled out, lined with a resin coating, and a new sending unit installed. For the most part the wiring was O.K., except for the retro-fitting for the turn signal indicators and a few other minor things. The wiring harness will have to be replaced one day. Apparently, there was never any body damage, as when we stripped the paint from the wings etc., there was no evidence of any previous problem. The doors are tight, the sunroof is tight. It is just in very good shape. I have replaced all of the rubber, including the motor mounts, bonnet grommets etc."

I have further news now on the first production Y/T, Y/T/EX(U) 1922 (see *Issue No. 136*). The body number on this car is 19523/100, thus indicating that the second (three-figure) body number group on these cars started at 100 and not 1. This in turn explains reports of "second-groupings" in excess of 877 (at the 1950 end of production). The original engine was TL/11604 as per the factory production records I have (this engine is no longer fitted), and the car was completed on 4th October 1948. By the time it had served for publicity purposes for the factory, had been shipped to the U.S.A., found its way to a dealer in the southern states and thence to its first owner, it was 9th April 1949. This historic Y/T then spent time in Oklahoma and Texas before finding its way eventually to California (in 1994). There it was snapped up by a Swiss classic car agent who arranged its export to its present owner, Mr. Rudolf Lüthi of Basel.

GUARANTEE PLATE ISSUE LEDGERS

THE YBs - Pt. VI.

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/0612	SC2/17498	22/07/52	YB/0622	SC2/17512	22/07/52
YB/0613	SC2/17490	22/07/52	YB/0623	SC2/17502	25/07/52
YB/0614	SC2/17463	22/07/52	YB/0624	SC2/17516	25/07/52
YB/0615	SC2/17495	22/07/52	YB/0625	SC2/17492	25/07/52
YB/0616	SC2/17470	22/07/52	YB/0626	SC2/17521	25/07/52
YB/0617	SC2/17501	22/07/52	YB/0627	SC2/17523	25/07/52
YB/0618	SC2/17517	22/07/52	YB/0628	SC2/17524	25/07/52
YB/0619	SC2/17515	22/07/52	YB/0629	SC2/17520	25/07/52
YB/0620	SC2/17519	22/07/52	YB/0630	SC2/17513	25/07/52
YB/0621	SC2/17504	22/07/52	YB/0631	SC2/17525	25/07/52

cont'd....

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/0632	SC2/17522	25/07/52	YB/0682	SC2/17567	27/08/52
YB/0633	SC2/17539	25/07/52	YB/0683	SC2/17566	28/08/52
YB/0634	SC2/17531	25/07/52	YB/0684	SC2/17576	28/08/52
YB/0635	SC2/17529	25/07/52	YB/0685	SC2/17546	28/08/52
YB/0636	SC2/17508	25/07/52	engine no. also given as '17564		
YB/0637	SC2/17526	25/07/52	(see YB/0661)		
YB/0638	SC2/17530	25/07/52	YB/0686	SC2/17579	28/08/52
YB/0639	SC2/17514	25/07/52	YB/0687	SC2/17878	28/08/52
YB/0640	SC2/17538	25/07/52	engine no. also given as '17578		
YB/0641	SC2/17535	25/07/52	(see YB/0995)		
YB/0642	SC2/17533	25/07/52	YB/0688	SC2/17577	29/08/52
YB/0643	SC2/17528	25/07/52	YB/0689	SC2/17572	29/08/52
YB/0644	SC2/17537	20/08/52	YB/0690	SC2/17573	29/08/52
YB/0645	SC2/17518	20/08/52	YB/0691	SC2/17575	29/08/52
YB/0646	SC2/17505	20/08/52	YB/0692	SC2/17580	02/09/52
YB/0647	SC2/17500	20/08/52			
YB/0648	SC2/17536	20/08/52			
YB/0649	SC2/17535	20/08/52	engine no. also given as '17534 (see YB/0641)		
YB/0650	SC2/17503	20/08/52			
YB/0651	SC2/17506	20/08/52	engine changed to SC2/17562 on 25/08/52		
YB/0652	SC2/17510	20/08/52			
YB/0653	SC2/17511	20/08/52	YB/0693	SC2/17582	02/09/52
YB/0654	SC2/17507	20/08/52	entry amended to engine no. '17560		
YB/0655	SC2/17544	20/08/52	(see YB/0694)		
YB/0656	SC2/17541	20/08/52			
YB/0657	SC2/17461	20/08/52	engine no. also given as '17561 (see YB/0591 & YB/0676)		
YB/0658	SC2/17540	20/08/52			
YB/0659	SC2/17545	20/08/52	YB/0694	SC2/17582	02/09/52
YB/0660	SC2/17542	20/08/52	YB/0695	SC2/17584	02/09/52
YB/0661	SC2/17546	20/08/52	YB/0696	SC2/17571	03/09/52
YB/0662	SC2/17549	20/08/52	YB/0697	SC2/17570	03/09/52
YB/0663	SC2/17552	20/08/52	YB/0698	SC2/17583	03/09/52
YB/0664	SC2/17547	20/08/52	YB/0699	SC2/17574	03/09/52
YB/0665	SC2/17550	20/08/52	YB/0700	SC2/17586	04/09/52
YB/0666	SC2/17554	20/08/52	YB/0701	SC2/17589	04/09/52
YB/0667	SC2/17548	20/08/52	YB/0702	SC2/17588	04/09/52
YB/0668	SC2/17551	20/08/52	YB/0703	SC2/17593	04/09/52
YB/0669	SC2/17543	23/08/52	YB/0704	SC2/17597	04/09/52
YB/0670	SC2/17553	25/08/52	engine no. also given as '17587		
YB/0671	SC2/17558	23/08/52	(see YB/0716)		
YB/0672	SC2/17557	25/08/52	YB/0705	SC2/17581	04/09/52
YB/0673	SC2/17559	25/08/52	YB/0706	SC2/17506	04/09/52
YB/0674	SC2/17493	25/08/52	engine changed to SC2/17626 on 23/09/52		
YB/0675	SC2/17569	26/08/52	(see YB/0651)		
YB/0676	SC2/17561	26/08/52	see YB/0657		
YB/0677	SC2/17555	26/08/52	YB/0707	SC2/17591	05/09/52
YB/0678	SC2/17556	26/08/52			
YB/0679	SC2/17658	27/08/52	engine no. also given as '17568 (see YB/0776)		
YB/0680	SC2/17563	27/08/52			
YB/0681	SC2/17565	27/08/52	YB/0708	SC2/17594	05/09/52