

THE CLASSIC 'Y'

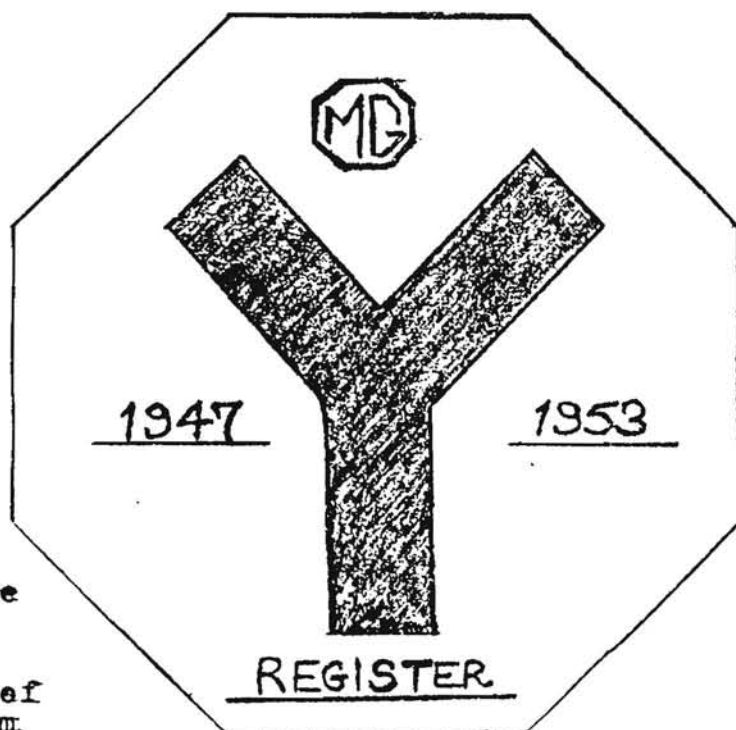
Issue No.8.

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

September 1978.

EDITORIAL:

The design opposite was sent in some time ago by Chris Williams as a suggested emblem for the M.G. Y-Type Register. I believe it says everything necessary in as neat and uncluttered way as possible and is certainly eye-catching. It would be nice if we could get the emblem made up into a vinyl windscreen sticker but unfortunately, at the moment, because demand is relatively small it seems that this would not be a viable proposition. Given the smallest production run possible it would be necessary to sell the windscreen stickers at just over £1 each! Maybe someone out there can think of some way of transforming the emblem opposite into a really weatherproof badge/sticker for the car. I'm working on it myself and I'll let you know if I have any brilliant ideas!



© Chris Williams 1978.

1st September 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>
Y 2598	1949	YA.	CMS 98	XPAG/SC/12520	P.G.Carter
YB 0552	1952	YB.	UMG 689	XPAG/SC2/17439	P.G.Smithurst

Ownership Change: Register No. 050 / YT/EXR 3336/ KXB 360
ex-G.Ravenhall. Now owned by M.G.Ralli.

Total cars on Register as at 30th August 1978: 123. Made up as follows:
YA: 50 YB: 42 YT: 15 YA/YB Composite: 2 unknown: 14

MEMBERSHIP NEWS:

New Members: P.G.Smithurst, [REDACTED], Yorks.
S.C.Davis, [REDACTED] Hereford, [REDACTED]
P.Jones, [REDACTED] Bristol
R.Shipley, [REDACTED] Bristol.

Telephone Numbers: R.Darvell; [REDACTED]

PARS FOR SALE:

- (1) New hub caps for YB at £3 each.
1 pair of very sound front wings - £10 each.
Radiator grille and surround (needs rechroming) - £30
2 very sound bonnets - £15 each.

If you are interested in any of the above contact: John Monkman,
[REDACTED] Yorks (tel: [REDACTED] after 4.30p.m.)

- (2) Set of plugs, points and capacitor (all new) £4.
Door repair kit for four doors comprising weatherstrip, door flex
channel, and window glass bottom edge channel - £16.
Pair of wiper blades and grommets - £2.
Windscreen surround rubber - £2.
Various other parts available.
(tel: [REDACTED] evenings)

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

PART V.

First of all there is the following amendment to the address of one of the recommended suppliers given in the May issue of the magazine, on page 4. Earlwood Motor Products, suppliers of carpets, are now at 56 Norfolk Street, Liverpool, L1.0BE., Merseyside. Now on with further recommended suppliers..

Gearboxes:

- a) T.W.Motor Factors, 21/25 Willow Way, Sydenham, London S.E.26
(head office)
b) Les Winnicome, L.V.Engineering, 11 West Hampstead Mews, London, N.W.6
c) The Gearbox, Shepherds Bush Road, London.

Spraying:

- a) Mr.B.Lee, 349 Struode Road, Virginia Water, Surrey.
b) Univehicle Sprays Ltd., Crabtree Road, Thorpe, Nr.Egham, Surrey.
c) G & D Autos, 244 Godstone Road, Whytlease, Surrey.
d) Metal Sprayers, Coronation Road, London N.W.10.
e) Allistair Howard-Smith, tel: 01-882-3002.
f) Chris Caton, tel: Cheddington 668585 (nr. Dunstable, Beds)
g) J.K.N. Vehicle Refinish Supplies Ltd., 130b Old Bedford Road, Luton.

THE M.O.T. TEST PART II.

The following notes have been selected with the Y-Type M.G. specifically in mind:

Lighting Equipment, Stop Lamps, Reflectors & Direction Indicators.

- (1) If the car is to be used only in daylight hours lighting equipment is not required provided that the lamps, if fitted, are painted over or masked so as to be incapable of immediate use or no wiring system which can be connected to a source of electricity is fitted. Direction indicators (see later) are however required in all cases.
- (2) If the above does not apply the car is required to have front and rear sidelamps, rear reflectors and headlamps. (Headlamps will be dealt with in a future issue.)
- (3) The two obligatory front sidelamps should show a white light visible from a reasonable distance in front of the vehicle. They should each be fixed at the same height from the ground and should be on opposite sides of the vehicle.
- (4) The two obligatory rear lamps should show a red light visible from a reasonable distance to the rear of the vehicle. They should each be fixed at the same height from the ground and should be on opposite sides of the vehicle. (NB: Regarding the legality of the Y-Type's original D-lights, it should be noted that the regulations do not require any minimum separation distance between the two rear D-lights.)
- (5) The two obligatory rear reflectors should be red in colour and should each be fixed at the same height from the ground and symmetrically on opposite sides of the vehicle.
- (6) Vehicles used before 1st January 1971 need only have one stop-lamp, positioned on the right-hand side (off-side) of the vehicle at the rear. On vehicles used before 1st September 1965 the stop-lamp may be combined with a rear direction indicator. The stop-lamp must operate when the foot brake is applied and the ignition is switched on. The lamp should remain steadily illuminated whilst the foot brake remains applied.
- (7) Semaphore arms, if used, should move correctly from the side of the vehicle and should not stick. If their operation cannot be seen clearly from the driver's seat some form of monitoring system (either audio or visual) should be fitted on or near the dashboard where it is clearly visible by the driver. The semaphore arms should be illuminated (amber in colour) on both front and rear faces provided the car is one which is fitted with an electric lighting system.
- (8) Electric, flashing type indicators, if fitted, should correctly operate in turn on each side of the vehicle and should flash at between one and two flashes per second. Flashing indicators fitted at the front of the car should be either white or amber in colour. Those fitted to the rear should be either red or amber. A monitoring system to check the correct operation of the flashers should be fitted inside the car where it can be seen by the driver.

MORE USEFUL HINTS

Members may be interested to know that another difference between the YA and YB is in the stop light actuating mechanism. If you are having difficulty obtaining a set of 16" tyres for your YA then obtain and fit taxi tyres as these are virtually the only 16" tyres still readily available and in common useage on the roads today. Chrome bumper bolts for Y-Types can be obtained fairly cheaply by using the bolts from BLMC 1100 bumper over-riders. They are similar to the Y-Type originals. If you are rewiring your car then the 'junction box' on the steering column can give trouble. This operates the semaphore arms and horn and it is possible to activate these inadvertently when turning the steering wheel unless the rewiring is carefully carried out.

Peter Carter.

"Another part which will fit the 'Y' is a Flexible Petrol Pipe.
(Leyland Part No. AAA 256/B.72 BOX)"

Ron Darvell.

"I note that in issue No.6 someone else is having trouble with front suspension bolts - presumably seizing on the distance pieces. Mine refused all but the most vandalous attempts to remove them and I had to resort to a hacksaw and replaced them with High Tensile bolts which were oversize (lengthwise), but overcame this quite simply by running the thread down to the required length and sawing off the excess and truing up the end in a lathe. The proper bolts, it appears, are no longer produced by BLMC but the distance tubes are (No. BHH 1773) as are the bronzed lined bushes (No. BTB 768)..... I managed to get mine off the shelf from Kennings."

Peter Smithurst.

'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]
W.Yorks, [REDACTED]
S.E.Area Meetings: Paul & Maggie Grafham, [REDACTED]
[REDACTED] Buckinghamshire.
Cover Design: Geoff Chennell/J.G.Lawson © 1978.