



THE CLASSIC 'Y'

Issue No. 12.

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

January 1979.

EDITORIAL:

This being the last issue of Volume I. of our magazine I feel it is now opportune to remind all of you who wish to subscribe for 1979 that the subscription is £4 and that I would appreciate it if all remittances were received by 10th February. Should you renew after that date you will have to wait until the end of March for your next magazines.

I have had very little reaction so far to the proposed rally which I had hoped would take place next summer. Many have written to support the idea in principle but very few concrete organisational details have been forthcoming. Of the two sites which have been suggested I feel that the Celtic Crafts Ltd., Cwmdud Wollen Mill is the most attractive. Situated in a very scenic part of Wales (between Carmarthen and Cardigan) it has many appealing facilities. There is a picnic area and satisfactory arrangements can be made to receive our cars. In the woollen mill itself there are demonstrations of hand spinning whilst an extensive range of Welsh tapestry, clothing and bedspreads, Carthen basketware, pottery, wood-carvings and jewellery is on sale. There is a terrace and garden overlooking a working water wheel and of course, satisfactory permanent toilet facilities exist. All in all, I am convinced that this is the place for us. True, it is a little 'off the beaten track' but isn't that going to make the journey more enjoyable? If you can make it please write to me and let me know what month would suit you best so that I can try and fix a date favourable to all. Two or three members have already said they may be able to make it but obviously we need many more to make the venture worthwhile. If I hear nothing more from you out there I promise I'll forget the whole thing!

Chris Williams wrote to me at the beginning of December to tell me of a film appearance by a Y-Type. The car, which was red in colour, appeared on London Weekend Television in 'Run Wild, Run Free' (!) The film was made in the Dartmoor area. Unfortunately no more information about the car could be gleaned from the film. Does anyone know more about this?

Finally, if anyone has an article prepared, in the pipeline, or was thinking of writing one, then now is the time to send it in to ensure that I have enough material to publish throughout 1979.

6th January 1979.

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 4407	1950	YA.	UMG 118	XPAG/SC/14060	D.N.Gray.

Total cars on Register as at 5th January 1979: 140.

Made up as follows: YA: 57 YB: 47 YT: 17 YA/YB composite: 2
Unknown: 17

MEMBERSHIP NEWS:

New Members: S.Evans, [REDACTED] Berks.(YB)
D.N.Gray, [REDACTED], Hants. (YA)

New Addresses: R.Wall, [REDACTED], Sussex.

MEMBERS' INFORMATION EXCHANGE.

Stephen Davis: Can anyone supply me with a sectional drawing of the area surrounding and including the bottom lip of the boot aperture? This area on my YA has rusted completely away and I need the drawing so that I may rebuild it accurately. (It is very important to get this area exactly right - Ed.)

Also, can anyone lend me a pattern so that I can obtain a new carpet for my car? Or alternatively, does anyone know of a firm (except N.T.G. - Ed.) which can supply carpets for Y-Types?

The Register's Very Own Aircraft.

Of course, we're all familiar with cars which have special, 'fixed', or unusual registrations. Many of the Y-Types on our own Register carry the marks 'UMG...' whilst there are a couple of 'YMG...'s, my own 'MG 7317', and that YT recently offered for sale at £5,000+, '1948 MG'. However, aircraft have registrations also. Up until four years or so ago registrations were allocated in strict sequence and you were just lucky if say, you obtained a registration which contained your personal initials etc. Since 1974 though, the Civil Aviation Authority, in an attempt to make a profit, has allowed an 'anything goes' atmosphere to exist with regard to 'personalised' registrations for which a fat fee is payable. One of the more notable registrations (for us anyway) in the 'normal' sequence is 'G-AYMG'. This appears on a Handley Page Herald 213 aircraft which belongs to British Island Airways. It can be seen in the U.K. at the airports of Exeter, Jersey, Guernsey, Southampton, Blackpool, Isle of Man, London (Gatwick), Newcastle, Leeds/Bradford, Edinburgh, Belfast and Manchester operating scheduled passenger services. So, perhaps we can really say we have an aircraft of our own. And in case you're still not convinced I fully intend to reserve 'G-BYMG' with the C.A.A. for the Y-Type Register's use on the new private jet I intend to buy with all those subscriptions you'll be sending me !!!!!!

John Lawson.

Seat Belts, Windscreen Washers & Wipers, Exhaust System and Tyres.

- (1) Cars constructed before 30th June 1964 need not be fitted with seat belts.
- (2) Section VI/1 of the H.M.S.O. publication, 'The M.O.T. Tester's Manual - Vehicle Testing' states, "Every vehicle without an opening windscreen is required to be fitted with one or more windscreen wipers and is also required to have a windscreen washer capable of clearing the windscreen in conjunction with the windscreen wiper(s)". Furthermore, Regulation 25 of The Motor Vehicles (Construction & Use) Regulations 1973 states, "Unless an adequate view can be obtained to the front of the vehicle without looking through the windscreen (by opening it or looking over it) all vehicles with a windscreen are required to be fitted with one or more efficient automatic windscreen wiper(s) which must be capable of clearing the windscreen so that the driver has an adequate view of the road in front of the near and off sides of the vehicle in addition to an adequate view to the front. Every motor vehicle fitted with windscreen wiper(s) is required to be fitted with a windscreen washer capable of clearing, in conjunction with the windscreen wiper(s), the area of the windscreen swept by the wipers". Consequently it would seem that whilst it is legal, though perhaps inadvisable, to dispense with washers and wiper fittings on a Y-Type because of the opening windscreen, if you do decide to have wipers (and the cars were of course originally fitted with these) you must now have a windscreen washer installation also.
- (3) The exhaust system and silencer must not be in a condition which renders the noise emitted from the exhaust to be "clearly unreasonable above the level to be expected from a similar vehicle with a silencer and exhaust system in average condition". A major leak of exhaust gas from the system, a missing tail pipe, or missing or structurally unsound system-to-chassis mountings can also precipitate failure of the test.
- (4) Tyres on the same axle must be the same size as each other and be of the same type of construction (i.e., both cross-ply or both radial).
- (5) Radial tyres must not be fitted on the front wheels whilst cross-ply tyres are fitted on the rear.
- (6) A tyre with a lump or bulge which is such that it renders the tyre likely to fail, a tyre with a recut tread or one with a break in the fabric or with exposed or cut body cords will also bring about failure of the test.
- (7) All tyres fitted to the car must have a tread pattern of at least 1mm. depth of tread throughout at least $\frac{3}{4}$ of the tread breadth around the entire outer circumference of the tyre. The tread bands must have substantially parallel sides.
- (8) The condition or existence of the spare tyre on the spare wheel is irrelevant for the purposes of the M.O.T. Test inspection.

Tyres:

- a) The Greyhound Tyre Co., 64 Shepherds Bush Road, Hammersmith,
London.
- b) Mr. Tony Etheridge, 118 Oaklands Avenue, Oxhey, Herts. (callers by
appointment only. Telephone Watford 31699. 16" tyres of
Portugese manufacture.)
- c) T & H Tyre Service Ltd., Elstow Road, Bedford.
- d) Foremost Tyres, Magdalen Road, Oxford.
- e) Henley-on-Thames Tyre Service, Fairview Estate, Reading Road,
Henley-on-Thames.
- f) General Tyre Service Ltd., 432 Staines Road, Hounslow, Middlesex.

Rubber Mouldings etc:

- a) Walsall Rubber Co. Ltd., Bridgeman Street, Walsall.
- b) M.J.P. Rubber Mouldings Ltd., 11 Barnmeadow Lane, Great Harwood,
Nr. Blackburn, Lancs.
(Specialists in supplying rubber mouldings for older M.G.s in
either large or small quantities. Can also mould obsolete rubber
components in small quantities if necessary. Contact Mr. P.
Cummings, Director.)

Windscreens:

- a) R.W. Osmond & Son Ltd., Mount Pleasant Road, Southampton.

Waxoyl Rustproofing:

- a) Finnigans Speciality Paints Ltd., Eltringham Works, Prudhoe,
Northumberland.

Radiators:

- a) Viking Radiator Company, 21 Springfield Road, Harrow, Middlesex.
- b) Harpenden Batteries & Spares, 146 Lower Luton Road, Harpenden,
Herts.

'The Classic Y' is published by Skycol Publications. ©

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

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