



THE CLASSIC 'Y'

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

Volume III. No.33.

October 1980.

EDITORIAL:

As we didn't have an Editorial last month there is some news which is now somewhat dated but which I feel is nevertheless still of interest.

For instance, on Saturday August 23rd I was fortunate enough to be able to attend for the first time, courtesy of Mike Dodd's Mini, the Grand Transport Extravaganza at the Crich Tramway Museum, near Matlock, Derbyshire. I can thoroughly recommend this event. The Tramway Museum, tram sheds and tracks are a permanent feature of the site and are open throughout the summer. The museum is set in beautiful hilly countryside and the tram depot and tracks are surrounded by all the authentic 'period' buildings and accessories which give the place just the right type of Victorian/Edwardian atmosphere. Additionally there is a gift and souvenir shop and tea room etc. The collection of trams is extensive. Every year however, all this, which is worth a visit in itself, is surrounded by classic and vintage cars, commercial vehicles, steam traction engines and literally hundreds of auto-jumble and 'antique' stalls for the 'Grand Transport Extravaganza'. There is even a small air display laid on. We were blessed with a fine day and were content to stroll around the auto-jumble until six in the evening. There was even a Y-Type on show, a brown and cream YA, 'RPE 104' which is now No.441 on our Register. A truly wonderful day then and I must emphasise that no words of mine are adequate to describe the setting in which this event takes place. Watch for the dates of next year's Extravaganza (probably over August Bank Holiday).

More recently, another show I went to was the Classic Car Show at Earls Court (on October 3rd). Not as big a show as I had expected, the auto-jumble certainly was not anywhere near as extensive as the one at Crich. Around the stalls I noticed three original 'red' (pre-BMC) YB Workshop Manuals (one, 'loose-leaf'). They ranged from tatty to perfect and so it just goes to prove that these can still be picked up. Prices range from £10 to £20 depending on condition so, if you must have an original, it's still just possible at a price competitive with 'our' M.G.O.C. reprints.

Matters of a more domestic nature now. Congratulations to Colin and Martine Dye on the birth of daughter Melissa Claire (5th August) and to Mike Dodd and his wife on the birth of their son (30th September). Next, if you're planning a holiday in Somerset then Mr & Mrs R. P. Bishop (Mr. Bishop is a Register member) do 'bed & breakfast' at [REDACTED] Somerset.

4th October 1980.

REGISTER NEWS:

Total cars on the Register as at 26th September 1980: 452.
Made up as follows: YA: 150 YB: 91 YT: 105 YA/YB/TF composite: 3
Unknown (mainly saloons): 103.

MEMBERSHIP NEWS:

New Members: 236. R.P.Bishop [REDACTED]
[REDACTED] Somerset.
237. J.Randall [REDACTED], Avon.

CARS FOR SALE:

Reg'tr No.51: 1952 YB. 'Good body and mechanics, long M.O.T. Some spares included. Drive away. £920 o.n.o. Tel: [REDACTED].
Reg'tr No.448: 1953 YB. 'Very sound body condition. Excellent mechanics. Drive away. £950. Tel: [REDACTED].
Reg'tr No.449: YA. 'Very sound body! Tel: [REDACTED].
Reg'tr No.450: YA. 'Complete - for spares. Tel: [REDACTED].
Reg'tr No.451: YB. 'For spares or repair. Tel: [REDACTED].
Reg'tr No.452: YA. 'Complete, original, Very sound body. Rebuilt engine. Needs some work. Best offer. Tel: [REDACTED].

PARTS FOR SALE:

Radiators. Tel: [REDACTED]
2 x 'D' shape stop/tail lamps, one in very good condition for £9, the other fairly good, for £5. Reynolds XPAG engine timing chain in sealed wrapper - £7. Original Y-Type instruction manual. - £6. Tel: [REDACTED].

CARS WANTED:

Y-Type, MGA, MGB or MGC wanted in part exchange for Minor 1000 Traveller or very early open Minor or both for 'running restoration' project.
Write to: [REDACTED] Surrey.

Any model M.G. built before 1960, in any condition, suitable for restoration
Incomplete car also considered. Distance no object. Tel: [REDACTED]

MEMBERS' INFORMATION EXCHANGE

John Lawson: WARNING. The left front wheel hub nut is LEFT-HAND THREAD.
The other three are conventional.

Despite the basic similarity in all the front suspension units fitted to each model from the YA through to the MGB, the hub nut sizes differ markedly. The YB's are 9/16" whereas the YA's are much smaller than this. The ones fitted to the MGA are 5/8". Any comments or additional information to the editor, please.

Tony Brier: If you are replacing brake pipes use 'Kunifer' instead of copper. 'Kunifer' is a copper/steel alloy and will not corrode. It is tougher than copper and yet is still

sufficiently malleable to enable it to be fitted in place easily. Copper on its own is a little too pliable and liable eventually to break with vibration. A £5 roll of 'Kunifer' is sufficient to refit a T or Y-Type.

Aluminium brake-actuating cylinders fitted to the wheels of Y-Types can possibly be freed if they haven't seized badly by gently heating the cylinders with a gas burner (but see below). In this way the piston and cap should be freed and should 'pop up'. Then remove cap and piston, replace rubber cup and grease the cylinders. By this method you may be able to save yourself the expense of buying new cylinders.

Colin Dye:

Another way to free seized wheel cylinders. Screw a grease nipple into the pipe fitting and pump the piston out with a high pressure grease gun like a 'Wanner'.

Austin Cambridge clutch release bearings are the same as those fitted to the Y-Type. The carbon is slimmer but the fit is perfect. I found this when I bought a release bearing for the clutch on my Wolseley 16/60 which is the same as a Cambridge.

Another tip is not to weld or braze (or use a gas burner - Ed) on or near to metal which has just been treated with Waxoyl. I did on the 16/60 and started a raging fire. For a few seconds there was a real blaze behind the door sill. Fortunately my father had an extinguisher handy and put it out. The solvent seems to be highly inflammable. This could be very dangerous when lying under a car as burning drops where at one stage falling near my face. The Waxoyl goes thin as it gets hot.

In relation to the article on original colours, 'UMG 422' was originally metallic green body with non-metallic dark green wings. 'UMG 235' is metallic green all over.

John Randall:

What substitute hydraulic fluid can be used in the 'Jackall' system and where can it be obtained?
Information please to: 'The White House', Codrington,
Nr. Chipping Sodbury, County of Avon, BS17.4RQ

AUSTRALIAN IMPORTS PART VI

Chassis No.	Engine No.	Ext. Colour.	Int. Colour.	Ship.	Arr. Date	Del. Date.
Y/T/EXR/2431	TR/12393	Green	Beige	Menelaus?	5.5.49	22.6.49
" 2620	TR/12559	Green	Green	Trenaylor	7.7.49	14.7.49
" 2621	TR/12561	Green	Beige	"	"	15.10.49
" 2769	TR/12578	Green	Green	Putney Hill	"	7.7.49
" 2822	TR/12652	Black	Beige	Orari	(Returned to UK?)	
" 3249	TR/13202	Red	Red	Mahia	8.11.49	14.11.49
" 3292	TR/13157	Black	Red	Melbourne		
				Star	19.10.49	2.11.49
" 3389	TR/13318	Red	Beige	Trevose	9.11.49	1.2.50
" 3383	TR/13234	Red	Red	"	"	21.11.49
" 3427	TR/13283	Red	Red	Cragmore	11.11.49	19.11.49
" 3434	TR/13401	Green	Green	Pt. Royal		
				Park	6.12.49	9.12.49
" 3583	TR/13163	Red	Red	Stanpark	28.11.49	6.12.49
" 3299	TR/13188	Red	Red	Beatus	4.1.50	19.1.50
" 3479	TR/13239	Green	Green	"	"	6.1.50
" 3526	TR/13439	Red	Red	Feebles	9.1.50	8.2.50

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Chassis No.	Engine No.	Ext.Colour.	Int.Colour.	Ship.	Arr.Date	Del.Date.
Y/T/EXR 3582	TR/13453	Red	Red	Feebles	9.1.50	28.2.50
" 3659	TR/13574	Black	Beige	Otranto	2.12.49	10.1.49
" 3631	TR/13484	Black	Beige	"	"	9.12.49
" 3670	TR/13494	Black	Beige	Max Manos	19.1.50	24.1.50
" 3301	TR/13196	Green	Green	"	"	25.1.50
" 3296	TR/13090	Red	Red	"	"	27.1.50
" 3748	TR/13489	Green	Green	"	"	24.1.50
" 3777	TR/13486	Green	Green	"	"	31.1.50
" 3860	TR/13391	Red	?	Day Beam	7.2.50	28.2.50
" 3821	TR/13582	Red	Red	"	"	17.2.50
" 3820	TR/13394	Red	Red	"	"	15.2.50
" 3625	TR/13572	Blue	Beige	Strathmore	13.12.49	22.12
" 3911	TR/13757	Red	Red	Derrynane?	4.2.50	17.2.50
" 3912	TR/13750	Red	Red	"	"	14.2.50
" 3876	TR/13746	Ivory	Red	"	"	3.5.50
" 3874	TR/13747	Blue	Beige	"	"	16.2.50
" 3827	TR/13161	Red	Red	Charmouth		
"				Hill	16.2.50	1.3.50
" 3784	TR/13162	Blue	Beige	"	"	12.7.50
" 3868	TR/13191	Green	Beige	"	"	1.3.50
" 3861	TR/13320	Red	Red	"	21.2.50	1.3.50
" 3870	TR/13737	Blue	Beige	"	"	6.4.50
" 3875	TR/13745	Blue	Beige	"	"	8.3.50
" 3148	TR/12647	Blue	Beige	Ceramic	16.12.49	19.12.49
" 3923	TR/13768	Green	Green	?	22.2.50	3.3.50
" 3924	TR/13740	Green	Green	?	22.2.50	24.2.50
" 3925	TR/13752	Green	Beige	?	22.2.50	2.3.50
" 3926	TR/13490	Green	Beige	?	22.2.50	15.3.50
" 3966	TR/13739	Black	Green	?	22.2.50	11.3.50
" 3921	TR/13767	Green	Green	?	4.2.50	18.2.50
" 3149	TR/12642	Blue	Beige	Orion ?	21.12.49	Jan 50
" 3918	TR/13754	Blue	Beige	Dorset	22.2.50	15.5.50
" 3974	TR/13842	Red	Red	"	"	4.4.50
" 4023	TR/13874	Black	Red	?	2.2.50	13.2.50
" 4166	TR/14018	Green	Green	Graigaur	11.4.50	5.5.50
" 4114	TR/14004	Cream	Green	"	"	26.4.50
" 4117	TR/13877	Cream	Green	"	"	29.4.50
" 4169	TR/14065	Black	Red	King Alfred	5.4.50	10.5.50
" 4124	TR/14064	Black	Green	"	"	3.6.50
" 4125	TR/14075	Black	Green	"	"	18.5.50
" 4126	TR/14069	Black	Green	"	"	28.4.50
" 4170	TR/14070	Black	Beige	"	"	31.5.50

Credit: Australian T-Series Association &
D.H.Miller.

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