

The Classic 'Y'



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REGISTER NEWS

Jerry Ticknor from Michigan tells me that the New England M.G. "T" Register are to publish an updated Membership Directory this year. This will replace the last edition, which was published in 2000, and will this time include photos of the members' cars. Sounds like potentially a very useful reference work to me, but they may struggle to obtain up-to-date details from everyone - and thereby is any kind of Register compromised to a greater or lesser degree.

Mr. John Crossland of [REDACTED], Lincoln writes to tell me that he purchased YB/1281 a couple of years ago. This 1953 YB is road-registered "FDY788" and is ex-Steve Challinor of Denbighshire and ex-Mr. Hall of Cheshire.

Issue No.182 (October 2004) contained a feature on YB/1551, the last Y-type ever produced and the one that was rebodied by well-known motorsport participant Dick Jacobs. At the time of our article the car was owned by David Rouse of [REDACTED], Essex, but he recently sold the car (to Stuart Dean of [REDACTED], Northamptonshire). Stuart is to complete the restoration of YB/1551, leaving David to concentrate on his other cars: three pre-war Alvises, a Morgan three-wheeler, a Vintage Singer Junior and a pre-war Scout f.w.d. four-wheeler (yes, it is very easy to become side-tracked, as I know only too well!) Stuart used to race T-types, so hopefully it won't be too long before we see YB/1551 out on the track again. Meanwhile... all this has left David with a good number of Y-type spares to dispose of (Stuart apparently has enough of his own already) and his lists of available spares will be found elsewhere in this issue.

It is always interesting to learn of "newly discovered" very early "Y"s, for they differ from the later "Y" saloons in many minor ways (mainly in regard to trim and identification details). Mr. R.J.Davies of [REDACTED] has provided me with details of his interesting car, Y/0382, registered "MG7239". This car's original engine was no. SC/10130, but at some time fairly early in its life a replacement unit was fitted. Body type/no. is B281 - 173/231 and the colours are Island Green (exterior - this is a B.M.C. colour of the 1950s) and beige (interior). The car apparently once belonged to one Lady Bucher (?) of Yorkshire, perhaps the first owner.

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This month we also welcome Graham Bushnell of [REDACTED], Oxford to our numbers. Graham is very active in the Morris Register and has owned pre-war Morris cars in the past, but in November 2003 he bought Y/6374 ("FKG870") a red and black 1951 "Y". Perhaps of interest is that this car was first registered on 26th January 1951. Now, our "long-accepted" analysis of "Y" production indicates that cars Y/6285 to Y/7285 were produced in 1951. If we take it that this analysis is based upon the date on which each car was completed, then it still says a lot that 90 or so "Y"s were completed (and at least one first registered) by the end of January 1951! Of course, we do not have production ledger details for this range of cars, so the "Y/6285" 1951 "start point" might well be wrong. Thanks to Terry Cathcart of Belfast for the "introduction" to Graham via the Morris Register's *Chilterns' Chatter* newsletters.

Ready for the new season are Dave Lawrence's YB/0752 (back on the road after nine months following a water pump spindle breakage which allowed the fan to destroy the radiator - but I guess it's coming into autumn now in South Africa?) and Rob & Val Haywood's Y/T 4264 (now with a new M.O.T. for the summer).

L e T t e R S

(the first of our letters this time comes from the Morris Register "Main Club" Newsletter for November 2005 - again, my thanks to Terry Cathcart for this)

Hello all,

I received a sample of Rexine today, in dark blue as requested. It is exactly as it should be! The grain pattern is just right and, unlike the vinyl so often used, it is of the correct thickness (i.e., not too thick). The person who dealt with my request was Bill Dallas who, it seems, is the Managing Director. The cloth is available in many colours and three grains. The colours are: black, five shades of blue, three shades of red, 1 x maroon, 1 x chocolate, 1 x brown, two shades of tan, three shades of green, two shades of grey and 1 x white. The correct grade for car seats and trim is RX17, although there is a lighter RX15 available. The sample feels right, and although I only want it for door panels and fixed trim, they assure me it is O.K. for seats. The rolls are 1270mm wide (*that's 49.53 inches, for us English people - JGL*) and they will cut off as much as you want. I have not asked the price yet, but as I need it I will have to buy it anyway. Contact details are:

F.J.Ratchford Ltd., [REDACTED], Cheshire, [REDACTED]. Tel: [REDACTED]

Well worth a look,

Pat Colgan.

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(our next letter is from Australia, via Alf Luckman and Neil Cairns)

"Y" is This So?

The M.G. One and a Quarter Litre (Series "Y") is fitted with a "Jackall" jacking system. This, as many know, has a hand-operated hydraulic pump under the bonnet on the firewall which feeds four cylinders arranged at each corner of the car. The selection can be made: all four wheels, the front two only, or the rear two only. This device is a great aid in changing an offending wheel or wheels.

There are unions, comprising a compression nut and an olive, on the $\frac{1}{4}$ " diameter copper pipe at the pump and the oil reservoir, at each of the four lifting cylinders (a double unit at the left front), plus a three-way distribution point at the rear of the car. Eleven in all. When asked to make one of these brass nuts I examined it as to the thread used. It measured $\frac{1}{2}$ " - definitely $\frac{1}{2}$ ", not 12mm, and definitely not $\frac{1}{4}$ " B.S.P. O.K., it must be $\frac{1}{2}$ x 26 T.P.I. Brass Series thread. No, a surprise was found here, it was only 24 T.P.I. Now the pitch, 24 T.P.I., was a strange one. It certainly was not one of the common standard threads. It was hard to tell with limited equipment as to whether it was of Unified or Whitworth form.

Referring to *Machinery's Handbook, 20th Edition* (this is the 2,500-page "Bible" of "Engineers, Draftsmen, Toolmakers and Machinists") revealed that, apart from the common standard Unified Threads (U.N.C., U.N.E.F. and U.N.F.), there are a series of constant-pitch threads for special purposes. These are 4, 6, 8, 12, 16, 20, 28 & 32 T.P.I., for special applications ranging from instruments to large oil and hydraulic lines. If a suitable thread cannot be found among these, there is another special series would you believe - U.N.S. Included amongst these is our $\frac{1}{2}$ x 24 T.P.I.

All the Unified National Threads originated in the U.S.A. The first draft for Unified Threads came out in 1949 and was revised in 1960. The way I read this is that the industry was standardizing tolerances and clearances of existing threads. Now, why did a small fitting on an accessory used on pre-Second World War cars, and which was carried over after the conflict, use such a vague thread? Were the "Jackall" units originally made in the U.S.A., or were they made in the U.K. under licence from an American business, the tooling being part of the deal?

It's one of many small, interesting inconsistencies that our cars confront us with every now and again. Does someone know the answer?

Glossary:	B.S.P. = British Standard Pipe.	T.P.I. = Threads per Inch.
	U.N.E.F. = Unified National Extra Fine.	U.N.F. = Unified National Fine.
	U.N.C. = Unified National Coarse.	U.N.S. = Unified National Special.

Eric Hayes,
[REDACTED], Australia.

Newsletter Editor: J.G. Lawson, [REDACTED]
Registrar: J. Murray, [REDACTED]
Spares Secretary: A. Brier, [REDACTED]

(tel/fax: [REDACTED])



Spares for Sale



MG Y YB & T-type Spares

NEW SPARES

Hardy Spicer Universal Joint Kits for all models	
Hardy Spicer K5/GB150 (8 in total)	
GKN MUJ 100 (1 in total)	
Quinton Hazell QL/15002 (1 in total)	£8 per kit
Lockheed front wheel cylinder 33668 (8 in total)	£25 per cylinder
Lockheed 7/8" wheel cylinder 30284 (1 in total)	£30:50
Hepolite piston set RS 14136 +030	£93
Hepolite Oil Master piston ring set +030	£25
Hepolite Oil Master piston ring set +060	£25
Hepolite standard piston ring set STD	£24
Terry's "Aero" valve spring set	£25
Tranco inlet valves 105.2656 1-7/8" head - set of four	£24
Tranco exhaust valves 2657 1-3/8" head - set of four	£26
Big end (conrod) complete sets of shell bearings : -	
Glacier +010 (2 sets in total)	
Glacier +030 (1 set in total)	
Vandervell +010 (1 set in total)	
Vandervell +020 (1 set in total)	£10:80 per set
Oil filter element GUD GP 223 (one)	£3
Payen Sump sets HC003 inc crankshaft packings (12 in total)	£9:80 per set
Payen decoke gasket set CC390	£32
Hallite decoke gasket set	£32
Head gasket alone (2 in total)	£16:50 each

ALL THE ABOVE ARE IN ORIGINAL BOXES/PACKAGING

Various other useful unused engine gaskets	£ 10 lot
Brake shoes relined (road linings) two pairs (ie four shoes)	£40
Brake shoes relined (competition linings) two pairs (ie four shoes)	£40

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MG Y YB & T-type Spares

Used Parts & Units

XPAG engine with high compression head. Dropped one exhaust valve which holed a piston. Head undamaged and engine otherwise good.		£400
Wolseley 4/44 engine. Came out of scrapped running car but condition unknown	£250	
Wolseley 4/44 engine. As above	£250	
Wolseley 4/44 engine. As above but less rocker cover	£220	
Wolseley 4/44 engine. As above but timing case damaged (have spare)	£200	
MG YB differential units (two)	each	£80
MG YB half shafts (two)	each	£25
MG YB gearbox dismantled for overhaul.		£100
MG YB gearbox complete. Condition unknown.		£150
MG TD/YB twin carburettor inlet manifold.		£70
MG YB standard single carburettor inlet/exhaust manifold		£60
MG Y/YB Dashboard panel with instruments.		£100
MG wheel covers (nave plates) complete set of four.	£24	or each £8
MG wheel cover (nave plate) small dent.		£4
MG YB petrol tank.		£60

Also quantity of good re-usable engine, transmission, brake, suspension, steering and electrical parts too numerous to list separately. Please ask if you need anything.
stamped addressed envelope if enquiring by post.

I would prefer to dispose of all of the spares in one lot and any offers will be considered.

Contact: David Rouse



fax: 

The list above shows only *some* of the used spares available. I will be happy to look if any member needs anything that is not shown on the list. If it's mechanical, it's a good bet that I will have it somewhere - it's just a question of looking.

*drawn by
Phil Coates*

ALL RIBS 1" WIDE

RIB SHAPE (FULL SIZE)

OPEN END

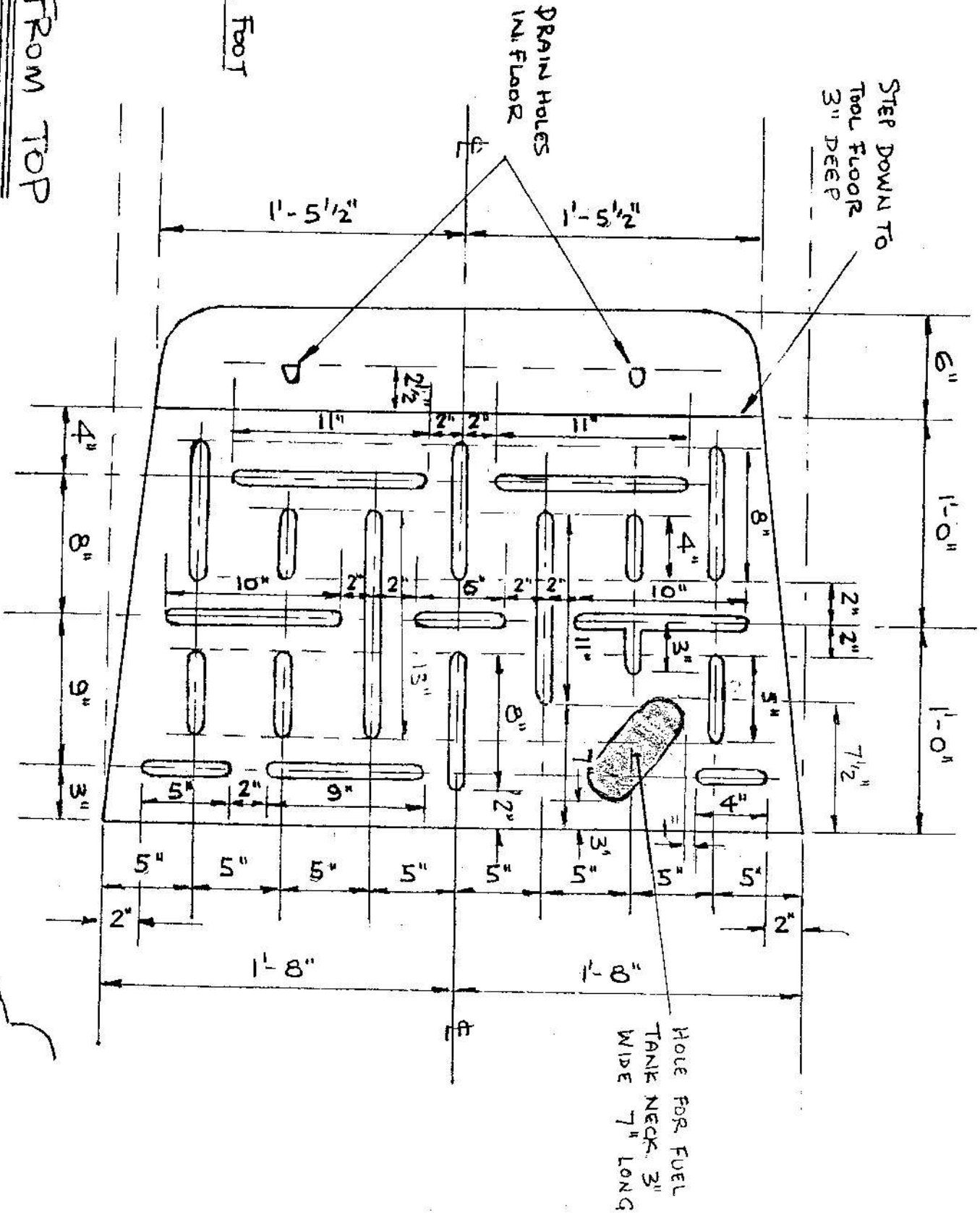
DRAIN HOLES

SCALE 1 1/2" = 1 FOOT

View From Top

SPARE WHEEL COMPARTMENT FLOOR 'YA'

STEP DOWN TO
TOOL FLOOR
3" DEEP



2 year of
CAR

WIDTH 3'-4" AT

THIS POINT