



THE CLASSIC 'Y'

Issue No. 5.

The Magazine of The M.G. Y-Type Register.

June 1978.

EDITORIAL

First of all, apologies for the poor quality reproduction of the front page design on last month's magazine. The printer's equipment was having a bad day!

Following what I said last month about substitute parts for Y-Types from other cars, I have been told that VW Beetle wing/running board piping is suitable for Y-Types. It may be cheaper than the genuine article and it certainly comes in an assortment of colours. N.T.G. sell Y-Type piping in black only at £0.16 a yd. plus postage & packing.

It has been suggested that members could get in touch with each other more easily if I were to publish their telephone numbers in the magazine. I have some of your telephone numbers already and if you are agreeable to this suggestion please write to me and I will include your number in a future issue.

Workshop Manuals may be available soon. We hope to charge as little as £5 plus postage and packing. I am at present awaiting a reply from British Leyland (via the M.G.O.C.) as regards permission to print these.

The M.G.O.C. have recently brought out two publications called, 'Buying M.G.' and the 'Buyer's Guide'. 'Buying M.G.' lists all M.G. cars currently for sale (both by private individuals and garages) in the U.K. It is to be updated frequently. The 'Buyer's Guide' gives practical hints on what to look out for when going to purchase your M.G. Both publications are available free from: Roche Bentley, (M.G.O.C.) 13 Church End, Over, Cambridgeshire. Please enclose a large s.a.e. with your request and mention that you are a member of the M.G. Y-Type Register.

We'll catch up with the 'Recommended Suppliers' etc next month.

9th June 1978.

REGISTER NEWS:

<u>Chassis No.</u>	<u>Year.</u>	<u>Type.</u>	<u>Reg'n No.</u>	<u>Engine No.</u>	<u>Owner's Name.</u>
YT/EXR/2664	1949	YT.	ZJ 3155	XPAG/TR/12573	M.Meyers.
Y 4529	1950	YA.	UMG 141	XPAG/SC/17209	D.J.Robinson.
YB 0631	1952	YB.	UMG 803	XPAG/SC /17525	Appreciating Cars Ltd.

Total cars on Register asat 2nd June: 115

YA: 45 YB: 38 YT: 15 YA/YB composite: 2 unknown: 15.

CARS FOR SALE:

Register No. 002: A green 1951 YA. Interior and engine in very good condition. Body and paintwork need some attention. £650 o.n.o. Mr. & Mrs. P.M. Graham.

Register No.113: A YB. Partly restored. Complete. £150 o.n.o.
[redacted] [redacted] between 6 & 7 p.m.

Register No.114: A 1950 YA. Very good running order. Body and interior trim needs attention. 'MG' registration £350 o.n.o. Tel: [redacted] [redacted] [redacted] [redacted] (both numbers evenings or weekends).

Register No.115: YB 0631. Details as above in 'Register News'.
Engine is a recent BLMC Gold Seal replacement. Car
is black with green interior. In need of bodywork
but otherwise very sound. Runs well. £475

evenings & weekends.

PARTS FOR SALE:

Window glasses; Hub caps for YB (83 each (N.T.G. price is £5.20 each).
John Monkman. [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]

FESTIVAL OF TRANSPORT - R.A.F. Burtonwood, Lancs - 20th & 21st May 1978.

This gathering of public transport, commercial and private vehicles was attended by J.H.Sargeant who exhibited his 1953 YB; HJY 566. The car is YB 1547 and is the youngest known to exist being only five cars from the 'end of the line'. It is finished in two-tone black and green and has eight coats of paint sprayed on. It has a non-standard badge bar fitting which Mr.Sargeant devised himself and its rear trafficators have Rolls-Royce origins. Radial tyres are fitted all round and it is pointed out that these tend to make the steering heavy at high speeds. The car had done 75,000+ miles at the time of the show. Mr.Sargeant is at present looking for a starting handle bracket, can anyone help him ? Is anyone else prepared to attend shows such as this exhibiting their car and if they do can they provide a report for the magazine ?

The content of the article below has been supplied by Mike West and loosely translated from the original American by the editor !!
(sorry, Mike.)

Technically, of course there is no such thing as an 'M.G. YA'. The car was originally called the M.G. 1½ litre saloon or Y-Type saloon and only when a later model with various refinements was introduced and called the 'YB' did people begin to refer to 'YAs' for distinguishing purposes. Neither do chassis serials, contemporary advertisements, official M.G. publications nor historians refer to 'YAs'. Chassis numbers began at '0251' because the Abingdon factory's telephone number has always been 25 251. On the rear face of the walnut window surrounds can be found a rubber-stamped date indicating the approximate date of manufacture of the car. This dating process is useful if you are acquiring a 'wrecked' car which does not have a log book or you are purchasing spare doors. Differences between YAs (sorry !) and YBs can be summarised as follows:

	<u>YA</u>	<u>YB</u>
Tyres/Wheels.	16"	15"
Engine.*	Wilmot Breedon Oil Filter (vertical) XPAG/SC	Puralator PTX 346 Oil Filter (horizontal) XPAG/SC2
* In addition to the above certain refinements were made throughout the life of the XPAG engine. Changes to the oil filter were made at engines XPAG/SC/15405 and at XPAG/SC2/17293. The valve clearance became 0.12" from XPAG/SC2/18097 onwards.		
Bumpers.	No over-riders	Two over-riders per bumper.
Rear Wings.	Shallow wheel covering	Deeper wheel covering.
Hub Caps.	No M.G. insignia ?	M.G. insignia (background red)
Shock Absorbers.	Stronger shock absorbers were fitted on YBs.	
Suspension.	Rear Mounted Panhard rod fitted.	Anti-Roll bar fitted.
Rear Axle.	Morris 10 Srs.M.	Hypoid.
Brakes.	Morris 10.	M.G. TD twin leading shoe.
Battery Box.	Off-set to left of engine bay.	Centrally placed.
Oil Sump capacity	9 pints	9 or 10½ pints *
		* 10½ from XPAG/SC2/17383 onwards.
Boot.	Grossly rusted !	Badly rusted !
Spare wheel compartment.	Awfully grossly rusted !	Badly grossly rusted !

Very few YBs today have their original bumper over-riders still fitted as these were relatively easy to dent. Similarly very few Y-Types still retain their original rear D-lights. Many were removed by owners in the late 50's following legislation which laid down a minimum distance between tail lights. The D-lights as fitted to Y-Types were thought not to comply with the law hence their removal. Various substitute tail lights were used including ones from TDs and MGAs. However, the law did not precisely define the point on the light housings from which the measurement of separation was to be taken and consequently on re-examination of this point it was later found that the original D-light positions were not a contravention of the law after all. Consequently, your Y-Type's rear lights can legally be restored to their former glory.

The question of semaphore arms and

substitute flashing trafficators is one which has raised a number of alternatives. The semaphore arms as originally fitted can be restored to working order. However, as this form of signalling has virtually disappeared from the roads, although still legal, it is bound to be ineffective as no one expects to see semaphore arms any more. Whilst the fitting of flashing indicators detracts from the 'original' appearance of the car they are virtually essential for any road-going vehicle. Several alternatives are possible. Firstly, you can fit amber flashers to the front and rear wings. This is probably the easiest and most unimaginative way. Motorcycle flashing light holders (as fitted to the majority of modern Japanese motorbikes) can be fitted to the rear chassis extension bumper bolts whilst double filament bulbs can be installed in the original side light holders thus requiring no great 'structural work' at the front and distracting little from the 'original' look of the car. The rear flashers can be removed fairly easily if you are entering Concours competitions. N.T.G. Services sell a relay unit (£18.75 plus postage & packing) enabling the original side lamp holders and D-lights to be converted into a flashing indicator system. It is probably impractical to install a flashing function into the semaphore arm system so that the bulb flashes. Of course, you could always stick your arm out but this might result in your badly corroded rear end being slightly damaged !

Mike West/J.G.Lawson.

Any comments on the subject of trafficators will be most welcome by the editor who, on his own car, intends to try out the N.T.G. relay unit and restore the semaphore arms to operation if possible.

SOUTH-EAST AREA MEETING:

Paul & Maggie Grafham recently held their first informal meeting for Y-Type owners at 'The White Blackbird', Loudwater, High Wycombe, Bucks. 11 Y-Type owners turned up and a very enjoyable evening resulted and much information was exchanged. Meetings will therefore now be held regularly at the same location on the first Wednesday of every month. A 'Treasure Hunt' is to be arranged shortly for a Sunday afternoon. This will probably take place on 2nd July. If you're interested in any of the above ring Paul & Maggie at High Wycombe (0494) 40744..

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