

Y-TYPE NEWSLETTER

M.G. CAR CLUB



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PEDESTRIANS BEWARE!

On completion of the restoration of my YA, I felt that a number of "improvements" could be made. The car looks and runs well but I was not satisfied with the rather insipid noise which emitted from the single 'Altette' horn. I felt that she was deserving of a more mature note, so my search began for a pair of Lucas Windtone horns. Research discovered that they are not cheap items, but I eventually acquired a pair for £15 from local autojumble.

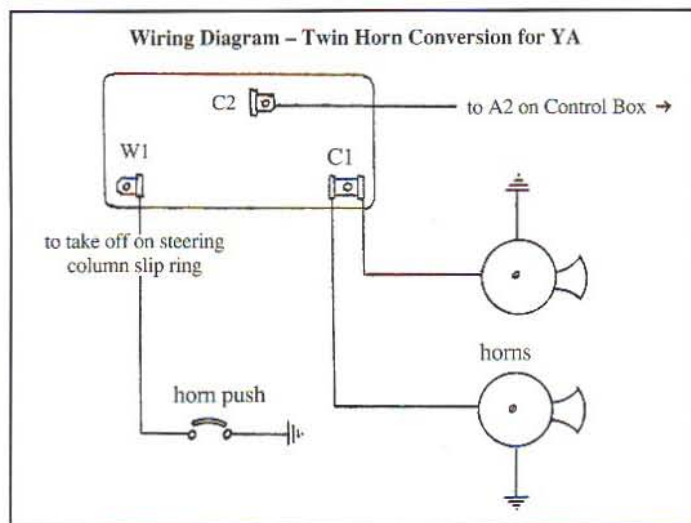
"Sorry mate, they're covered in grease but take it from me, they're in working order". - We've all heard that one haven't we?

Needless to say when cleaned up and connected across a battery you could hear the silence. Fortunately, there's not a lot that can go wrong with them so I removed the domed covers, gave a liberal squirt of WD40, cleaned up the points and was so impressed with the volume that I promptly dropped them on the garage floor.

After much thought I decided to mount them beneath the bonnet, each side of the bulkhead, (a la YB). In order to fit them, the search then began for a relay and I found a suitable one for £5 at another (you guessed it), autojumble. The relay is a Lucas 12v 6RA, as used on the MGB (overdrive relay I think), so they are available.

To the uninitiated, a relay is an electromagnetic switch and it is needed in order to give the horn push a bit of protection and consequently a longer life. A pair of windtone horns can consume up to 40 amps between them and to have this current flowing through the horn is not desirable for a number of reasons. When a relay is fitted in the circuit, the horn push simply sends sufficient current to it to activate the switch contained within. The relay then takes over and consumes the larger current needed to operate the horns.

The relay previously mentioned has three terminals (but four prongs). The terminals are marked W1, C1 and C2, the C1 terminal having two prongs and the others having one each. I have fitted the relay to the bulkhead above the control box, but obviously you can be more discreet



and hide it away. Whatever position you choose, make sure that the metal fixing bracket, that is riveted to the relay, makes a good earth contact with clean metal.

Once the relay and the horns are fitted, all that remains is to wire them in. Make sure that you use wire of the correct capacity for the job. Horns require 28/30 (metric) wire which means that there must be 28 strands, each having a diameter of 0.30 mm, contained within the coloured casing.

To connect up, simply remove the existing supply to the horn from A2 on the control box and replace it with the new wire which runs from C2 on the relay. I insulated the end of the now spare wire and tucked it away out of sight. Now disconnect the horn

wire from the slip ring and replace it with the new wire which runs from W1 on the relay. (I repeated the same procedure with the now surplus wire.) Lastly, connect both horns to C1 on the relay, run an earth wire from each horn to a convenient site and Bob's your uncle (see wiring diagram).

I suspect that some purists will cringe at the thought of this modification, but when I now press the horn, the mellow tones emitted are a vast improvement on the original and much more in keeping with a 'quality' car - pedestrians are forced to take notice too. The M.G. Car Company must have thought the same. Why else would they have carried out the conversion on the YB?

J. Murray

Y Bother with Maintenance ?

I first began to develop my interest in cars some 25 years ago now, when I took a Saturday and holiday job at our local garage in the next village to where we lived. This was a very old-fashioned type of garage, with body shop, workshop, tyre bay, new vehicle preparation area, showroom for two new cars and parking bays for about eight second-hand cars. They also carried the Standard Triumph dealership for the North Cumberland rural area!

I was initially employed to man the petrol pumps and deputise for the storekeeper who didn't like to work on Saturdays - yes, in those days you could buy parts from your Triumph dealer up to 8.00 at night, six days a week! However, the owner soon saw my interest in cars and I was

encouraged to put my overalls on and help in the workshop during the first summer vacation that I worked there. I spent three very happy months that summer working with supervision, carrying out all manner of work on customers' cars, from general oil changing and servicing to welding up broken exhausts and mending punctures.

The motor trade was in the early stages of undergoing a transformation at that time, from the multi-skilled mechanic to the specifically trained franchised dealer workshop, adhering strictly to manufacturers' service schedules and scheduled times. Company fleets were beginning to build up and manufacturers were competing with each other to cut down on service costs, as a result of which we began to enter

the era of the throw-away component, which is never maintained, simply used for its expected life and then thrown away. Gradually, good working practices which had developed over the decades were left by the wayside in the interests of shorter and shorter service times.

It was around this time that Triumph announced a triumph of engineering! The first car with no grease nipples! In fact this was an advertising stunt, since all the drillings were still in the various components and they were all fitted with blank plugs. I can remember the service schedule well – "Remove two threaded brass plugs from the front trunions, fit grease nipple (service tool No. xyz) and fill trunions with 140 grade gear oil." There were many more brass plugs elsewhere on the car!

Most of our cars were designed before the maintenance revolution and as such they need certain maintenance tasks carried out which are perhaps not familiar to the young mechanic today. In our workshop, one of the most important tasks in the service of any vehicle was the grease-up. This did not just mean applying a grease gun to all nipples. A grease pot and brush were used and grease was liberally applied to all exposed linkages, cables, brake pipes, petrol pipes, all pipe unions, brake adjuster threads

where poking through the back plate, in fact, anything which was exposed and moved. I remember my first motorcycle handbook even said in its service section, monthly, "apply a smear of grease to all exposed threads", well, if you want to get your car to bits easily, perhaps that's not a bad idea. When nippleless track rod ends first came out, old Tom used to carefully lift the rubber boots and pack in grease – perhaps that's taking it a bit far, but that is preventative maintenance.

In those days, it was usual to carry out maintenance before an item broke down. It was actually laid down in manufacturers' literature at one time to inspect dynamo, starter motor and wiper motor brushes as part of the service routine and replace if necessary – well, I'm not suggesting we should do it on every service, but we should at least take a look at these items on any car we have just acquired to avoid a potential breakdown.

Another item often overlooked today, is the wiper mechanism. In days of old, the rack would be taken out and regreased from time to time and the spindles would be lubricated. Today, we are more inclined to wait until the rack seizes up and burns out the motor before replacing the whole lot with new or exchange units!

There was even a time when brake-cylinder rubbers were changed as a matter of course, if a cylinder actually failed, then that was an indication that a new cylinder was necessary.

Even a simple job like changing a bulb can be done in a way as to minimise future problems. As most of you know, it's often very difficult to get the lamps out of the holders in the M.G. sidelamps owing to corrosion. Smear Vaseline or Waxoyl on the lamp and holder when fitting the lamp – no problems next time.

Over the years, a lot of these preventative maintenance techniques have been lost – some of them apply as much to modern cars as to our old ones but today cars are serviced to a level specified by the manufacturers and until they stop competing for the maintenance free car label, things can only get worse! Most of us maintain our own M.G.s and if I were asked what I thought was the most important item of maintenance not listed in schedules, I would have to nominate the grease pot! No good for you concours freaks though!

I.C. Hazel

THE 'Y' TYPE TOUR OF THE YORKSHIRE DALES SEPTEMBER 2ND - SEPTEMBER 9TH 1993

DAVID PELHAM

As a result of the success of the 'Y' Type 'Tour of Brittany' in 1992, it was decided to make the Tour an annual event, alternating between Europe and the United Kingdom. The 1993 Tour was planned, meticulously by Dennis Doubtfire, to visit some of Britain's most beautiful countryside, the 'Yorkshire Dales'.

It's almost exactly forty years since the last 'Y' Type rolled off the production line. It was therefore befitting that the 1993 'Tour of the Dales' should start at Abingdon, the birthplace of our cars.

It was approximately 09.30, when the Y-Types of Mike and Sue Kelloway, Paul and Joy Rundell, Dave and Elaine Willo, and Ian Paterson with our leader Dennis in the navigator's seat, gathered at the M.G. Car Club's Head Office. Lyn Jeffery's cream teas have become legendary but at this time of the morning, it was tea and biscuits before the off at

10.30. The Ys set off in convoy, with the added insurance of Colin Rea's Landrover sporting the bespoken rally plate 'Official Support Vehicle'. The run to Shrewsbury, the first overnight stop, was relatively uneventful, but the procession of Ys turned many heads. At Shrewsbury we were joined by Mervin and Mary Davies in their immaculate white YT, we now had five Ys ready for the second stage to Yorkshire.

The second overnight stop was scheduled at the Three Acres inn, a splendid hostelry, at Shelley, a small village not far from Huddersfield. The tour participants had received, via Mervin, an invitation to join the local M.G.O.C. for tea at the Drover's Arms in Glossop. The 'Y' owners were made most welcome and there was much exchange of M.G. talk. The additional mileage was starting to show on the cars: Mike's car was overheating and Dave's headlight switch had burnt out. Neither of the two

An Ode for a Concours Entrant.

IS THERE A BUCKET IN YOUR BOOT?

You've entered the contest, now that's a surprise
To show all your secrets to curious eyes.
We know that your "Y" is the pride of your heart,
So here are some tips to give you a start.

The standards are high and the judges are strict,
Maybe some banknotes would get your car picked!!
But added to this you surely must know
That the body should shine, the inside must glow.

Make sure that you carry the right kind of "spare",
Choose buckets and dusters and polish with care.
A portable cleaner would swallow the dust
But a long handled mirror you'll find is a must.

Ignore aches and pain and work without stint,
Much effort will give a condition that's mint
When engine is pristine and bodywork sings
Clean under the running boards, under the wings.

Now pray that the rain doesn't fall from the sky,
You know that a "Y" type can't leap very high,
To jump over the puddles, avoiding the spray
On a trip to a concours could ruin the day.

Two final tips I will now give to you,
Is your tool kit complete, does it sparkle like new?
To make sure FIVE tyres are all shiny and black
Apply "Cherry Blossom" to front and to back.

EMM EMM



Tour of the Dales.



'Shut the gate behind you' Mervin Davies YT leads the convoy from Malham, Yorkshire.

faults were terminal and the Ys reached Shelley just before 7pm. Whilst our lead navigator had trouble finding the hotel it was noted that the Yorkshire Television Tower, the largest concrete structure in Europe, was sited less than 250 yards from the hotel and could be viewed for many miles in each direction. It's a shame that we did not have this knowledge beforehand.

The following day, at breakfast, another Y appeared in the car park. Alan and Barbara McCormick had driven over from Bingley to join the Tour. Our Ys now totalled six, we were really getting a team together. The overheating problems being experienced by UMG 24, Mike's car, necessitated a revision to the route to Malham avoiding steep hills, somewhat difficult in Yorkshire.

The Ys set off on the short trip to Holmfirth, the television location for 'Last of the Summer Wine'. After photo opportunities at Sid's Cafe and Nora Batty's house, the team collected their cars and set off for Sowerby Bridge, a picturesque village, for lunch. Parking was difficult, so the Ys were distributed throughout the village. Alan, our local man, suggested a lay-by some few miles from Sowerby Bridge on the Keighley road, as a rendezvous. Miraculously it worked! The Ys once again set off in convoy for Malham, making a brief afternoon stop in Skipton.

We arrived in the beautiful hamlet of Malham and checked in Y-Types at the Ribbleshead viaduct.



to Beck Hall, our base camp for the Dales. Brian Moyses, a veteran of Brittany, had driven up in his MGB to join us for the Dales section of the tour. After a most enjoyable dinner, we were joined by Brian Church. Brian lives nearby at Pateley Bridge and is an active member of the North East Centre of the M.G. Car Club. Brian had spent many hours mapping out the tour through the Dales, which we would undertake the following day. On Sunday morning at breakfast the instructions for the day's tour were given out, however, there was much confusion with the instructions: e.g. 'Please ensure that you close all gates', were we going on foot or by car? Just before our planned departure Steve & Lynne Brompton together with their three children joined us. Steve runs the 'YT' Register 'Down Under' in New South Wales and is on an exchange visit. Another set of instructions were passed on to Steve and off we went.

The tour incorporated a Mobile Treasure Hunt with some devious clues. It was difficult negotiating the gradients, avoiding sheep, and trying to find Brian's clues at the same time. At one point I am sure one of the locals thought that the 'All Creatures Great & Small' team were filming, with post-war cars in abundance. The lunchtime stopover was at Pateley Bridge, Brian's home village. Memories of Brittany here, Yorkshire Police

had provided Brian with some No-Parking cones, and at last we managed to park all the cars together. After lunch we set off for Fountains Abbey, a spectacular 14th Century Monastery that was left to decay after Henry VIII's split with Rome.

Monday 6th was a free day and both Dave Willo and Mike Kelloway took the opportunity to carry out some maintenance to their cars. In the afternoon half the team went to the Ribbleshead Viaduct, stopping for afternoon tea at Settle, whilst the remainder left their cars at Beck Hall and went walking in the Dales.

The following day it was time to say farewell to the Dales and start southwards. We could, however, not leave without seeing the city of York. The main points of interest here were the Minster and the National Railway Museum. The Ys spent almost half a day here before proceeding on to South Cave, our next overnight stop. That evening

At Dinner on Wednesday night it was time to recall the memories of the tour. It is surprising how quickly one is able to make new friends at M.G. events. Once again all cars had completed the course without need for assistance from either the A.A. or R.A.C., a testimony to the standard of maintenance.

During the year, unbeknown to the rest of us Dennis had the plaque that was donated to him in Guillers, (Brittany) mounted. Thus the 'Spirit of Guillers' trophy was born. Mike & Sue Kelloway had a number of problems with UMG 24 on the tour, but never once let it interfere with their own or other people's enjoyment. Consequently there was an obvious winner. Mike thoroughly deserving, but somewhat surprised, accepted the award and will be the custodian of this greatly prized trophy for the next twelve months. Well done Mike!

Once again the 'Y' Types had completed another Annual



North East Centre (Brian Church) meets South East Centre (Dennis Doubtfire) Brian Church's Y-Type Pateley Bridge, Yorks.

we were joined by yet another 'Y' owner, Paul Eastburn.

On Wednesday the 8th, it was time to cross Humber Bridge, the largest single span bridge (it used to be the Golden Gate) in the world, and make towards King's Lynn. There was some difficulty in locating the hotel but our leader abandoned Ian's car to seek directions. Once established the party moved off leaving Dennis stranded, to make his way on foot.

Christian Huber's superb YA taken at Silverstone in 1990. But what has happened to it since?

