

THE CLASSIC 'Y'

Volume II. No.13.

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

February 1979.

EDITORIAL:

And so we begin the second volume of our magazine. This year consecutive page numbering is being introduced as a further improvement. Thus issue No.14 will contain pages 5,6,7 & 8, and so on throughout the year.

In this issue you'll find the last part of our explanatory notes on the M.O.T. Test. The listing of recommended suppliers and services is also drawing to a close with only a few firms remaining to be included in Part X. which will appear sometime in the next few months.

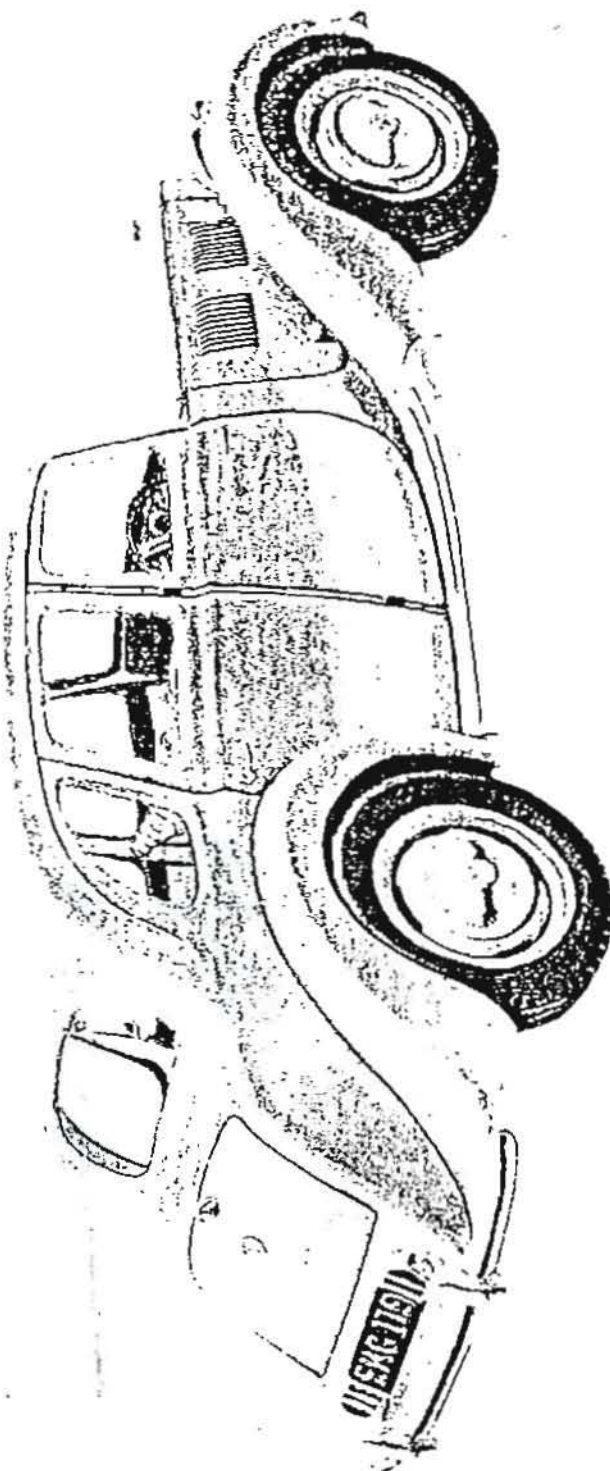
Another prospective location has been suggested for our summer rally. It is the Avoncroft Museum of Buildings, Stoke Prior, near Bromsgrove. Members may feel that this location is easier to get to than Cwmdud. The Museum consists of a collection of old buildings which are being preserved and restored. There is a large car park and picnic area with toilets. As before, if you are interested in going please let me know. We have mid-August provisionally in mind as a date.

One or two letters received in the past month have brought up the following. Stephen Davis (who suggested the above rally venue) asks whether any member is fortunate enough to still possess the original tool kit supplied with the car when new. I hear from the same source that there is a rumour going around that a fully restored YA will fetch £6,000 in the U.S.A. And lastly, for those of you who like to spot Y-Types in films, Graham Eaton thinks he saw a black YT in 'Love Is A Many Splendoured Thing', filmed in Hong Kong. Can anyone confirm this?

4th February 1979.

STOP PRESS: The Cwmdud Woollen Mill has regrettably had to close permanently, so we will be unable to hold our rally there.

Two-colour vinyl windscreen stickers showing the Register's emblem - NOW AVAILABLE - from the editorial address price £0.35 each. On receipt of your order your sticker will be despatched with your next magazine in order to try and reduce postal charges.



Y Type Saloon by A. Morgan

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 0944	1953	YB.	HBO 337	XPAG/SC2/17836	M.A.F. Page.

Total cars on Register as at 2nd February 1979: 142.

MEMBERSHIP NEWS:

New Address: M.A.F. Page, [REDACTED]

[REDACTED],
Bucks.

Corrosion, Brakes, Steering, Suspension and Headlamp Adjustment.

The above aspects of the test have been left until this, the final part of these series of explanatory articles because it is felt that each one of them cannot be adequately covered by these brief notes. It is strongly recommended that reference be made to the publications, "The M.O.T. Tester's Manual - Vehicle Testing" and "Vehicle Testing, - A Guide To The Operation Of The M.O.T. Test" (both published by H.M.S.O at £2 and £0.85 respectively) as the details relating to all these aspects are very technical, thorough and comprehensive and many can only be adequately explained by reference to diagrams which the above publications contain.

Furthermore, on the subject of corrosion, no hard and fast rules, other than a few widely accepted generalisations, can apparently be made as the examination of your vehicle in this respect will be a subjective assessment by the examiner in order to determine whether the extent of the corrosion renders the vehicle unsafe. Opinions and practices do vary but we are fortunate in that we own cars which have a very strong chassis which is the load bearing structure. Generally speaking, if the chassis is sound then even if parts of the body are corroded your car should not fail the test. It is probably wise though to explain to the examiner first that your car has an independent chassis which is the load bearing structure as these days cars such as ours are unlikely to be frequently met with by examiners.

The examination of both the 'hand-brake' and the main braking system is very thorough indeed and as well as seeking to ensure that both braking systems operate effectively the examiner has also to satisfy himself that all the equipment which is part of the braking systems is structurally sound in all respects. Section III of the 'Tester's Manual' deals with this and contains ten pages giving easy to follow step by step pointers to the elements of this part of the test. The examination of the steering, suspension and shock absorbers and the relationship between them is also very thorough and is dealt with in depth under Section II of the 'Tester's Manual'. This section contains some fourteen pages including a page of diagrams and really has to be seen to be understood clearly. The adjustment of headlamps requires reference to the extensive diagrams in Section I of the 'Tester's Manual'. These show the various types of headlamp which are liable to be encountered by examiners together with the expected images which should be present on the 'aiming screen' when the headlamps are checked both on the main driving beam and on the dipped (passing) beam. Very precise equipment is used by the examiner in order to check that the headlamp beam is correctly aligned both horizontally and vertically and that the correct image is produced. The Editor would be interested to hear from members who have restored their cars on what problems, if any, they encountered regarding realignment of the headlamps once they were refitted to the radiator shell-to-wing tie bars.

Finally, it should be emphasised once more that these notes are meant simply to serve as an introduction to the subject of the M.O.T. Test and are in no way a substitute for constant reference to the above mentioned publications which cover all aspects of the test in depth and with easy to understand step by step instructions. If you are attempting to make your car roadworthy again these publications are a valuable investment.

ADVERTISEMENT:

Tony Brier: Breaking M.G. YB - most parts available with exception of chassis.

I can also offer to members the following:
All front suspension parts, brake parts, swivel pin rebushing service, carb' spares and overhaul service, engine and gearbox parts, trimming service, and various other second-hand spares.

Tel: [REDACTED]
(address at foot of this page).

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

PART IX.

Spraying:

- h) N.J.Last, Easton Square, Portland, Dorset.
- j) Colin Habgood, The Terrace, Terrace Road, Binfield, Berks.
- k) Heneage Road Garage, Heneage Road, Grimsby.
- l) D.Peters, Woodlands Garage, Thomastawn, Merthyr Tydfil.

Batteries:

- p) Power Grade Batteries Ltd., 4/5 Ealing Road, Northolt, Middlesex.
- q) Motorway Tyres, Cecil Road, Gloucester.

Body Repairs:

- iv) N.J.Last, Easton Square, Portland, Dorset.
- v) D.Peters, Woodlands Garage, Thomastawn, Merthyr Tydfil.
- vi) Malco Services (A.Colton), 2 Kersbrook Way, Corringham, Sussex.

Tyres:

- g) Motorway Tyres, Cecil Road, Gloucester.
- h) Watts Tyre Services, Mercia Road, Gloucester. (Michelin specialist)

Back Axle/Differential Assembly:

- a) Varcroft, 22 Westerham Avenue, London N.9.

Trimming:

- s) T.S.Whitehead, 41 Guildford Road, Southport, Lancs.

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