

## THE CLASSIC 'Y'

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

Volume IV. No.47.

December 1981.

### EDITORIAL:

I would like to begin by wishing all members and indeed everyone who has contributed towards the success of the Register and this magazine throughout this year a very enjoyable Christmas and best wishes for 1982.

Ah yes, 1982.... It's time to tell you about subscriptions for next year, I'm afraid! But first a word about what we intend doing next year. Until now the Register has been run and the magazines published and distributed virtually single-handedly - by me! That's not a boast - nor am I complaining for I derive tremendous satisfaction from providing a service that no one else does and I have also made many good friends because the Register has brought us together. This Register is doing so well lately, though (boasting again!) that it is becoming clear that to provide an as efficient as possible service, the workload ideally needs to be spread. So, first of all, with the help of John Sanderson, who produces our wonderful photopages, we are going to publish, from next February, a bi-monthly magazine. The interval between magazines will, we hope, give us more time to prepare material and arrange it into a more sophisticated magazine. So, content and quality are going to improve and 1982 may not, after all, be the year of your editor's mental breakdown. If anyone has any serious objections to the bi-monthly proposal, please let me know (but NOT by telephone, PLEASE!)

Secondly, it is apparent that the job of magazine editor could be separated from that of membership secretary/ registrar if we sat down and worked out the details and, if we found a suitable volunteer. So, if you'd like to help under either of the above headings, please contact me and we'll talk things over. One thing I want to see more than anything is the continuance of the Register. What we've achieved so far mustn't be allowed to disappear.

And so to

the subscription rates:

#### February 1982 to January 1983

U.K: £7.50

Europe: £9.00

U.S. (East Coast): Contact Walt Genther (address on page 49, for local subscription rate details).

U.S. (West Coast): Contact David Miller & Tory Skopecek (address on page 49, for local subscription rate details).

S. Africa & Singapore: £11.00 (by airmail)

Australia: £12.00 (by airmail)

Please send subscription renewals by February 10th.

27th November 1981.

The M. G. (Y4754) arrived on May 15th in quite a sorry state. Apart from damage in transit (from Southampton), a box of bits and pieces inside was missing. This contained parts I had removed from the car including the vital rear shock absorber. Hence, I am having to have one made by N. T. G. as there are absolutely none available here. Aside from that headache, work is progressing well. I'm having to have the bodywork done by someone else (too much welding on the doors etc) but they are making a remarkably good job of it.

Because of our climate, light colours are preferable for old cars hence I'm having the body done cream with brown wings and running boards ('Cream Crackers' livery!). The big objective is to get the car ready in time for the Malaysian & Singapore Vintage Car Register's A. G. M. in Malacca on July 12th. This will mean a 400 mile round trip (her maiden voyage in the tropics).

Official records of original cars shipped to here are impossible to obtain at this end. A lot, like mine, were brought in personally by owners either to Singapore or Malaysia. Others at the time of the 1965 Singapore/Malaysia split, found themselves on the wrong side of the border and there have been many complications.

August was hell - spent preparing for registration - a major job in Singapore. Specific requirements by the Singapore government are:

- (a) flashing indicators (bumper mounted!)
- (b) seat belts !!
- (c) minimum distance apart for headlamps - apparently insurmountable, but I got round them in the end.
- (d) absolutely no oil/fluid leaks.
- (e) brakes to be tested on a rolling road.
- (f) speeds to be calibrated in K. P. H. (done with stickers).
- (g) emission control !! - a pipe from engine breather to carburettor (removed immediately after test!).

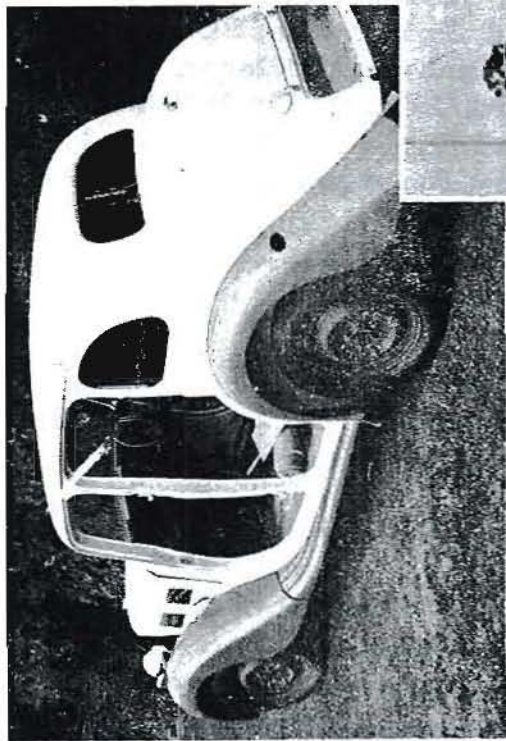
Anyway I got it all done and on August 15th the car was registered on the road. A registration fee of Singapore Dollars \$4000 (almost £1000) had to be paid! Well, now she's in daily use (almost) and going like a treat under the guise of ER 2563A (previously MHY 895).

The car's bumpers were made in the U. K. about five years ago from solid stainless steel. They're heavy but very effective against Toyotas out here! (I'm not letting on they're made of stainless steel otherwise they might end up as knives and forks!).

Trim invariably rots out here with the humidity and is invariably replaced with plastic - unfortunate, but it's inevitable. I don't know how long my trim will last - it's ageing at the moment. Paint on new cars only seems to last a maximum of five years.

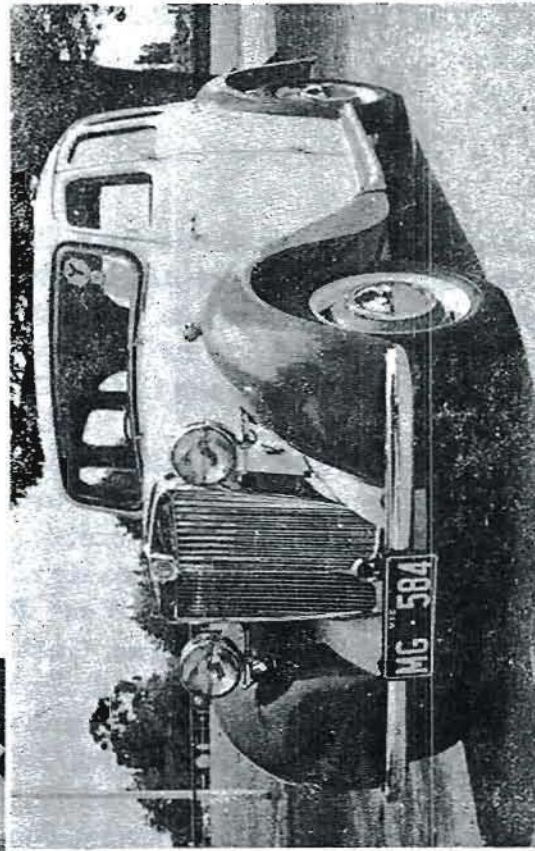
Lastly, road tax in Singapore is rated on c. c. - I had to pay £800 p. a. for my Jaguar XK 140 here before I shipped it to the U. K. in 1978!



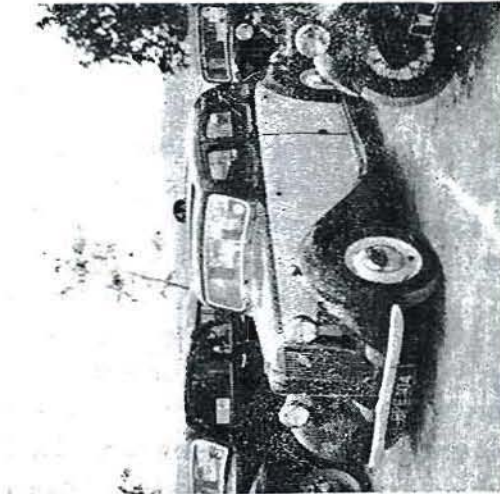


Above and right: Two views of Y6381 owned and restored by Colin Lloyd of [redacted] Victoria, Australia.

# CREAM CRACKERS



Below: Another view of Nicholas Want's MG.

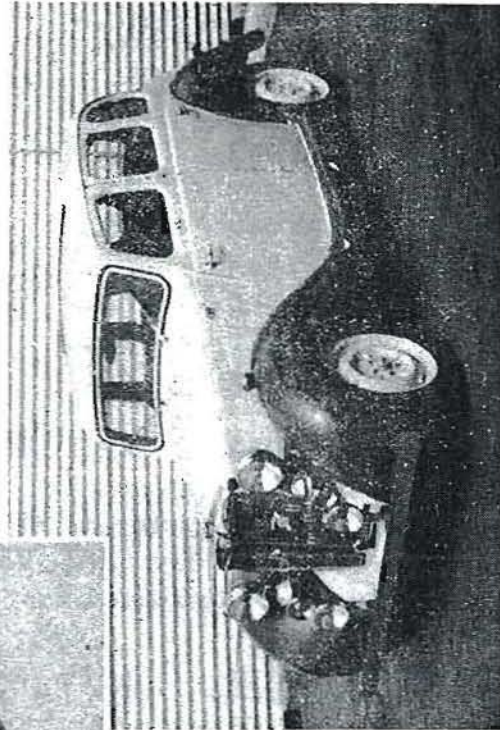


This month we feature some of the 'Ys' which have been finished in 'M.G. Brown & Cream'. Although this was not an original colour for 'Y' types, they do seem to look very smart in these colours (even in black & white) and as you will see, in some cases there are good reasons for choosing such a colour scheme.



Above: Y7207 owned by Nicholas Went, the car is pictured at the Crich Transport Extravaganza, near Matlock, Derbyshire in August 1980.

Below: Illustrating the article on the previous page, we have Y4754 belonging to Bob Pile of Singapore. His reasons for choosing these colours are given in the article.



<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 0883	1947	YA.	?	XPAG/SC/10614	B. Russell.
Y 1429	1948	YA.	?	XPAG/SC/11215	D. Wright
Y 1441	1948	YA.	?	XPAG/SC/11211	N. Mann
Y 1713	1948	YA.	?	XPAG/SC/11485	B. Russell
Y 2367	1949	YA.	?	?	J. H. Banvard
Y 4144	1949	YA.	HWP 751	XPAG/SC/13780	H. J. Luer
YT 4161	1949	YT.	?	XPAG/TL/14139	A. Chalmers
Y 5312	1950	YA.	994 RKT	XPAG/SC/15100	M. E. R. & S. Drake.
Y 5796	1950	YA.	?	XPAG/SC/15663	I. Russell
Y 6918	1951	YA.	?	XPAG/SC/16666 (orig)	C. R. Cridland.
				XPAG/SC/24146 (current - Gold Seal)	
YB 0999	1953	YB.	12624 (US)	?	L. B. & E. Tarr.

Total cars on the Register as at 27th November 1981: 709.

Made up as follows: YA: 343 YB: 140 YT: 151 YRC: 3 Composites & Specials: 4  
Unknown (mainly saloons): 68.

### MEMBERSHIP NEWS:

#### New Members:

- 394. N. Mann, [REDACTED], Dunedin, New Zealand.
- 397. H. Emery, [REDACTED], West Australia, [REDACTED].
- 398. A. Nuttall, [REDACTED], Republic of South Africa.
- 399. H. J. Luer, [REDACTED], New Jersey, [REDACTED], USA.
- 401. W. G. Chapman, [REDACTED], [REDACTED], Queensland, Australia.
- 402. M. E. R. Drake, [REDACTED], Avon.
- 403. M. A. Hawkes, [REDACTED], Shropshire, [REDACTED]
- 404. A. Chalmers, [REDACTED], California, [REDACTED], USA.
- 405. C. R. Cridland, [REDACTED], Leicester, [REDACTED].
- 406. G. A. Wick, [REDACTED], West Yorkshire, [REDACTED].
- 408. C. O'Mahony, [REDACTED], Cork, Eire.
- 409. A. E. Board, [REDACTED]
- 410. I. Russell, [REDACTED], Middlesex.
- 411. D. Lent, [REDACTED], Connecticut, [REDACTED], USA.
- 412. R. Ames, [REDACTED], Oregon, [REDACTED], USA.
- 413. R. V. Somerset, [REDACTED], Hants, [REDACTED].

### PARTS NEWS

If you're interested in obtaining ready made sills for your car then contact Tony Brier. He is looking into the possibility of having these made. He also has just obtained a new stock of pump to carburettor flexible pipes. These are £4 each plus postage.

Meanwhile N. T. G. Motor Services Ltd, (21 St. Margaret's Green, Ipswich, IP4.2BN., Tel: Ipswich 211240) are taking orders for their rear body repair panels. These will be approximately £60 per set and, I believe, will consist of the rear body panel below a line halfway down the boot opening and a fibreglass spare wheel compartment lid. Check with N. T. G. on this first as, if the rear body panel is available separately, this added to a fibre glass spare wheel compartment lid from our own David Green (£28) may work out more cheaply.



Address Changes:

23. P. G. Carter, [REDACTED], California, [REDACTED], USA.  
114. J. Smolik, [REDACTED], Kentucky, [REDACTED], USA.  
130. R. R. Germano, [REDACTED], Georgia, [REDACTED], USA.  
158. J. R. Boudrais, [REDACTED], Quebec, [REDACTED], Canada.  
187. H. C. Giffen III, [REDACTED], Virginia, [REDACTED].  
206. L. B. Tarr, [REDACTED], New York, [REDACTED] US  
261. J. M. Trist, [REDACTED], Avon.  
372. E. Tarr, [REDACTED], Virginia, [REDACTED], USA.

MEMBERS' INFORMATION EXCHANGE

David Mullen: Does anyone know of an effective way of repairing a petrol tank whose internal baffle plates have come loose (a common occurrence on 'Y' Type petrol tanks)? Can obtain seat runner fixing bolts similar to original which safely fasten runners to the floorboards. Send s.a.e. for sample to: [REDACTED], Merseyside.

M. A. Hawkes: Does anyone wish to swap a set of ventilated (YB) 15" wheels for a set of unventilated ones? Write to: [REDACTED], [REDACTED], Shropshire.

PARTS FOR SALE

XPAG/SC2 short engine (1,000 miles only). 1350 cc. Nitrided and balanced STD crank, new pistons (.020"), camshaft, sprockets, followers and pushrods, £400. 2 x XPAG water pumps, £20 each. Tel: [REDACTED]

'Clear out of 'Y' Type spares. Wiring harness (new), speedometer, instruments, metal instrument panel, wood instrument panel (in poor condition), headlight lense, steering column, prop shaft, anti-roll bar (YB), front kingpin backplate and bearing assembly, one other back plate, horn, dynamo, windscreen winder / opener mechanism hand brake, distributor, 4 x brake drums, water valve, handbrake cable, front shock absorber, oil filter, differential assembly, wooden dashboard surround. Offers. Tel: [REDACTED]

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

Magazine Printing - U. K. Edition: Prontaprint & J. R. Sanderson.

U. S. West Coast Edition: The Jenni Press.

U. S. East Coast Edition: Copy Second Inc/LDJ Printshop.

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

U. K. Spares Secretary - A. Brier, [REDACTED], [REDACTED] W. Yorkshire, England.

U. S. West Coast Chapter - Tory Skopecek & David Miller, [REDACTED], California, [REDACTED] USA.

U. S. East Coast Chapter - Walter L. Genther, [REDACTED], New York, [REDACTED] USA.

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