



THE CLASSIC 'Y'

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

Issue No.7.

August 1978.

EDITORIAL:

This month we start a new series of articles designed to help you all through the apparent complexities of the 'dreaded M.O.T.' The information (which begins on page four of this issue) is taken from the H.M.S.O. publications 'The M.O.T. Tester's Manual - Vehicle Testing.' (price £2.00) and 'Vehicle Testing - A guide to the operation of the M.O.T. test.' (price £0.85) The latter is a booklet produced specifically in the best bureaucratic tradition to explain in plain English the former publication ! Seriously though, these publications are invaluable and I would strongly recommend members to purchase them if they have nagging doubts about a particular legal requirement or have picked up 'second-hand' information they're not sure of. With these booklets by your side you can prepare for an M.O.T. with confidence. If there isn't a Government Stationery Office near you then most good book shops will order these publications for you.

Still on the subject of books, have you ever wondered why so few Y-Types were produced (9,000+) as against TC's (10,002) and TD's (29,665) ? It wasn't solely because the two-seater sports car was more popular than the saloon. According to the book, 'The Immortal T Series' by Chris Harvey which I have recently been reading (no, I haven't deserted the cause !) this imbalance came about because after World War II steel was allocated firstly to exportable products and then for the domestic market. Therefore, whilst 200 TC's a week were being produced and 90% of these and the later TD's were going for export, only 20 Y-Types a week, for the domestic market, left the production line. Incidentally, the Y-Type prototype was actually produced before the war.

The book has an interesting photo of the production line in 1947 with brand-new YAs on one side and TC's on the other. Sadly, though, the impression is still given in the text that the only good use for a Y-Type nowadays is as a spares source for T-Types ! Of course, the book was written before the Y-Type Register arrived on the scene !

Looking at the photo referred to above reminds me of what Colin Dye says in this issue about only early YAs having their battery boxes off-set to the left of the engine compartment. I have recently inspected the 1949 YA; Y 2598 and this has an off-set battery box. When did the change take place ? Do I hear any advances on '2598 ?

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>
YB 0900	1952	YB	ORO 449	XPAG/SC2/17783	Dr.H.A.Olson.

Total cars on Register at 4th August 1978: 117.

MEMBERSHIP NEWS:

New Member: Dr.H.A.Olson, [REDACTED], London [REDACTED].

New Addresses: C.Dye: 1 [REDACTED],
Sussex.
G.Jansen, [REDACTED], Netherlands.
R.Humphris: [REDACTED] Berks.

Telephone Numbers: D.G.Eaton: [REDACTED]
A.Brier : [REDACTED]

FOR SALE:

Anthony Brier, our spares secretary, can supply most engine and suspension parts both new and used, for Y-Types and has various other spares available.

WANTED:

A differential assembly for a YA. Contact Anthony Brier, address on P.4., telephone number above.

A set of 16" tyres for a YA. Contact Peter Carter at [REDACTED]
[REDACTED] Merseyside, [REDACTED]

M.G.O.C. RECOMMENDED SUPPLIERS & SERVICES:

PART IV.

Welding/Body Repairs etc:

- iv) Martin Breen, The Old Post Office, Amersham Road, Hazlemere,
nr. High Wycombe, Bucks.
(worked on Paul Grafham's 1947 YA)

Insurance:

- d) Fredericks Insurance Brokers (Tel: 01-866-1833 or 01-863-1345)
Open seven days a week up to 10p.m.
e) Aldean Insurance Brokers, 129 Knowsley Way, Liverpool 20, Merseysid

Exhausts:

- a) Standard Motorists Centres Ltd., Woodfield Road, Northgate, Crawley
Sussex.
b) Cheeseman Products (Automotive) Ltd., 6 Boundary Yard, Boundary Rd.
Woking, Surrey.
c) Richards Williams, 157 Priory Road, Hornsey, London N.8.
d) Vehicle Supplies, High Town Road, Luton, Beds.
e) Brown Bros., Quay Street, Manchester.

Number Plates:

- a) E.H.Norwich, 73 Brighton Road, Surbiton. (Not open on Saturdays.)

LETTERS TO THE EDITOR:

Dear John,

First, a summer tip. Does your Y-Type overheat and boil in our hot (?) English summers? If so, did you know that the radiator slats are adjustable rather like the thermostatic device on certain old Rolls-Royces? If you look carefully at the slats you will see that they are mounted on a form of hinge in the middle and if you bend them carefully (be very careful as two of mine broke free at the bottom) with a pair of pliers at the top and at the bottom you can open or close them. I opened all mine out and the car now runs much cooler in heavy traffic.

The only instrument missing from the comprehensive supply on the Y-Type is a temperature gauge. When my car used to boil regularly I found that the radiator cap from the old Morris 10/4, series 1 & 2 (approx 1934), complete with rather pretty wing calormeter, fitted the radiator. I drilled a hole in my M.G.'s radiator cap and fitted the calorimeter. Low and behold, a temperature gauge for around £5 from nearly any autojumble! Beware of sneak thieves though. I had my first temperature gauge stolen from my car so the next one I had fitted had a concealed locking screw on the cap.

Incidentally, talking of autojumbles, they really are very useful for finding good cheap spares for Y-Types. Last year, at the large Beaulieu autojumble I bought, amongst other things, a brand new front shock absorber for only £2 (in a box of junk!), a mint Y-Type Workshop Manual for £5, a brand new rear D-light chrome shell with bar for £2 and a selection of YA 1" and 1½" brake cylinder rubber for 1p each. All genuine bargains. I always go to the scruffy junk stalls, not the well laid out ones - they are far too expensive these days. Just because you mention 'M.G.' the price is immediately doubled.

Incidentally, I'm told that the doors from the Morris series 8E 4-door saloon fit Y-Types although I've not tried this yet!

After I've settled into my new house I would be interested in starting a Southern meet for Y-Types. If anyone is interested perhaps you could ask them to ring me, I will let you know my phone number as soon as things are sorted out with the G.P.O. By the way, because of the move I have a set of scruffy and dented Y-Type doors which I want to get rid of free to anyone who wants them.

The article in issue no.5 of 'The Classic Y' on the difference between the 1½ litre series 'Y' and the 1¼ litre series 'YB' (to give them their proper names) was interesting if a little incorrect in places. Please allow me to make a few points. Only the battery boxes of the very first YA's were off-set, most were centrally placed. Similarly, only the first few YA's had no 'M.G.' insignia on their hubcaps. The YA's hubcaps were larger than those on the YB, of course. Also, the YB had different horns - two mounted on the bulkhead compared to the YA's which were under the radiator. YA's also did not have the little bakelite ashtrays in the rear of the front seats. YA's had pointed bumper ends and YB's had rounded ends. The toolkit, and noticeably the wheelbrace, differed and early YA's had larger headlights than the later models.

As regards trafficators, I think you should retain the original semaphores working from the time switch on the steering wheel. I have used the system for five years and 50,000+ miles with no trouble at all, from motorways to the dreaded North Circular Road during the rush-hour. The orange blobs, I think, are detestable and the idea of converting the sidelights and rearlights I feel will be even less noticeable in bright sunshine or on a wet night than the semaphores. Still, that's just my opinion. You can always try sticking a sign out of the sunshine roof saying, 'I AM ABOUT TO TURN RIGHT' etc in large orange letters!

I really must apologise for such a long letter but I am writing about cars that I have loved for many years.

'Y' Typely yours,

Colin Dye.

The H.M.S.O. booklets from which the following information is taken serve as a working guide for persons carrying out the M.O.T. test and the owners of vehicles undergoing the test. The contents of the booklets should not be regarded as a substitute for the statutory provisions and regulations.

First of all some basic information relating to the test generally:

- a) The test does not require dismantling of parts of the vehicle being tested whilst the test is being carried out.
- b) The test certificate relates only to the condition of the testable items at the time they were tested and should not therefore be regarded as evidence of their condition at any other time. Nor should the test certificate be accepted as evidence of the general mechanical condition of the car.
- c) The person submitting a vehicle for test should remove it from the testing station within two days of the completion of the test unless the Authorised Examiner agrees otherwise.
- d) Authorised Examiners or Designated Councils must be prepared to test any make or type or age of vehicle which they are authorised to test except in any of the following special circumstances:
 - i) The registration book or other evidence of the date of first registration is not produced when it is necessary to have this information in order to carry out the test satisfactorily.
 - ii) The vehicle is presented in such a dirty condition that examination is unreasonably difficult.
 - iii) The vehicle has insufficient petrol or oil to enable the test to be completed.
- e) An Authorised Examiner is held personally responsible for the actions of his employees who are accepted by the Department as Nominated Testers and he must therefore arrange that at all times they are adequately supervised and fully conversant with their testing duties. He must also ensure that assistance is always available for those parts of the test requiring it.
- f) In addition to displaying the prescribed testing station sign all Authorised Examiners must also display the following at their premises:
 - i) A notice detailing the times of the day when the testing station will be available to conduct tests.
 - ii) The names of all Nominated Testers.
 - iii) The Certificate of Authorisation.
 - iv) The address and telephone number of the Traffic Area Head Office to which appeals against a tester's decision should be sent together with details of the appeals procedure.
 - v) Details of the current test fees.

'The Classic Y' is published by Skycol Publications. ©
Editor & Founder of the Register: J.G.Lawson, [REDACTED]

[REDACTED], Merseyside:

Printing: Prontaprint, 4 North John Street, Liverpool.

Spares Secretary: A.Brier, [REDACTED],

[REDACTED] W.Yorks, [REDACTED]

S.E.Area Meetings: Paul & Maggie Grafham, [REDACTED],

[REDACTED], Buckinghamshire.

Cover Design: Geoff Chennell/J.G.Lawson © 1978.