



THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.
Volume IV. No.40. May 1981.

EDITORIAL:

What may turn out to be very important news for the Register was received recently from new member, Mr. David Green of London. David has had a spare wheel compartment lid made up in fibreglass by a friend of his who used to work for Lotus. His friend is apparently willing to make others at a cost of £25 each plus p&p. I have ordered one and when it arrives I will let you know all about it and if indeed it is suitable I will advertise the service more fully in this magazine. The panels are apparently not coloured, nor are any of the holes drilled for the rear lights etc., but nevertheless this may indeed be an answer to a prayer.

Our 'Australian Imports' series may appear to the reader to be coming to an end, but this is not in fact the case, thanks to Noel Gerdes of [REDACTED], N.S.W. Noel has taken the trouble to copy out for me details from the records of Ron Ward's of Strathfield, one of Sydney's M.G. dealers which closed down some years ago. Apparently the dealer kept a comprehensive card index of every car sold between 1947 and 1960. We will be publishing details of the Y-Types sold by Ron Ward's when our present coverage of the records sent by David Miller of California come to an end. Noel Gerdes mentions that the sales records of P & R Williams of Sydney also exist but that he has been unable to locate them. I wonder if, in fact, the details we have been publishing since April 1980 are in fact the records of P & R Williams.

Mr. John Pratt of [REDACTED], Gloucestershire tells me that he is converting Y 5199 (which was past restoring when he acquired it) into a two-seater trials car. Exactly how he is going about it might make an interesting article for the magazine.

Lastly, to confound me still further, Rod Schweiger of California has reported seeing left-hand-drive Y-Type saloons at a West Coast M.G. rally. I am awaiting further details !

26th April 1981.

MEMBERS' INFORMATION EXCHANGE

- Peter Jones:
1. Throttle Cable: On the YA the throttle cable was of the old 'piano wire' type that used to slip from the solderless nipple on the accelerator pedal and showed a distinct lack of inclination to return from whence it came. It was therefore with glee that I threw this hateful thing away when it broke, having first ascertained that the soldered end nipple on a Mini cable is about the same size. The outer covering has to be cut down to size and if you abandon the brass end fittings and strip 1/8" of yellow plastic away then this too is a glove-like fit. A new solderless nipple was also purchased (hang the expense) with a hexagonally headed screw which made fitting to the accelerator pedal that much easier.
 2. Heater: After ape-like contortions and pillaging my old Meccano set I managed to secure the heater from an old Morris 1000 under the dashboard of the YA and fed the two pipes through the bulkhead, where the steering column draught excluding boot ought to be, and so to the front of the engine. I know that the feed should really come from the rear of the cylinder head but there doesn't appear to be enough room between the rear of the engine and the bulkhead to facilitate removing the blanking plate, drilling it, and brazing a suitable 1/4" pipe. So, I merely connected the two pipes to the bypass hose. The last was cunningly effected by inserting about 1" of 1/4" copper water tubing into the end of the heater hose and cutting it off flush. Push the hose with its insert into the old bypass pipe which you will have previously cut in half. This should be a reasonably tight fit. Now secure with a Jubilee clip.
 3. Thermostat: All the above worked fine but the heater did not get terribly hot. Recalling the overheating problems I had in 1975 I looked and, lo and behold, there was the thermostat, missing! Accepting that I had removed it, where had I put it? The ensuing search proved inconclusive to say the least but I did find an old housing that had had the cross-bar through which the old type bellows thermostat passed. I also came up with a Mini wax type which, after judicious filing, slipped neatly up into the old body. Having carefully drilled two holes either side of the body to accept small bolts to hold it in place I set about looking for a suitable tap to thread the holes and found instead the original thermostat. This I tested with a blow-torch (no hot water to hand), found it to be working, and so fitted it. Things are a little improved, the heater now gets to its lukewarm maximum quicker. Those of you for whom the old thermostat does not fortuitously turn up may like to try my method of using a modern one - I believe that the old manufacturers, Smiths Industries Ltd., now no longer produce them.

Credit: M.G. Car Club - 'Safety Fast'

cont'd....

Colin Lloyd: Requires two ashtrays for fitting into the back of the front passenger seats. This is all that is required to complete the restoration of Y 6381. If you can help, please write to Colin at: [REDACTED] Victoria [REDACTED], Australia.

H.H.Ressing: Requires 8" conversion rims for the headlamps of Y 2194 plus advice on how to get the back axle really oil tight to the brake drums. If you can help, please write to: [REDACTED], Netherlands.

David Mullen: Needs the following parts to help in the restoration of YB 0647:
 Front passenger seat in dark green in good condition.
 Instrument panel with working electric clock.
 Steering column slip ring (complete)
 or complete steering column with slip ring attached.
 Rear 'D' lamps in good condition with original reversing light facility.
 Front bumper mounting brackets.
 Please write to: [REDACTED], Merseyside, [REDACTED].

John Lawson: Ever tried rewiring the steering column slip ring? The wiring diagram for a YB fitted with twin windtone horns, as it appears on page N-20 of the Workshop Manual, shows the wiring as follows from the top of the steering column:

21: Green-with-white	Right-hand trafficator.
18: Green-with-red	Left-hand trafficator.
17: Green	Fuse box.
40: Brown-with-black	Horn relay.

This is how the new wiring loom supplied by N.T.G. is colour-coded. However, on page N-12 of the same Workshop Manual and engraved into the bakelite slip ring on the car, we find the following (from the top down):

Red-with-green	Right-hand trafficator.
Green	Left-hand trafficator.
Purple-with-black	Fuse box.
Purple-with-yellow	Horn relay.

Explanations on a post-card, please !

PARTS FOR SALE:

Lambrook Tyres, Lambrook Farm, Farway, Colyton, Devon are able to supply the following new tyres suitable for YAs and YTs:

<u>Size.</u>	<u>Make.</u>	<u>Tyre cost.</u>	<u>Tube cost.</u>
500/525 x 16"	Avon	£21.50	£4.65
550 x 16"	General	£21.80	£4.65
550 x 16"	Avon	£26.10	£4.65

Delivery charges: £4.50 for first tyre, £1 for each subsequent tyre, + VAT. Tubes free if ordered with tyres. If ordered separately the charge is postal rate + VAT.

Tel: Farway (0404 87) 282.

AUSTRALIAN IMPORTS PART X

YT registration numbers this time....

Y/T/EXR	2431	-	BD	471	Y/T/EXR	4214	-	JD	159
"	2621	-	CU	497	"	4017	-	JB	943
"	3249	-	DH	183	"	4956	-	KV	163
"	3292	-	DA	252	"	4731	-	KR	376
"	3427	-	DL	411	"	5146	-	NE	898
"	3299	-	ET	658	"	5145	-	MT	468
"	3479	-	EN	326	"	4449	-	KS	076
"	3526	-	FB	743	"	4060	-	LW	945
"	3631	-	DY	135	"	4324	-	LF	225
"	3748	-	EW	197	"	5153	-	MV	852
"	3777	-	GE	234	"	5158	-	NE	897
"	3820	-	EN	964	"	5140	-	LL	086
"	3912	-	FC	621	"	5141	-	LY	709
"	3876	-	GV	879	"	5154	-	ML	586
"	3784	-	KA	095	"	4320	-	LJ	834
"	3148	-	EE	662	"	5134	-	MD	254
"	3966	-	FR	822	"	5137	-	UL	260
"	3921	-	EF	363	"	5043	-	MT	467
"	3149	-	MG	222	"	5149	-	RB	030
"	3918	-	HB	263					
"	3974	-	GF	248					
"	4117	-	GR	878					
"	4124	-	HX	044					
"	4126	-	GR	872					
"	4216	-	GO	119					
"	4067	-	GH	820					
"	4118	-	HA	209					
"	4115	-	GH	744					
"	4116	-	GG	477					
"	3785	-	GY	792					
"	4666	-	HS	565					
"	4728	-	HX	161					
"	4777	-	KB	178					
"	4825	-	JY	407					
"	4113	-	KK	142					

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

Magazine Editor/Membership Secretary/Registrar - J.G.Lawson, [REDACTED], Merseyside, [REDACTED] England.

Magazine Printing - Prontaprint, 4 North John Street, Liverpool, Merseyside.

Workshop Manuals (Printed by M.G.O.C.) - M.J.Dobby, [REDACTED], Yorkshire, England.

Spares Secretaries - UK: A.Brier, [REDACTED], W.Yorkshire, England.

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Tires & Parts For Sale - Mike Dodd. Cover Design - Geoff Chennell/J.G.Lawson. ©

Register Emblem Design - Chris Williams/J.G.Lawson. © 1978.

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