

Welcome to the June centre-spread. By now you should be busy out and about in your car, meeting other like minded owners and swapping tales. I will be on the MG Octagon CC Historic House Run on the 8th June, for more info contact 01889 574666. June is THE month for SILVERSTONE, and again this is an excellent weekend, or day out depending upon you, to meet many 'Y' owners. You can also meet your COMMITTEE on the Register display where lots of goodies can be purchased. I doubt Jack Murray or David Hague will let you go without buying something. We are always ready for a good chin-wag and story. I need the stories for the monthly notes. SILVERSTONE is on the 20th to 22nd June. The Midland Centre is organising a 'Midsummer Gathering' run to Kimber House on the 25th June, contact Brian Osborn on 0121 4533380. The 6th of July has two events, the Anglia Centre Summer Picnic at Hatfield, 01268 754360, and the MG Saloon Car Day, held at Coombe Park, Gloucestershire. Contact Martin Woods on 0118 9669834. Dennis Doubtfire is running a 'Y to Exe2' weekend on 8th to 11th August, he is on 01823 400164.



Y's at Brooklands MG Day 2002

Later this year it is intended to have another 'Y Summer Picnic' visiting Abingdon and the towns new museum. John Edwards our chairman is organising this, and more information is on 01329 285694 from him, or johnl.edwards@whsmithnet.co.uk The run we went on last year for the Summer Picnic was very successful and popular, so it is hoped to equal that one organised by Ian McHardy-Young. David Hague now has stocks of new booklets on the 'Y' series, specifically to assist those who are new or less experienced on the car. They will be on sale at

Silverstone, or you can order via the website, or phone him on 01730 266362. The booklets are "Living With The XPAG", "Living With The 'Y' Series" and "The XPAG Gearbox." On the 6th July the 'Y Register' is also invited to join with the 'T' Register Picnic at 'The Shuttleworth Collection, Old Warden Aerodrome, Biggleswade (just off the A1 in Bedfordshire) for a day out surrounded with ancient vintage, but flying aircraft. Paddy Willmer is running this and he wants a cheque made out to A.P. Willmer, for £12 per person, sent to 62 Haylands Way, Putnoe, Bedford, MK41 9BU. Include the details of your car and a SAE.

Now that lot should keep you all busy for a while. This issue includes The Brittany Tour by Andrew Coulson, News from Dennis Doubtfire, and one from me on cruising speeds in your Y. The Brooklands MG Day on the 6th April was rather cold, but well attended. Your truly took to the 'Hill' in the YB, but it took first gear all the way, probably the slowest accent of the day. Whilst there I noted some rather good quality modern polyurethane suspension bushes. They are for the 'Y' & 'T' series, MGA and MGB. Made by SuperFlex of Australia, the cost was three times the poor quality BMC rubber ones many currently use. So if you are rebuilding your front suspension, try part number SPF0012 inner bushes, and for the rear shackles try part number SPF0014. Most MG specialists stock them I was told. I know my rear shackle bushes last about 18-24 months before they crack up and fall to bits, caused by the poor quality material used and the weather. They are always fitted 'relaxed' as per the manual, but the Mot chap comments on them every year, saying all post-war MGs with rear leaf springs are known to suffer. ■

NINETEEN GO TO BRITTANY

We were going to go to Kirrin Island.....However, Red Leader (David Hague) agreed some while ago to organise a 10th Anniversary Visit to Brittany on behalf of the Y Type Register. Learning from the experiences of that trip the ferry and accommodation organisation was placed in the hands of MST Travel. David's role was one of co-ordination and selecting a route that picked up the three centres that had been visited before.

The day started early on Tuesday 10 September as a band of Y Type Owners (together with an MGB and TA) made their way from Petersfield at 6.30 to the Ferry Port at Portsmouth to catch the 8.00 am Brittany Ferry for Caen.

The group had all met up at David Hague's and Jack Murray's respective houses on the Monday evening and gathered together for a meal at a local pub to renew and make new friendships. Andrew and Arlene Coulson (YA) had travelled 280 miles from Ripon, Alan Chick and Mary Wilkinson (YB) some 160 miles from Cardiff and Jerry and Jo Birkbeck (TA) 120 miles from Leamington - all in foul weather, perhaps a precursor for the week?

The others who gathered in Tesco's car park in the morning found a very favourable change in the weather with the promise of warm conditions in Brittany. Our three travelling couples were joined by David Pelham (YA) with navigator Rob Gammage, Chief Executive of the MG Car Club, Jack and Molly Murray (YA) and David and Barbara Hague (MGB). One felt some real sympathy for David, who would of course been in his YB had it not suffered a broken camshaft in the South Downs Run the previous weekend. Fortunately, he had his other car, a red MGB, available (hence his title!).

A line of 6 MGs must have set the heart of some of the early morning commuters fluttering, though others may have had different thoughts! Nonetheless, the convoy was moving at a steady 50-55 mph and not causing any hold ups.

At Portsmouth we met up with two more of our party Peter and Suzie Arnell (YB) together with Ron Smith, John Patman and Ken Wheeler all together in Paul Rundell's old YA (which had been on the first Y trip to Brittany in 1992) and who later became known as the Three Musketeers.

MST had done us proud as all eight cars were berthed together on the boat. Portsmouth-Caen is one of the longer crossings, around 6 hours. Lots of talk and eating and getting to know sessions took place. A calm sea and wonderfully warm weather for early September set the standard. Although, the ferry 'Quiberon' was obviously getting well past its sell by date compared with the latest range of ferries. Nevertheless, it served its purpose and we arrived on French soil at 3.30 local time.



Rest stop near Port Navalo

Hoods down for Red Leader Hague's MGB and Jerry's TA as we set off and the group of eight vehicles made their way to the first stop at Pegasus Bridge, a key point in the liberation of France of 5/6 June 1944. A few snaps and then we were off to Falaise where a reception had been arranged by the local tourist board. It was here that we met up with Victor and Evelyn Rodrigues in their YA. Eventually after a photo call, sampling of the local calvados and a guided tour round a local museum we set off for the next stage of the journey to our overnight stay at Mortain.

Ron Smith's YA, was exhibiting some alarming noises from beneath the rocker box (certainly more than tappet rattle).

Everyone finally arrived at the hotel by 8.45 with J and J's T coming in last, after a detour around the Falaise by-pass.

Then hotel has made an effort to give the guests a real sense of exclusivity - special room and a table large enough to seat all nineteen of us. The menu was stylised for the Y Type Event, which was a nice touch. The evening wound up by 11.00 pm as most of the party were totally knackered.

The following day fine weather welcomed us and after breakfast and a presentation by David Hague to the hotel management of a 2k (the year not the value) model of Y Type which was warmly accepted, it was bonnets up and ensuring that the old girls (the cars) were suitably watered and fed to start the next stage of the journey to Ploermel, about 125 miles. Ron discovered his problem was a broken rocker arm. He decided to phone up Brown and Gammons to arrange for the necessary parts to be shipped out before the weekend so that the car could be repaired. He then hired a car for the rest of the week.

Red Leader took us through the first stage of the journey and then David Pelham and Rob Gammage took the lead to guide us through the Normandy/Brittany countryside. Rob was great at sussing out suitable stops for a coffee/beer/fag stop and he found an excellent café next to a roundabout on a minor road for a much-needed stop.

During the day the convoy met up with Andrew and Arlene who had decided to do their own thing and were picnicking in woodland clearing next to the road, waved us down and told us of their splendid lunch of wine, cheese and baguette that they had just enjoyed.

David Hague had suggested a stopping point close to Loheac for

us to meet up and commemorate 11/09. Somehow we lost him and stopped in a village square next to the church as David Pelham set to work on trying to resolve a charging problem with his regulator. Whilst he was doing this and the rest of the group were lounging around, enjoying the sun and eating ice creams a number of local people dressed in black turned up. We thought it was perhaps something that had been arranged as a mark of respect for the twin towers tragedy. Not so as it turned out. A black transit van turned up, the doors were opened and flowers emerged together with a coffin.... We had found ourselves in the middle of a funeral! I guess only David Pelham could begin a story with the line 'I was changing my dynamo and suddenly I found myself in a funeral and then....'. We paid our respects and then moved on to meet the others at a motor museum outside Loheac.

The final stage of the journey was to our hotel in Ploermel, which was a modern building set up as a centre for conferences and attached to an extensive lake and golf course. We were to stay here for three nights and the events that occurred were shall we say interesting, but that would be another story! David Hague had some difficulty in explaining to the hotel management that our stay had been paid for but eventually matters were resolved. The first meal had something of a Faulty Towers feel about it - the house red was suddenly off after 4 bottles had been ordered (but we do have an excellent wine, monsieur, which is just as good - but 7 euros more), there was no gin and there was a problem with a distinct lack of cutlery. However, there were a lot of bread rolls!

The next day was a free day and Jo and I decided to team up with a group travelling across to Port Navalo on the south Brittany coast. A great experience as a group of 12 of us - 4 Y's, TA and MGB followed Blue Leader Rob Gammage in David Pelham's YA made our way across country by way of C and D roads, some of which were single carriageway and very rural, grass growing through the carriageway, but generally well maintained.

Rob sussed out the needs of the group once again and we arrived in Rochefort en Terre, a fantastic small town that is well worth a visit and we lunched in groups of 2 (smokers and non smokers). As always someone in a party meets a friend/friends out of the blue - and Rob jumped up as he noticed I believe Easter and Edward Kirkland (T typers), who have a property nearby to where we were lunching!



Lock Keepers cottage near St Brice.

The final day started early as Victor and Evelyn set off on their three-day journey back to Zurich with everyone sad to see them go. The remainder of the party then made their way to Ouistreham for the afternoon ferry. Several went via the WW2 landing beaches. We chose to visit Bayeux where we visited the cathedral and the tapestry - both fantastic and really worth spending more time in.

We arrived at the ferry port to find the others already there. It was particularly good to see that Ron's YA had made it - and he was well pleased with the car's performance from Mortian. We were parked among some exotic classics, E types, A-M's. Healeys etc that had

just been taking part in the Dordogne Rally and all this added to the quality of the experience. The ferry was late arriving at Portsmouth and whilst most had a fairly short journey home Andrew and Arlene decided to travel the 280 miles back to Yorkshire, arriving back at 4.00 am. We took the 140 mile trek back to Leamington arriving back at 1.00 pm - and Jo went to work at 6.00 later on that morning!

A brilliant week with a lot of fun and fantastic weather, new faces and new experiences and a chance to catch up with existing friends. Thank you David and Barbara for all your hard work very much appreciated. ■ **Jerry Birkbeck**

NEWS FROM DENNIS DOUBTFIRE

Unlike Martin Luther King, I had a vibration and not a dream. In fact my dream was a vibration-less journey. In pursuit of that dream I decided that a replacement back-axle was required for my 'Y'. I remembered that some months earlier that a YB owner, Charles Spicer from Truro, had written to me with a list of surplus spares, amongst which was a YB back-axle. A quick phone call made sure that it was still available, and a few days later we had made the trip to Truro to collect it.



Close up of a deflector

On arriving at Charles home, his YB was parked outside to greet us and I was struck by the fact that it was fitted with wind-deflectors on the front doors. It was these deflectors that prompted me to put pen to paper. In past years I have seen deflectors made in moulded Perspex and fitted to the front doors with small spring clips. These ones were very different, they were made in the same fashion as a windscreen in Triplex glass mounted in a chromed metal frame, with small pivoting brackets top and bottom. These are fitted to the doors with self-tapping screws and the complete thing looks very classy.

Charles brought the car in 1958 and is the second owner. Is it possible that these were one of the accessories supplied by the factory, as they were fitted to the car when he took it over? Perhaps someone else has a car with them fitted and could throw some light as to their origin, or some other unusual accessories.

But do I still have my dream you ask? I have fitted the new axle and the Spring Run will tell. Just one last question- the half-shaft in my back axle and the replacement one all had red flashes painted on them. Does anyone know the significance of these?

"Comment by NC, Yes, the YB's rear axle is a 'Nuffield' rear axle, and was used on the Wolseley 4/44, Morris MO series, and the larger six cylinder Wolseley and Riley. All these cars had different axle widths. The axles were assembled at the Morris factory, for the various models. To stop the wrong half-shafts being slid into the wrong casing, they painted the shafts different colours. YB/TD had a 4ft 2in rear track, 4/44 was 4ft 3in, Morris MO 4ft 5.125in, big Riley & Wolseley 4ft 6in. The deflector looks like a 'Pride & Clarke' accessory of the 1950's, not a MG extra. I have seen similar ones fitted to other 1950's Fords, etc. Pride & Clarke were a large firm similar to Halfords, selling by mail-order. They are good quality and look smart with chromed frames. ■



Charles Spicers Y with deflectors fitted

CRUISING

What is the ideal cruising speed for a 'Y' type? I am often asked this when I meet other 'Y' owners. The car is obviously much slower than today's efficient, almost-identical Euro-cars, but there is no reason why the model cannot keep to a reasonable speed. In its time, the MG One and a Quarter Litre was a pretty nifty car, within its price range. Its now tiny 1250cc engine gave 46bhp, and this was high compared to others with just 33 to 38bhp, many being side valve fitted.

Stress in the engine is really all about piston speeds. The XPAG has a long stroke, so the piston is moving pretty fast mid-stroke. The pistons have to be stopped, and sent off the other way, each stroke, top and bottom. It is reckoned that a speed of around 2,500 feet per minute is reasonable and about the safest maximum for continuous use, and this is about 60mph on a XPAG, (at 75mph the piston is doing 3,070 feet per minute with a 5.125 rear axle ratio).

I quote speeds for the YB with its 14.6 mph per 1000rpm in top gear, (the YA is 14.42mph per 1000rpm, very close.)

rpm	mph in top	
1000	14.6	
2000	29.2	
2500	36.5	
3000	43.8	(43.6 YA)
3500	51.1	
4000	58.4	(57.6 YA)
4500	65.7	
4800	70.08	(69.2 YA)

So it can be seen that running at, or just below 50mph is a reasonable and safe speed for a 'Y's engine. One or two owners will shudder at this, as their mechanical sympathy will lean more towards 45mph. The reason for this is the noise the valve gear can produce, the imbalance in a worn propeller shaft giving vibrations, the gear box bearings zizzing, and rear axles whining. The car is telling you it is working hard. Because the 'Y' is a closed car, these noises seem all the more alarming when compared to the similar open TD or TF, which are both producing just as much a racket. In their case it is masked by the wind noise, and not trapped inside a steel hull. ■