

# The Classic 'Y'



Issue No.180 June 2004

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

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## Spares for Sale

"I have the following spare parts for sale if any members are interested:

1. Original cylinder head with standard valves from my YB engine (SC2/17534). (I fitted an "unleaded" 'head.) £80.
2. Boxed, new, complete Unipart clutch for TD, YB, TF, MGA. (Driven plate, cover, release bearing, alignment tool, etc.) £75.
3. Box of brake wheel cylinders (some new), seals, oil seals, hub bearings, etc. £50 the lot.

Tel: [REDACTED]."

## REGISTER NEWS

Mike Smye's car (YB/0649) was sold at the beginning of April to David Rowland of [REDACTED], Oxfordshire.

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The interesting University Motors leaflet featured on the next three pages was kindly sent to me by Karl-Heinz Borchers of [REDACTED] Germany.

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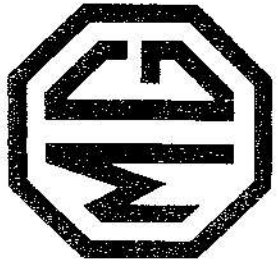
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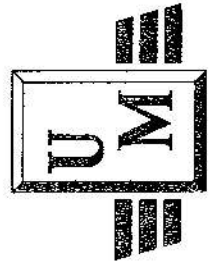
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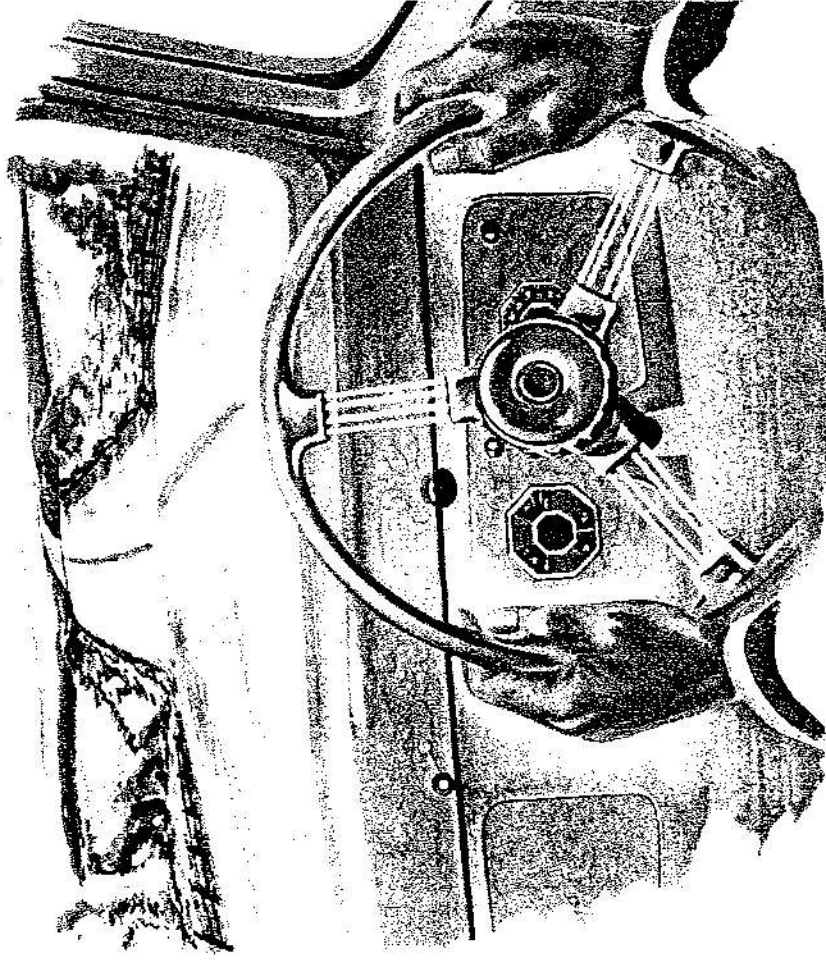
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STRATTON HOUSE  
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**see Britain**



**... fast and safely**

*by*



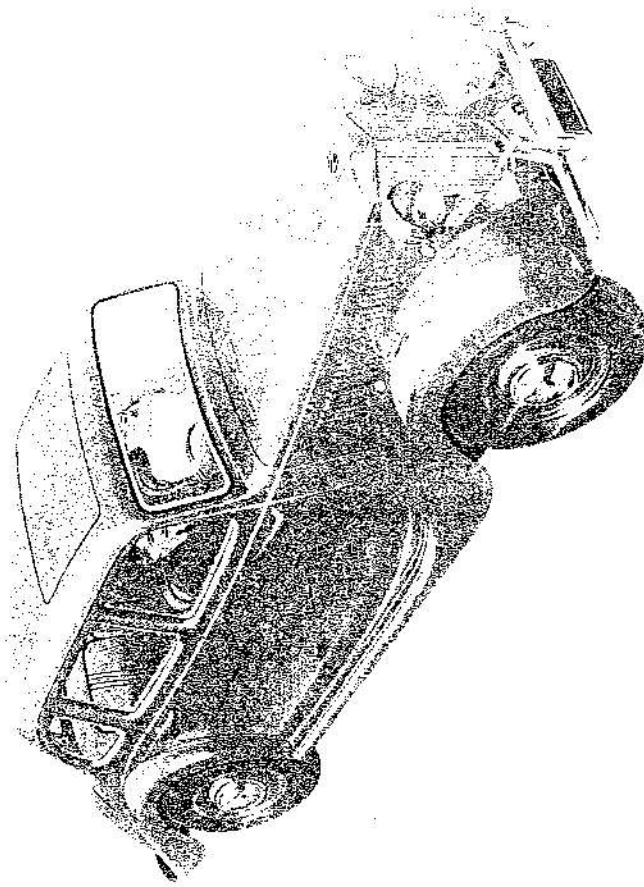
*for business*



BRASENOSÉ COLLEGE. The dome of the Radcliffe Camera rises above the Library, Clousters, and the tall chimneys of the Old Kitchen in Deer Park. Brasenose College, seen from New Quad. The College perpetuates the name of an ancient Hall which occupied its site, whose door had a famous brass "lion's head" knocker.

**hire and drive**

• • • enjoy the safety of a  
British thoroughbred



# UNIVERSITY MOTORS LTD.

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# UNIVERSITY



## CAR HIRE TARIFF

1½ LITRE SALOON  
RADIO EQUIPPED

For 210 miles per week **£9-0-0**  
additional mileage 1/- per mile

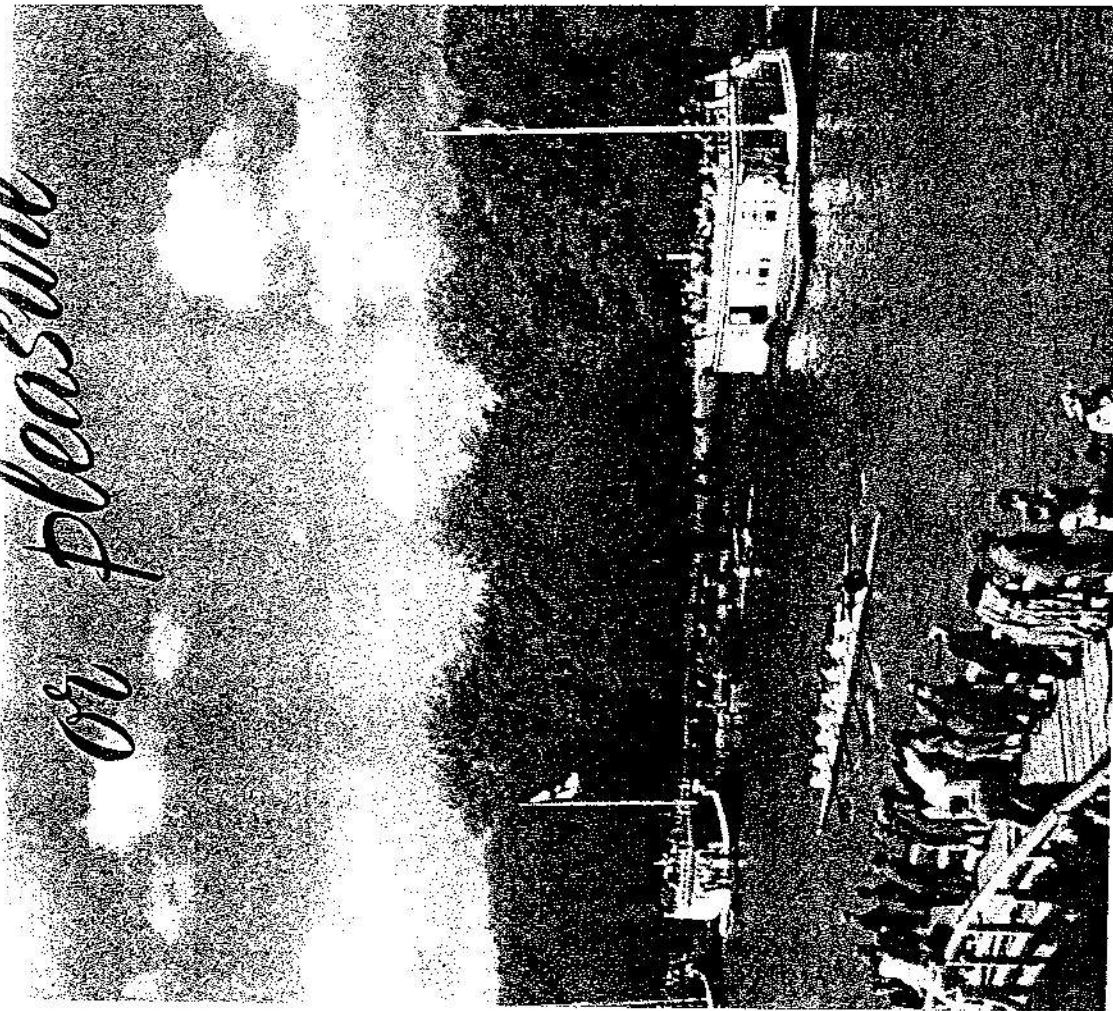
Unlimited mileage **£25-0-0**  
per week  
minimum hire two weeks

For the convenience of hirers who wish to use their own Insurance Policies we shall be pleased to give a discount of 10% on the basic weekly rates of £9 or £25.

Free Insurance.  
AA & RAC Membership on all cars.  
All charges payable in advance.

N.B. — A current British driving licence is essential. Obtainable from us on production of overseas licence.

*or pleasurable*



THE COLLEGE BARGES. The Bumping Races of "Eights Week" crown the loveliest month of the Oxford year. Gaily dressed figures fill the flower-decked barges on the sparkling river and a cheering crowd spurs on the College boats as each starts past in a Homeric effort to "bump" its nearest rival and finish "Head of the River".

— yourself —

## **MY OWNER LOVES ME!!!**

### **"My" M.G. YB: by its privileged owner, John Watson**

Before mentioning my YB, I must first pass on thanks to Harry Henderson. Had I not seen Harry's gorgeous black Y, I would not have, with his assistance, sought out and found this one.

This YB was built in 1953, chassis no. 1041. It was first registered in Lisburn on 11th February 1953. The top-notch, chassis-up restoration was undertaken by the car's previous owner, Mr. Miles Harris. The car is finished in pale ivory cellulose paint and the interior is beautifully finished in red leather with cream piping, proper carpets and headlining. The engine was rebuilt as part of the restoration, with the milometer now only showing some 88,000 miles. The 1,250 c.c. engine runs on unleaded and supposedly packs a 48 b.h.p. punch. I would describe it as more of a tap than a punch though.

The car is an absolute dream to drive. While performance is not the issue with classic cars, it is quite capable of travelling at reasonable speed. I have so far rejected the pressure to install "winkies". Recently, while turning off the main road heading home, I switched the trafficator left, slowed down, and subsequently entered the side road. This action caused immense displeasure to an "R" driver who was following very close on my tail. He sounded his horn for a few seconds to voice his annoyance. He obviously was travelling too close and was probably unaware of the trafficator signal. Despite this, I have not succumbed to screwing-on "winkies"; in fact, it has stiffened my resolve not to fit them.

I have the unenviable task of now attempting to keep the YB in its super condition. It is now some twelve years since restoration and some paint defects are not pleasing to the eye - at least, not to mine. A fellow branch member told me I was too fussy! Me fussy, imagine that! Well anyway, I will, despite my illness, attempt to keep this YB in good nick. I do not possess much in the line of mechanical knowledge and also lack the confidence to carry out some tasks, but given the necessary information I will tackle some jobs. My thanks go to Jackie McNeill for lovingly keeping the mechanicals going.

There are many features about the car that deserve mention. The XPAG engine gave long service to M.G. models. The ability to jack the car by means of the on-board Jackall system is absolutely superb. The spare wheel is housed separately in the car's second boot, along with the wheel brace etc. A top-hinged opening windscreen gives fabulous airflow, especially when used in conjunction with the sliding sunroof. Another well-thought-out feature is the use of the window mechanisms - turn back to wind the window down, and forward to put it up. Our son Matthew enjoys the comfortable rear seat and armrest and also likes to show folks the rear window blind. This apparently was used at night, not for courting purposes, but before the introduction of dipping mirrors.

*cont'd...*

The pleasure given by using the YB is indescribable. It is just so different to everyday motoring. And, while we use the YB for wee trips ourselves, the Club runs are great days out too. If you do not usually go on the Club outings, I, even as a very shy private person, would encourage you to take your pride and joy out and let others have the opportunity to enjoy it too.

The YB has given much pleasure in my short time of ownership since 2001, as well as some anguish, especially at M.O.T. time. It has had many admirers, and rightly so. Despite not having a Ford engine (ha, ha) it is a lovely car and represents the image of motoring that I personally like.

The flowing bodywork and separate headlights, the high-mounted chromed radiator and narrowing bonnet, the sweeping curves to the boot; all combine to make a really good-looking car. I am certainly privileged to own it. This YB is not for sale; not at the time of writing anyway. Enjoy your car or cars as I do.

"Wee John" (John Watson)

*The above article first appeared in the December 2003 newsletter of the Banbridge Old Vehicle Club (of Northern Ireland). Thanks to Terry Cathcart for sending it to me - Ed.*

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## LETTERS TO THE EDITOR

Dear John,

I got 90 hours' work done on the M.G. "YA" including five days on the water system. The temperature when hot is 75°. I've got an air lock in the Smiths heater. I have special coolant to put in - it boils at 185° Centigrade. I recently met a friendly motorcyclist who told me my fan blades were out of alignment - he was right; one was 1/8" out, but another was 1/2" out. He also told me to use "Sparkle" (the furniture spray polish) on my chrome. I have fitted "Splitfire" plugs to my engine (£30 for four from Holden Vintage Classic). What a difference they made to the exhaust fumes, eliminating virtually all of the smoke! At the M.O.T. on 8th October 2003, running on Optimax petrol plus Millars additive, on the smoke machine it was good enough to pass up to 1992.

Allan Bolt,  
[REDACTED], Perthshire.

*I know that Allan has never been averse to trying the latest after-market developments and products on his "YA" in order to preserve it and keep it running. Some people are very sceptical about these, I realise. Another product he mentioned to me some time ago is "Water Wetter". Sounds unlikely, doesn't it?! But apparently the idea is that the meniscus of the water is somehow "removed", thus enabling the cooling water itself to more intimately contact the hot internal surfaces of the engine. Does anyone have any comments to make or experiences to relate concerning any of these products? - Ed.*