

THE CLASSIC 'Y'

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

Volume IV. No. 46.

November 1981.

EDITORIAL:

Let's have some correspondence on tow-bars as fitted to 'Y' Types, please. The fitting of a tow-bar might not, at first, seem to be a very good idea if you wish to maintain the originality of your car, but I am told that Abingdon did in fact have the possibility in mind as they are believed to have drawn up blueprints for such a fitting.

I have recently acquired a tow-bar (made by Dixon-Bate Ltd of Chester) for my YB. It came with the many spares I bought recently which were once YB 0645.651. It seems to simply bolt onto the rear bumper mounting bolts in place of the rear bumper. It is not fastened elsewhere (e.g. to rear axle attachments to give more support), and it would appear that the rear bumper brackets had been modified slightly so that the bumper could be fitted to two further holes in the tow-bar. I intend to make the tow-bar and rear bumper interchangeable on "Enterprise", however. I also know of two other members who are interested in the subject (one has a tow-bar fitted to a recently purchased 'YA'). So, are there any other tow-bar versions or fitting methods, and does anyone have any recommendations to make (as regards stress factors etc)?

Mike and Sue Drake of [REDACTED] have just purchased Y5312 and joined the Register. The car's engine (XPAG/SC/15100 - per the logbook) has a plate affixed to its side on which appear the following details:

University Motors Ltd.
Reconditioned unit No. E333
Date: 14.9.54
Cylinder Bore: 020
Main Bearing: R4
Big End Bearing: R4
Engine No. 16100

From our records it would seem that the engine number should be '15100' but this is the first example of an engine reconditioned by University Motors that we have come across so can anyone add more to our knowledge, please?

30th October 1981.

LETTERS TO THE EDITOR

Dear John,

Another interesting issue. I just wanted to respond to the questions you raised regarding the floorboards of the 'Enterprise'.

The transverse boards near the back of the floorboards support the valance that runs across the car under the back seat. With the valance in place they are completely out of sight. Of course, if the valance is gone, then they have no purpose, but otherwise I wouldn't advise removing them. The valance attaches at the top to the rim of the sheet metal tray that the seat rests on with split rivets under the leathercloth (or vinyl), but isn't attached anyplace else, depending only on its curvature and the boards you mentioned to stay in place. I imagine it is subjected to quite a lot of kicking, and it is amazing that it works as well as it does, being basically little more than a piece of cardboard. Without those two boards behind its lower edge, I would expect it to start flopping around after being kicked a few times.

Regarding the metal strips that hold the carpet edges, I don't know about the YB, but the 'YA', or at least the early ones, had six such strips, not five, and the front right one has never given me any problem with fouling anything or impeding access to the master cylinder reservoir. The strips with six screw holes go in the middle, with the five-holers fore and aft. They do overlap a joint between front and rear floorboards, but only by a quarter inch or so - not by enough to get a screw into the other floorboard, because then you would have to remove the metal strips to get the front floorboards out, and that would be a major nuisance. Getting a good layer of paint on the insides of these channels is worth some extra attention, as they are quite prone to rusting - I poured the paint into them after taping up the ends, sloshed it around, then drained and sprayed the outsides. Spraying just won't reach inside such tight places and brushing isn't a whole lot better.

A quick story since I have some space left: When I bought my car in 1967 from a postgraduate student at the University of Reading, it had evidently been seeing frequent use as a means of bringing duty-free booze into England via the cross-Channel ferries, with all kinds of straps, etc. fitted in every conceivable out-of-the-way place. Two of the best such spots are those spaces under the rear seat, behind the valance we were discussing, which aren't even visible with the rear seat removed - who would dream there would be bottle-sized, fully-enclosed stowage spaces just there? Needless to say the valance had suffered somewhat from repeatedly being removed and put back in place again!

Yours sincerely,

Tom Bowman.

AUSTRALIAN IMPORTS PART XIII

<u>Chassis No.</u>	<u>Engine No.</u>	<u>Ext. Colour</u>	<u>Int. Colour</u>	<u>Reg No.</u>	<u>Date Sold.</u>
Y 2415	XPAG/SC/X12250	Black	?	AV 767	18.5.49
Y 2458	XPAG/SC/X12080	Grey	Green	BF 729	16.6.49
Y 2804	XPAG/SC/X12279	Grey	?	BJ 939	1.7.49
Y 2805	XPAG/SC/X12724	Grey	?	BP 784	2.8.49
Y 2837	XPAG/SC/X12722	Maroon	?	BP 349	26.7.49
Y 2907	XPAG/SC/X12838	Black	Red	CE 863	16.9.49
Y 2923	XPAG/SC/X12793	Black	Green	CT 964	18.10.49
Y 2926	XPAG/SC/X12849	Black	Green	CE 848	16.9.49
Y 2965	XPAG/SC/X12847	Green	Green	DO 843	25.11.49

Y 3015	XPAG/SC/X12948	Maroon	?	BX 442	31.8.49
Y 3199	XPAG/SC/X13125	Black	?	DF 531	11.11.49
Y 3220	XPAG/SC/X13060	Green	?	CY 068	28.10.49
Y 3235	XPAG/SC/X13065	Black	?	DF 589	11.11.49
Y 3269	XPAG/SC/X13088	Maroon	?	DC 084	4.11.49
Y 3367	XPAG/SC/X13311	Green	Green	ER 840	14.1.50
Y 3397	XPAG/SC/X13116	Black	Green	EE 658	20.12.49
Y 3488	XPAG/SC/X13250	Black	Beige	EP 485	9.12.49
Y 3790	XPAG/SC/X13597	Black	Beige	GO 186	22.4.50
Y 3847	XPAG/SC/X13518	Maroon	Red	FM 095	2.3.50
Y 3848	XPAG/SC/X13512	Maroon	Red	GA 633	23.3.50
Y 4304	XPAG/SC/X13836	Green	Beige	HB 395	12.5.50
Y 4636	XPAG/SC/X14452	Black	Red	HU 921	3.6.50
Y 4689	XPAG/SC/X14484	Black	Green	HX 004	3.6.50
Y 6283	XPAG/SC/X16064	Maroon	Beige	AAL 071	7.6.51

Y/T/EXR

2620	XPAG/TR/12559	Green	Green	DZ 864	6.12.49
3659	XPAG/TR/13574	Black	Beige	FM 405	3.3.50
3868	XPAG/TR/13191	Green	Beige	FL 834	1.3.50
3874	XPAG/TR/13747	Blue	Beige	GP 035	21.4.50
3875	XPAG/TR/13745	Blue	Beige	FR 361	9.3.50
3926	XPAG/TR/13490	Green	Beige	FT 389	15.3.50
3967	XPAG/TR/13852	Black	Green	HB 157	13.5.50
3974	XPAG/TR/13842	Red	Red	GF 248	4.4.50
4062	XPAG/TR/13850	Cream	Green	HS 587	30.5.50
4114	XPAG/TR/14004	Cream	Green	GR 302	26.4.50
4121	XPAG/TR/13881	Black	Red	LC 440	17.8.50
4125	XPAG/TR/14075	Black	Green	JN 496	9.5.50
4166	XPAG/TR/14018	Green	Green	GX 053	5.5.50
4171	XPAG/TR/13880	Black	Beige	GX 061	3.5.50
4173	XPAG/TR/14067	Black	Green	KS 617	23.8.50
4213	XPAG/TR/14073	Black	Beige	JU 543	3.7.50
4222	XPAG/TR/14068	Black	Beige	KT 029	5.8.50
4261	XPAG/TR/14010	Green	Beige	JN 575	23.6.50
4318	XPAG/TR/14175	Black	Beige	LC 625	23.8.50
4373	XPAG/TR/14177	Black	Red	LB 780	18.8.50
4537	XPAG/TR/14438	Blue	Beige	KA 239	13.7.50
4614	XPAG/TR/14566	Black	Green	KJ 967	26.7.50
4781	XPAG/TR/14561	Green	Beige	KZ 213	18.7.50
5156	XPAG/TR/14886	Blue	Beige	MA 560	16.9.50

In the next part of this series we will list cars sold "second-hand" by Ron Ward's.

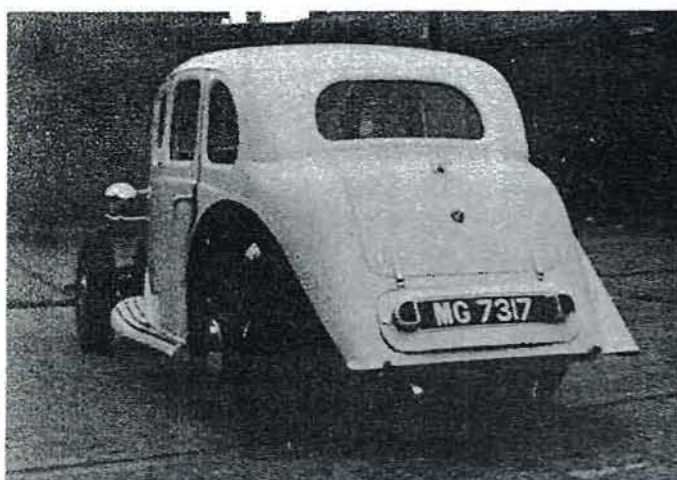
Credit: Noel Gerdes, M.G. Restorers' Association.

RESTORATION 'ENTERPRISE'

Four views of the editor's 'Enterprise' YB1524 which will have been undergoing rebuild for four years, come this Christmas.



Taken on 5th August 1978, these two pictures show the car stripped to the bare essentials, with its bodyshell in primer.



The Enterprise as she is today — nearly externally complete.



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THE CLASSIC 'Y'



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Does anyone know the original colours of the 'Y' Type chassis' and other components?
(I assume the chassis was black). Information to the editor, please.

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