



THE CLASSIC 'Y'

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

Volume II. No. 14.

March 1979.

EDITORIAL

I must start this month by drawing attention to the new arrangements which have been made as regards Workshop Manual printing. Mick Dobby has volunteered to take over this service and his address can be found at the foot of page eight. Unfortunately it has been impossible to keep the price of our Manuals down to £9. The new, increased price is £12 including postage and packing and for this you get a double-side photocopied and bound reproduction of either a YA Manual (which includes the YT supplement) or a YB Manual, whichever you prefer. All cheques etc should be made payable to M.J.Dobby and all orders and correspondence should be sent direct to him. Expected delivery time is about four weeks after receipt of order.

Colin Dye has asked me to remind you that he still wishes to start regular South Coast meetings in Bognor Regis. He would like to hear from anyone in the area who is interested. As briefly mentioned last month I have been advised that the Cwmdudw Weallen Mill has had to close permanently. This is very unfortunate as by the time I received the news there were at least a dozen members interested in going. One or two, like myself, were even looking forward to visiting South Wales for the first time. Now we are only left with the Bromsgrove location. If I can get ten or twelve names in support of this I will be in a position to make definite arrangements. Most members who showed an interest in Cwmdudw mentioned July or August as being their ideal time of year for a rally.

This year may turn out to be one of overseas expansion in a small way for the Register. As you know we presently have fifteen members in the Netherlands and one in California. Ren Humphris has recently spent seven weeks in Australia where he saw four or five roadworthy Y-Types including a YT in Perth. Ren intends to emigrate to Australia in 1980 and hopefully he will spread news of the Register there. I myself am off to Florida when N.A.S.A. makes up its mind to launch the Space Shuttle. It could be October this year or January 1980 but whilst I'm there I intend to try and make contact with the Classic M.G. Club in Orlando and educate them as regards the 'whys and wherefores' of Y-Types: I may even find one or two in Florida.

This issue contains details of five cars for sale and for providing most of the information we can thank a friend of mine, Mike Dodd, who has agreed to keep a close watch on the advertisements in 'Thoroughbred & Classic Car'

magazine and 'Exchange & Mart', from which most of the information was extracted. Mike's an Austin A.35 fan but I suppose there's still hope ! It is interesting to notice in the 'Cars For Sale' section how prices have generally risen over the past year to eighteen months. The fact that a very respectable organisation like the Victoria Carriage Company has snapped up a Y-Type is also a sign that the type is becoming respected and sought after. No details as to condition are quoted in the Victoria Carriage Company's ad^t but one hardly expects from an organisation like this a car in anything less than excellent condition throughout. Similarly no hint is given as to price but when one contacts the Victoria Carriage Company it is expected that the potential customer has the knowledge and the funds to make an adequate offer !

Lastly I'd like to take this opportunity of thanking all of you who renewed your subscriptions for 1979. Thanks too for your kind words of encouragement and support. It's nice to hear that most of you enjoy the layout and content of the magazine and find it useful and informative.

2nd March 1979.

INDIVIDUAL CAR HISTORIES:

No.5 - Y 7063

The original log book for this YA shows that it was first registered on 12th September 1951. It was green in colour at that time, as it still is today, and was registered 'NYB 526'. Its various owners have been as follows:

1.	12.9.51	Miss. E.M. Venn	[REDACTED], Somerset.
2.	6.1.61	G.J. Venn	[REDACTED], Somerset.
3.	14.4.64	M. Symens	[REDACTED], Devon.
			(& Later [REDACTED], Hants
			and [REDACTED], Herefordshire
			and [REDACTED], Bucks
			and [REDACTED], Bucks.)
4.	20.8.74	M.A. Hulme	[REDACTED], Leicester.
5.	8.78	S.C. Davis	[REDACTED]

As can be seen the car was owned by only two families for the first twenty-three years of its life and whilst Mr. Symens owned it it certainly moved around the country. Mr. Hulme only ran the car for four months before it was taken off the road to be rebuilt. Stephen Davis purchased it in a partially dismantled state in August 1978. The current recorded mileage of just over 80,000 is thought to be correct. It is also interesting to note that [REDACTED], where the car was kept between 12th January 1967 and 22nd September 1969, is only ten miles up the road from where it is now kept in [REDACTED].

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 0475	1952	YB.	FFX 951	XPAG/SC2/17318	N.P.Herbert.

Total cars on Register as at 2nd March 1979: 152

Made up as follows: YA: 61 YB: 50 YT: 18 YA/YB Composite: 2
Unknown: 21

MEMBERSHIP NEWS:

New Members: N.P.Herbert, [REDACTED] Middlesex.
Victoria Carriage Co., [REDACTED]
London S.W.1.

CARS FOR SALE:

Reg'tr No. 142: 1947 YA. In need of restoration. Price £600.
Telephone: [REDACTED].

Reg'tr No. 144: YA. Good chrome, good tyres, has had £300 respray and
has been stored for many years. Price: £725.
Telephone: [REDACTED].

Reg'tr No. 145: 1950 YA. In good condition. Price £1150.
Telephone: [REDACTED].

Reg'tr No. 151: 1950 YA. Registration no: JBY 186. In running order
with valid M.O.T. until September 1979. Price £650.
Telephone: [REDACTED].

Reg'tr No. 152: 1952 YB. Contact Victoria Carriage Co., [REDACTED]
[REDACTED] London S.W.1. Telephone: [REDACTED] or
[REDACTED]

MEMBERS' INFORMATION EXCHANGE.

Colin Dye: The bakelite of the steering wheel horn push and the ashtray
in the rear of the front seats can be cleaned effectively
with 'Duraglit'.

The picnic tables from Mark I or 420G Jaguars are made of
good quality walnut. The veneer is of the best quality.
These tables can be made into replacement instrument panels
and glove compartment lids for Y-Types and the result is
often better than the original. Does anyone know how to
split plywood properly as the tables from the Jaguars are
slightly thicker than the original M.G. panel and if this
could be done two sets could be made more cheaply than
purchasing a replacement panel from N.T.G. Scour your
local scrapyards for these Jaguars. A set of these tables can
be obtained for as little as 50p.

Does anyone know a cheap source of piston sets for Y-Types
as my car desperately needs a re-bore.

Dave Robinson: How would members react to the possibility of being able to obtain replacement fibreglass panels such as the boot lid, spare wheel compartment lid and rear wings for their cars? D.J. Sports Cars of [redacted], Hertfordshire might be persuaded to supply these, they already do fibreglass panels for Morris Minors, M.G. TFs and M.G.As. Comments on this proposal to the editor, please.

The January 1979 issue of 'Hot Rod & Custom U.K.' and the February (?) issue of 'Hot Car' explained the technique of using lead filler. Here's your chance to learn the original, and now probably nearly extinct, art.

Mick Dobby: Requires a corrosion-free replacement sun-roof panel for his 1951 YA.



Vinyl Windscreen Stickers
as above
price 35p
each.

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