



## THE CLASSIC 'Y'

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The Magazine of the M.G. Y-Type Register.  
Volume II. No.18.

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### EDITORIAL:

Your very last chance to attend a Y-Type Rally before the world's oil supplies run out !

The Y-Type Register's Rally/Drive-In is being held in brilliant, red-hot summer weather on Sunday 5th August at the Avencroft Museum of Buildings, Stoke Prior, near Bromsgrove (just off the M.5). All members of the Register and families and friends welcome. Turn up in any type of car. A free windscreen sticker will be given to every person attending the Rally (BIG DEAL !! ). See You There.

8th July 1979.

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### TYRE SIZES

There has been some discussion over the last eighteen months on the use of various 'non-standard' tyre sizes on Y-Types. Below is a summary of what has come to light so far.

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|------------------------|---|
| 5.25 x 16" (cross-ply) | Recommended standard size for YA's and YT's. Still obtainable from Tony Etheridge (see issue no.11) or through Aven stockists.                                    |
| 5.75 x 16" (cross-ply) | As fitted to Y 2598, owned by Peter Carter. These are standard taxi tyres and were obtained reasonably cheaply from Callows Exhaust Centre, Birkdale, Merseyside. |
| 6.00 x 16" (radial)    | Possibly an alternative size. The advantages and disadvantages of these are discussed overleaf by Ken Fidgen.   |
| 5.50 x 15" (cross-ply) | Recommended standard size for YB's.   |
| ? (radial)             | As fitted to YB 1547, owned by J.H.Sargeant. Tend to make the steering a little heavy.  |

Any further comments anyone ?

## 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/T/EXR 4827	1950*	YT	EKS 231	XPAG/TD/9184*	J.N.Hancock.

\* Log book states that this is a 1949 model (!) First registered in the U.K. on 10th December 1954, so it was presumably exported on completion. TD engine currently fitted. Before that car had XPAG/TR/B.74370, a Gold Seal unit which was the second engine to have been installed.

Total cars on the Register as at 22nd June 1979: 169.

Made up as follows: YA: 69 YB: 56 YT: 20 YA/YB Composite: 2  
Unknown: 22.

In Concours condition (or nearly so !): 29.5%  
Roadworthy but in need of restoration : 15.9%  
Not roadworthy - being restored : 11.8%  
Not roadworthy - pending restoration : 8.2%  
Others (e.g. used as spares sources etc): 34.6%

YT, Register No.138: Additional Details (provided by Nigel Hancock).

This was the infamous '£5,000 YT' mentioned on page 4. of issue No.11. (December 1978) as a 'Stop Press' item. The car was owned by a Mr. John Reslyn of Buxton, an M.G.C.C. member. It was in fairly good condition but had not apparently had a total restoration. The registration, '1948 MG' which no doubt added much to the car's attractiveness, came off a moped !

## MEMBERSHIP NEWS:

New Member: Mr. J.N.Hancock, [REDACTED], Merseyside, [REDACTED]  
(Member No.109)(YT)

## MEMBERS' INFORMATION EXCHANGE.

Ken Fidgen: Can wholeheartedly recommend P.R.Hydraulics of Molesey Road, Hersham, Walton-on-Thames, Surrey, KT12.3RR., Tel: 42955., who rebuilt all four dampers for £16 as against a quote from Toulmins of £30 each for the front dampers. (The editor would like to hear of members' experiences with Toulmins).

Has anyone actually run their car on taxi tyres ? 6.00 x 16" seems a bit fat but there is clearly room under the wheel arches although the tyres might scrub or hit the brake cables when full lock is applied. Being radials they would obviously improve handling and calm the back end down on wet roads. Will anyone who has tried these tyres on a Y-Types please contact Ken at [REDACTED], Surrey, [REDACTED]

Stephen Davis: Originally I was hoping to do much of my restoration work with the body on the chassis but as the car was partly dismantled when I bought it I decided to do the job properly and take it down to a bare chassis and work my way up. It is a lot of work to remove the body of a Y-Type but it is much more tedious than difficult. I only have a single garage to work in (complete with fitted 'deep-freeze') although I do have a power supply, so things do get a little overcrowded at times. When preparations were complete I got the necessary lifting gear together - three friends and my father ! And one amazingly sunny Sunday in February we braced ourselves for the 'lifting

of the body'. The plan was for the four of us to lift and my father to wheel the rolling chassis back into the garage so that we could put the body down onto prepared supports. We all assumed that the body would 'weigh a ton' so on the signal we all lifted with all our strength. I swear that the body left our hands by about two inches, it was so remarkably light ! In fact there was even a suggestion at the time that we put the body on the garage roof, but it was already occupied with other bits and pieces !

I was very glad I had decided to remove the body. After removing it and the petrol tank I inspected the supposedly 'good chassis', particularly the areas previously hidden behind the petrol tank and under the rear axle. What I found were numerous pinholes which resisted a light tap with a screwdriver (my original test of the chassis) but when tapped more vigorously with the pointed end of a chipping hammer degenerated into a hole which on the inside of the chassis extended from just behind the last but one cross-tube to a point behind the side mountings for the petrol tank. The underside of the chassis was in only slightly better condition. This mess had resulted from water lying in the dip of the chassis after entering through its open ends. The frightening part of this was that with axle stands placed just in front of the rotted section I felt that by jumping onto the last cross-tube it would have been possible to break the chassis. It certainly flexed with simple hand pressure ! The moral here is that however sound the chassis seems to be it needs very careful checking in this vulnerable area. Mine looked good but was less than one millimetre thick for about a fifth of its length.

I spent weeks cutting and welding these areas (the rest of the chassis was as sound as a bell) and now I have painted the complete chassis with 'Hammerite' which I recommend as it gives a very professional finish and is easy to apply (to a bare chassis anyway !). It is very satisfying having a bare painted chassis sitting in the garage because any work I do from now on adds to the chassis and brings completion a little nearer.

Another problem came to light after stripping the rear suspension units off the chassis. When in position they both looked fine. However, when taken off the car the operating arm on the off-side unit fell off ! The spindle inside the body had rusted through !

Nigel Hancock: Dixon-Bates of Chester can supply blue-prints of tow bars for Y-Types and T-Types and also make and supply the actual tow bars themselves.

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#### CARS FOR SALE:

Reg'tr No.170: YA. Excellent throughout. Tested February. MG Registration. Bargain for quick sale. Tel: [REDACTED]

Reg'tr No.171: 1951 YA. Excellent runner. Lots of spares including engine, gearbox, chassis, axle etc. Realistic offers please. Tel: [REDACTED]

#### PARTS FOR SALE:

YA gearbox, bonnet, grill, steering rack, seats, suspension parts, rear springs, wings etc. Tel: [REDACTED]

Large selection of Y-Type spares for sale. Far too numerous to list. Including six dashboards, four radiators, steering racks, YA Handbook, original spotlight (FT57), etc. etc. Write or phone, stating your needs to: Colin Dye, [REDACTED], Sussex, [REDACTED]  
Tel: [REDACTED]

### THE RESTORATION OF 'ENTERPRISE' (Continued from issue no.15)

So there we were, anxious to get on with our restoration now that Spring was in the air, and the rear brakes were locked on!

With the car on axle stands the rear wheels were removed and the split pins taken out of the brake drum securing nuts. Loosening these nuts proved difficult but with the aid of some oil, and a large adjustable wrench which I had acquired during the winter and which I thought I would never have a use for, eventually they were undone. The brake drums could not be removed by hand and it was necessary to hire for the occasion a special hub/drum pulling tool. This made things easy and the drums were removed in a matter of minutes, thus proving that things can be made very easy if you have the precise tool for the job. Unfortunately when the drums were removed all four 'steady springs' snapped (for reasons unknown). These will have to be replaced. The brake shoes, linings and actuating cylinders were in quite a state and we intend to have the brakes on all four wheels relined. It is not known at the time of writing whether any of the cylinders etc will have to be replaced as, as soon as the car was mobile again, we proceeded to the next planned stage of the restoration and will deal with the brakes properly when the car is nearer completion. With the car now able to be pushed outside we could 'tidy up' after the winter's lay-up and touch up items here and there. The rear wheel arches were rustproofed after one or two holes were filled with fibreglass. Then they were given a coating of Valentines gloss black paint. All remaining bits and pieces of interior trim were removed. The interior of the spare wheel compartment and the spare wheel centres and the centres of the rear wheels were also given the Valentines treatment. Towards the end of March the interior of the roof and the interior of the door and window pillars were sprayed matt black (I didn't fancy having any more Valentines dripping down my arms again!) This finished the car was ready for rewiring, a new wiring harness having arrived from N.T.G. Now all we had to do was find someone to do the job! JGL.

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Editor & Founder of the Register: J.G.Lawson, [REDACTED]

[REDACTED] Merseyside.

Magazine Printing: Prentaprint, 4 North John Street, L.Pool.

Workshop Manuals: M.J.Debby, [REDACTED]

[REDACTED], Yorks.

Spares Secretary: A.Brier, [REDACTED]

[REDACTED] W.Yorks, [REDACTED]

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

[REDACTED] Bucks, [REDACTED]

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