



THE CLASSIC 'Y'

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THE M.G. Y-TYPE REGISTER

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EDITORIAL:

To continue from last month, the reasons for the increase in subscription for 1980 and the increased cost of "back numbers" are threefold. Our printers' charges were increased in July and around the same time the V.A.T. on printing was raised from 8% to 15%. On August 20th postal charges were again increased. So I hope you will all understand that the revised subscription rates were unavoidable.

One of our new members, Hilary Walklett, runs regular meetings in Northampton for local M.G.O.C. members. He has said that he will open these meetings to any Y-Type Register members who wish to attend. They are held at The 'Spinney Hill', Kettering Road, (A43), Northampton. Contact Hilary at [REDACTED] for dates.

This month sees the appearance of yet more useful suggestions from members. I think it might be as well to point out though that the Y-Type Register can accept no responsibility should any of these tips lead to unfortunate results. If that happens then contact the member responsible for initiating the suggestion.

The last month has been another of continued expansion and you will be seeing the results of this in next month's magazine when it is hoped to get up to date with details of new members and cars on the Register. The Register itself is to be rewritten over the coming year in an effort to make it more permanent and more easily referred to. A system of index cards will be used.

And lastly, of course, I must add my voice to those millions who must have cried in anguish when they learned that Abingdon was to close. It seems that despite some convincing statistics to the contrary, the TR.7 and TR.8 must prevail. The only rational reason I can see for closing Abingdon is that production line machinery must now be fairly dated and it is obvious that B.L. do not have the resources to completely renew it and to design and produce a completely new 'M.G.D.' To look at it another way, perhaps it would be better if 'M.G.' were to die here and now rather than us have to endure the appearance of the famous octagon on a 'sporty' Marina or similar!

14th September 1979.

The article which appears below first appeared in the magazine 'Wheelspin' in December 1978. It was written by Ron Gay.....

HAVE YOU EVER FELT THAT YOU WERE MEANT TO BUY THAT CAR ?

It was a hot Saturday morning about the middle of January 1974 when I was supposed to be 'winding' our new baby while sitting in our lounge room at [REDACTED]. Instead I was having a quick look through the 'Age Used Car Classifieds'. There it was at last ! In the M.G. columns - a 1949 M.G. Tourer, restored, balanced motor, cream with black interior etc., complete with a Melbourne phone number. How unlucky could you be ! There was no possible way of purchasing that car as I had recently received promotion to [REDACTED] and we had just purchased a new house there. Unfortunately our [REDACTED] home was still unsold at that stage. The possibility of selling our 1925 Dodge Tourer or 1939 Hillman Minx Sedan at short notice was very remote. My wife Marg was so snowed under with the packing of our household effects with four children under foot that the subject of the YT being for sale was never raised.

The reasons why people buy, restore and drive old cars are many and varied. My first three cars had been; a 1925 Rugby Sedan, a 1938 Talbot London 10hp. Sports Tourer and a 1956 VW Sedan. After reading this list of three cars it was no real surprise to see a 1960 VW Sedan in the garage next to the Dodge and Hillman. For over ten years the 'Age Classifieds' had been checked closely looking for another Talbot or later Sunbeam Talbot 10, but to no avail. Finally the Hillman had been purchased as it has a lot of mechanical components in common with the Talbot. During 1973 the idea that an M.G. YT would be a suitable replacement for the Talbot grew, but good examples of these are very scarce too ! As stated above, when a restored example was advertised we were not able to purchase it.

Two weeks later the huge shift to [REDACTED] occurred - an event we've never forgotten. Over the next few months we gradually settled into our new home in [REDACTED]. During the September school holidays in 1974 we were having a short holiday in Melbourne. Picking up the 'Age Classifieds' on the Saturday night, the Vintage and M.G. columns were carefully checked as usual. Surprise ! There it was again, the identical advertisement - a 1949 Tourer etc but with a slightly reduced price. Was it the same car ? Was the new owner re-selling it ? Perhaps it was a lemon ? Perhaps it hadn't been sold originally ? The questions flooded in. The solution, ring the phone number in the advertisement. 'Yes, the car was still available !' 'No, it hadn't been sold in January !' 'Yes, come and inspect it in the morning in a suburb very close to where we were staying'.

After a test drive the following morning the car was purchased after the normal negotiation period. Much of the early history of the YT was unknown, but it had been purchased from Lanes Motors in Melbourne in 1949. Its original colour was Woodland Green (B.R.G.) with a green leather interior. It had been owned by a Mrs. Gwen Rees in the sixties, but became unregistered as the motor was not running. Its general condition at this stage was still very original. Clive Dickinson, a member of the M.G.C.C. (Melbourne Centre) had purchased the car and had restored it during 1970. During 1971, 1972 and 1973, the car had travelled about 16,000 miles until advertised in January 1974. After this the YT was stored until re-advertised.

The YT came with spares, workshop manual, all restoration receipts, and two different tonneau covers. Like most cars in storage it had deteriorated slightly and the battery was doubtful.

After returning home, Peter

Hughan from Hamilton, who was holidaying in Ballarat, agreed to help collect the YT one evening that week. Arriving in Melbourne at 7pm. on a wet night, the previous owner was surprised to see us replace the tonneau cover with the hood and side curtains - he obviously hadn't lived through a Ballarat winter! Travelling back through the miserable conditions I was extremely pleased with the Y Tourer's ability to travel up the Pentland Hills at 50-55 mph. Travelling over a rough section of road near Pikes Reservoir there was a terrifying whirring noise from the engine. Lifting the bonnet with a heavy heart we were relieved to find the generator resting against the mudguard. A stud from the water pump was removed and placed on the generator bracket, but of course the fan-belt was stretched. By now the drizzle was turning into sleet as we tried to start the car - a flat battery due to the stretched fan-belt. We also found out later that the stop lights were also jammed on, so the doubtful battery had no real chance of surviving.

Peter unwisely decided to have a drive, so after a push start the YT burst into life and headed off towards [REDACTED]. I escaped to the warmth of the Belair Chevrolet to follow him. A few miles up the road the windscreen wiper motor expired so Peter's hand had plenty of warm exercise operating the wipers manually. Finally, at about 11pm. the YT arrived home in Ballarat. I doubt if Peter has ever forgotten that cold, cold drive!

Over the next couple of weeks the YT was quickly turned into an extremely reliable car. Since that time, it has travelled another 8,500 miles having been used as a second vehicle and on country rallies. It is an extremely versatile car both in open and closed form.

(Editor's note: The above article relates to YT, registration number 'KUG 755' which was also featured in issue no. 17 of 'The Classic Y').

MEMBERS' INFORMATION EXCHANGE.

Dave Robinson: On Y 4529 there is fitted a tube which runs from the rear body shell between the rear wing and the spare wheel compartment into the spare wheel compartment. It is used for pumping up the spare tyre without removing it from its compartment, the foot pump or air hose being connected to the outside of the body shell. Has anyone ever come across such a device on any other Y-Type? It is surely not standard or an optional extra!

Colin Dye: If your car loses oil pressure when revved hard then dismantle the oil pump and look at the relief valve spring and ball. The spring may be weak and the ball may appear multi-faceted. If this is the case then put in a new ball and a few washers under the spring and the oil pressure will remain at 45-50 psi when hot and will not drop when the engine is revved.

Has anyone ever discussed the petrol consumption of Y-Types? I know that mine is well worn and only used for short journeys at the moment but it is only doing about 20-22 mpg. The carb' is rebuilt but all those cork washers tend to allow a slight seep of petrol on the end of the jet - a common sight on early S.U. carbs! Perhaps the dribble on the carb' is much more serious than I thought as, when driving to Durham last year, driving hard and with several broken piston rings I was

doing about 32 mpg. The mixture is correct, the car has new plugs and points and the timing is correct and the brakes are free. I wonder if anyone else finds consumption so bad on short runs. It must also be remembered that the handbook recommends the use of 'premium Pool spirit' which was about 70 - 72 octane !

Jim Hoskins:

Would appreciate help in obtaining the fittings that couple the brake and hydraulic lines to the housing on his YT. Sadly he has not been able to find a machinist brave enough to attempt to fabricate new ones. His address is: [REDACTED], Tennessee, [REDACTED], U.S.A.

Bob Wall:

Apparently the rear brake cylinders for YB's are the same as those fitted to Morris Minors.

Tim Pennicott:

Spare wheel compartment lids for YA's and YT's differ in size from those of the YB. The opening on the YB was deepened to cope with the wider tyres fitted to the later model.

Correction to your editor's comments on page 27 of issue No. 19: The clear plastic sun visors fitted to 'Enterprise', (YB 1524) are apparently 'one-offs'. All Y-Type saloons originally had cloth covered visors. All interior mirrors were approximately the same size.

When putting your Y-Type back together again try greasing the nuts and bolts before refitting the wings etc as this makes future dismantling far easier.

Paul Grafham:

A Fiat 124 gasket with the lugs cut off can be used on XPAG engines to prevent oil leakage from the rocker cover. There is no need to use glue.

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