

# THE CLASSIC 'Y'

Volume V. No. 49



February 1982

Editors: J. G. Lawson and J. R. Sanderson

## Hello again ...

This is the first of our 'new-look', bi-monthly magazines, put together, in the main, by John Sanderson. So much so, in fact, that as a result of my plea for help which appeared in the December editorial, John has volunteered to become joint-editor. A big sigh of relief from me.

Now I'm going to mention a couple of items which have appeared in 'Safety Fast' recently. For those of you who didn't see the M.G. Car Club's magazine last year I must say that it has improved considerably. Still not much 'Y' Type news, but worth keeping an eye on. For instance there was this 'YA' converted into a tow-truck (!) in Holland which recently turned up at one of the M.G.C.C.'s events in the south of England. Also in a recent issue is some sound advice from member Bryan Mellem about the 'YA' half-shaft problem. Copyright forbids me from publishing his letter in this magazine, but the gist (that is a real word and not just scouse dialect) of it is that if the car is driven with respect the half-shafts will last for several hundreds of thousands of miles. Of course, you're not to know what mischief a previous owner of your car may have perpetrated.

Who said.

'Y' Types can't race? Bob Pile recently took his 'Y' (photo in December issue) from Singapore to Kuala Lumpur and back (a round trip of 540 miles over very poor roads) to attend and enter the MSVCR event at the Selangor Grand Prix circuit at Shah Alam. Bob's 'Y' came third in a seven lap race behind two TCs and lapped at an average of 2m 53 secs. Not bad at all! Some of you may know that Dick Jacobs won the BRDC under 1500cc class at Silverstone three years running (1952, 53 & 54) in a 1952 YB (an impressive achievement). The car is mentioned in Jacobs' book 'An M.G. Experience' and in 'M.G.' by McComb. Well, the very same car has turned up alive and well in Battle, Sussex and is owned by new member, Mr. J. S. R. Bridges. More details will hopefully follow regarding this historic car (registration UHK 111). It is currently roadworthy and finished in British Racing Green (what else?).

continued overleaf

Thanks to the co-operation of Mrs Frances Adam of the MGCC's SVW Register, Jackall arm rubber seals for 'Y's are now available at £3.25 each plus postage. Frances's address is: [REDACTED].

The MGCC do seem to be becoming altogether more friendly towards us recently. We (as a club, that is - recognition at last!) have been invited to enter the Concourse to be held at Oulton Park, Cheshire on Sunday 18th July. The event is being organised by the MGCC (NW Centre) and supported by 'Practical Classics' magazine. If anyone is interested in entering, would they please contact me as soon as possible.

Included in your magazine envelopes (if not this time, then in the April issue) you will find an information sheet on Vintage Supplies of Stalham, Norfolk. I have decided to publicise this organisation because after reading through their catalogue which they sent me - one of the more useful pieces of advertising literature I've received through the mail, I was impressed by the service offered, the range of their products and most importantly the fact that their prices seem substantially lower for some items than what we've been used to from other major suppliers (know who I mean?) Send for their catalogue and you'll get a pleasant surprise.

Finally, I've been asked to point out that we can reproduce black and white and colour prints in the magazine (though good definition black and white are best). So, if you have any photos you'd like to see published, send 'em in!

29th January 1982.

## Tips

If you are in doubt as to what to put in the reservoir of the Jackall jacking system, (as red Jackall fluid is no longer obtainable, - where I live at any rate.) Try 'MOBIL' light shock absorber oil, as they state on their cans that this is suitable for use in Red Jackall systems.

While on the subject of Jackall bits, I still have available, reservoir transfers at £1.50 per pair, (can plus lid) from address on back page:

J.R.S.

## Register News

### Recent Additions:

| Chassis No.   | Year. | Type. | Engine No.                | Colour.          | Owner's Name.    |
|---------------|-------|-------|---------------------------|------------------|------------------|
| Y 1041        | 1947  | YA.   | XPAG/SC/X10883            | White            | G.E.Koh.         |
| Y 1674        | 1948  | YA.   | XPAG/SC/11271 (orig)      |                  |                  |
|               |       |       | XPAG/SC/11384 (curr)      | t/t Green        | A.W.Nuttall.     |
| Y 2074        | 1948  | YA.   | XPAG/SC/X11873            | Black            | H. van den Berg  |
| YT 2172       | 1948  | YT.   | XPAG/TR/12038             | BRG              | M. Butt.         |
| Y 2529        | 1949  | YA.   | -                         | "                | -                |
| Y 2645        | 1949  | YA.   | XPAG/SC/12626             | White/Sun Bronze | S. Dovey.        |
| Y 2967        | 1949  | YA.   | XPAG/SC/X12883            | Brown/Cream      | J. MacPherson    |
| Y/T/E XR 3377 | 1949  | YT.   | XPAG/TR/13288             | BRG              | "                |
| YT 4327       | 1950  | YT.   | XPAG/TR/14170 (orig)      |                  |                  |
|               |       |       | XPAG/SC/ ? (curr)         | Cream            | R.S. & L. Parr.  |
| Y 4507        | 1950  | YA.   | -                         | Red              | A.W.Nuttall/     |
|               |       |       |                           |                  | H. van den Berg. |
| Y 4634        | 1950  | YA.   | XPAG/SC/X14453            | Black            | T. Claasens.     |
| YB 0962       | 1953  | YB.   | F 82858 (Morris 10 Srs M) | Green            | H. Beadsworth.   |
| YB 1470       | 1953  | YB.   | XPAG/SC2/18341            | Metallic Grey    | E. Southerland.  |

Total cars on the Register as at 15th January 1982: 723.

Made up as follows: YA: 348 YB: 149 YT: 153 YRC: 3 Composites & Specials: 4 Unknown (mainly saloons): 66.

New Members: (Total membership as at 15th January 1982: 4430)

|      |                 |  |
|------|-----------------|--|
| 414. | E. Southerland, | [REDACTED] Galthness, [REDACTED] Scotland.     |
| 416. | S. Dovey,       | [REDACTED] Central Scotland.                   |
| 417. | Cheryl Oparski, | [REDACTED] Victoria, Australia.                |
| 418. | Eric Oparski,   | [REDACTED] Victoria, Australia.                |
| 420. | P. Spencer,     | [REDACTED] N. Humberside, [REDACTED]           |
| 425. | R. Gardner,     | [REDACTED] Glos, [REDACTED]                    |
| 426. | R.S. Parr,      | [REDACTED] Christchurch, New Zealand.          |
| 427. | Mrs. L. Parr,   | [REDACTED] Christchurch, New Zealand.          |
| 428. | H. Beadsworth,  | [REDACTED] Nottingham.                         |
| 429. | J. Thomas,      | [REDACTED] Singapore S. Republic of Singapore. |
| 430. | G.E. Koh,       | [REDACTED] Singapore S. Republic of Singapore. |

### Address Changes:

|      |               |  |
|------|---------------|--|
| 23.  | P. G. Carter, | [REDACTED] California, [REDACTED] USA. |
| 258. | W. Porley,    | [REDACTED] N. Yorks.                   |

### Members Leaving the Register:

|      |             |      |              |      |                   |
|------|-------------|------|--------------|------|-------------------|
| 390. | W. Dietrich | 391. | M. Rajindram | 392. | I. Roper-Caldbeck |
|------|-------------|------|--------------|------|-------------------|

# The RESTORATION of 'ENTERPRISE'



It was in the July issue that I last mentioned the continuing story of my protracted rebuild of YB 1524, 'Enterprise'. That issue covered the period leading up to Christmas 1979 so, as you can see, the story has fallen a long way behind! Now we have a new format for the magazine I hope to remedy that and bring the pos up to date - after all, as I write this (Christmas 1981) the 'Enterprise' is nearly outwardly complete and I am being pressured by many to 'get it on the road'.....

The previous winter (1978), frustrated by short, dark, cold, wet days I had turned my attention towards restoring the car's seats (something I could do indoors). The winter of 1979/80 was to be similar in that I set about restoring the leathercloth door trim panels and other pieces of interior trim (in the same way as detailed in issue no. 15, using a Woolies Leather Renovation Kit). I also cleaned and revarnished the walnut window surrounds in the same way that I did the instrument panel and dashboard (issue no. 36). The walnut window surrounds had to be reglued as they invariably crack at the places they were originally joined when being removed from the car. I had five surrounds, having acquired a very sound one from a local scrapped YB. The rear window surrounds were in by far the worst condition.

At this time, the driver's seat also remained unrestored. It had been left over from the previous winter because the seat itself was completely devastated and was far beyond our experience to rebuild. Thus, after consulting the Yellow Pages, we took the seat to a local trimmer and upholsterer, Alf Parry of [redacted] t, Liverpool. He rebuilt it and covered it in Connolly hide all for £14 and I can thoroughly recommend his work. Furthermore he shows concern and interest in the work he undertakes. While the seat was being rebuilt I renovated the seat back in the manner previously described.

On 11th August (1979) we had bought a new battery for the car and on 26th November we had been fortunate enough to acquire a second (dry!) rented garage. Now we could spread out! And so to Christmas 1979 (the second anniversary of the start of our rebuild). I always plan to do a lot of work on the car at Christmas as an escape from all that turkey and those boring TV programmes. This time we had reached a point where a lot of small jobs could be done rather than there being one difficult task which would last say, five or six weeks. I therefore decided to work out what simple jobs could be done in a few hours in an effort to make it seem as though we were actually progressing towards having a complete car again. This is what I decided to do.

We glued a small tab of green felt material on to the folding centre arm rest of the rear seats (the original one must have been torn off years previously). I decided that in order to make my bedroom inhabitable again I would utilise the newly acquired space in our original garage (we had transferred the car

to the new, dry garage) and transfer the completely restored seats from the bedroom to the old garage. We placed a stout plank of wood across our set of car ramps and placed the seats across this. In this way the seats would not get wet when the floor of the old garage did. In a way this decision was a mistake. Although covered up with an old bed sheet the seats became mildewed in the damp atmosphere after some months. Almost all the marks were eventually removed but if I had been patient a little longer this unfortunate occurrence could have been avoided. However, when you have slept for a year with restored Connolly hide next to your bed, you do tend to grasp at the first opportunity you can to 'make progress' and to 'get rid'.

Over Christmas we also touched up various parts of the paintwork, fitted the front valance and bumper-to-valance rubbers to the car, wired up the semaphore arms and interior light (but were not ready to test these yet) and cleaned and began painting the brake master cylinder cover plate for later attachment to the right front floorboard.

And so into 1980. From my notes all we seemed to be able to do during January was to continue to restore the interior leathercloth panels at home, apart from fitting four shiny brand-new chrome screws and cup washers to hold the front valance onto the main body of the car. It's surprising how four little items like that can give 'class' to a car, can make all the hard work worthwhile, can make you think you're getting somewhere at last and can distract the eye from any blemishes in the paintwork!

February came and we embarked on another major job - refitting the fixed side windows and rear window. There had been not nearly enough retaining clips left on the windows when we had come to remove them (where had they gone?) and some were corroded and some had had to be violently bent in order to be removed. Thus, we had to obtain from somewhere a supply of new clips. Here, Dad's ingenuity reared its head again. Go to any D-I-Y shop and you'll always see packets full of all sorts of clips, brackets, screws, and odds-and-ends etc. Chances are you'll find one type of clip, if not more than one, suitable to your needs. We did, thank Goodness! Ordering the rubber sealing strip/surround, otherwise known as the glazing strip, was a different matter. N. T. G. 'ran out of stock' midway through supplying my order so there was some delay whilst the second batch arrived.

Now, here's a piece of advice which may be obvious to some of you but I think it needs saying nevertheless. Start by installing the rear window first. In this way you can hold the rear window firmly up against its opening through the fixed side window openings whilst you mess around with the sealing strip. The technique used for pulling the sealing strip through the window opening (by using a piece of string) is fully described in the Workshop Manual. I couldn't see that it would work until I tried it and now I have to admit that it's probably worth the price of a Manual just to be aware of this one priceless gem of information (you could struggle for years without it!). I will send a copy of the relevant page of the Manual to any member who requires it (15p+ postage). The retaining clips are, of course, secured as firmly as possible to the interior wooden strip which surrounds the fixed windows on the inside. We learned the hard way about which window to install first - we installed the side ones first!! Ah well, I told you we were amateurs!!

John Lawson

# VIRGINIA



*Above: James Banvard's very beautiful, and recently restored, 1949 'Y' (Y2367) in Olive Green. Car won first place in the Post-War Variant Class.*

Seen at the Gathering of the Faithful last September, one of the biggest collections of 'Y's' ever seen together (six!).

*Below: A very original black 1952 YB - the owner regrettably escaped us!*



# BEACH



*Above: Richard 'Choo-Choo' Germano's lovely YT (Y/T/EXR 4832) which unfortunately suffered a minor accident during the GoF weekend, hence bent bumper and dented wing.*

The sixth 'Y' present was 'Penelope', which was featured in issue no. 44.

*Below: right to left: YB0999 Green Elsie Tarr. YB1099 Maroon Walt Genther. YB? Black (owner unknown). Y2367 Green James Banvard.*



## Letters

Dear John,

Re: 'Y' Type tow-bars (November Editorial).

I fixed one onto my YT some years ago by converting an old Fiat 500 tow-bar (I used to tow a trailer with an Austin Chummy on board - with some difficulty). This I bolt into the ends of the chassis (two each side) using the bumper bracket holes (i.e., I remove bumper and brackets together). It seemed rather difficult to have both on at once, the problem being the towball, and I don't like drilling holes in the bumper nor did I want the tow-bar protruding any further back than was necessary due to the fact that the fixing was onto the chassis only. However, my system has pulled a cyclecar and trailer quite adequately but no doubt a twin axle trailer would be kinder.

A point of interest - the system I have used is more or less the same as that on my Datsun 180B which regularly tows a twin axle horse box or twin axle transporter with loads of 1 1/2 tons and to my surprise copes very well.

Chris Green.

P.S: I thought I would clarify one point. My tow-bar is roughly as follows: In place of the normal bumper brackets I have used fairly heavy 2" angle and welded nuts on the inside of same so that all I have to do is poke the two bolts each side through the existing bumper bracket holes and tighten. The whole job of changing bumper for tow-bar takes as long as it takes to undo four bolts and do up four more.

Dear John,

Your request for colours of 'Y' Type chassis and components:

(YB 1084) is now completely dismantled (chassis stands on edge leaning against garage wall) the following paint traces have been positively discovered:

Chassis  
Bulkhead brackets  
Petrol tank  
Rear axle  
'U' Bolts & plates  
Bump stop and brackets  
Rear springs  
Jacking logs  
Bumper bars and brackets  
Steering rack  
Brake and clutch pedals  
Propshaft tunnel and support bars  
Wheel drums and back plates

All have very positive signs of gloss black paint on surfaces which quite definitely have not been exposed since car was built.

Propshaft; Rocker box cover; Radiator steadying bars - I haven't a clue !!

Floor boards: Does anyone know if these were painted black or just covered with a creosote mix? - those on mine certainly smell like it !!

Paul H Scott

## For Sale

Mike & Dave

## Parts

'For M.G. YA - Sound gearbox; perfect radiator shell complete; radiator (good except for matrix). Tel: [REDACTED]

'M.G. 1 1/2 litre bonnet; radiator shell; differential and shaft. Tel: [REDACTED]

'YB spares. Gearbox, axle, steering, engine parts. Tel: [REDACTED]

'Morris 10 (XPAG type) block, pistons, followers, sump & bits. £30. Tel: [REDACTED]

'XPAG engine rebored, reground, many new parts. Awaiting assembly. £200. Tel: [REDACTED]

'Y-Type inlet/exhaust manifold. £10. Paddy Wilmer, [REDACTED] Cambridgeshire.

'Y Series 1951/53 radiator and grille. Offers. Tel: [REDACTED]

'Carburettor with original air cleaner and extension for 'Y' saloon. Offers. Tel: [REDACTED] (Terry).

## Cars

(721) 1949 YT. 'Sad sale. With many spares - XPAG engine, gearbox, halfshafts, suspension units. Tel: [REDACTED] (evenings).

(720) YB. Black. 'All original. New crankshaft, starter rings and piston rings recently. Stored last eight years. £800 o.n.o. Tel: [REDACTED]

(716) YB. 'Part dismantled for restoration. £300. Tel: [REDACTED]

(579) YA. 'Rolling chassis and spares for sale. Tel: [REDACTED]

(759) 1953 YB. 'Running. Almost ready for road. New brake pipes, starter, wiring, clutch. £800 o.n.o. Tel: [REDACTED] (after 6 pm).

(712) 1953 YB. 'Suitable for rebuild. Much mechanical reconstruction completed. Towable. £125. Tel: [REDACTED]

(711) 1953 YB. 'Off road two years, but enthusiast could restore. Offers. Tel: [REDACTED] (evenings).

(710) 1952 YB. 'Offers. Tel: [REDACTED] (after 6 pm).

(707) 1948 YA. 'Very original rust free example. Working sunroof. Service records for past 14 years. \$6,900. Mr. Robert Ames, 12500 S.W. Bull [REDACTED] Oregon, [REDACTED] USA. Tel: [REDACTED]

(705) 1949 YT. White. \$16,000. Tel: [REDACTED] or [REDACTED] (USA).

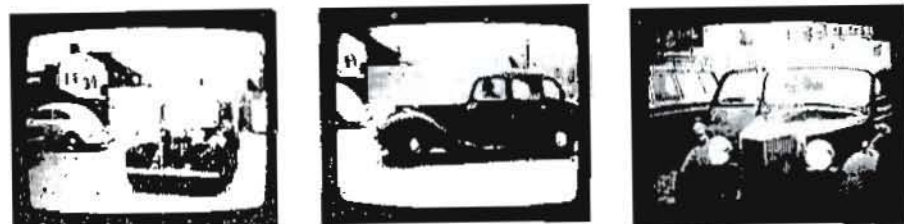
(703) 1950 YA. 'Superb condition. Low mileage, new MOT. £1,500. Tel: [REDACTED]

Did any of you watch television over Christmas? What! Not much, did I hear you say! Now let us be honest, we all say we're not telly addicts, but secretly we all put in our fair share of hours in front of the old box.

But to come to the point, if you were watching the film, 'Sweeney II' shown the week leading up to Christmas, you'll have not failed to notice one of our beloved Y types appear, (full frontal and profile shots) within the first five minutes. I wasn't; but lucky for me I had unknowingly captured the very moment, on video tape. I had been out at the time of showing and had decided to tape the film, which I thought might be worth watching sometime.

A couple of days later, while down at the local hostelry quenching my thirst with a few friends, who were discussing the merits of the film, which I had still not seen, I was informed by one of them that he was sure he had seen an old car like mine on the programme. Now one old car is the same as any other old car to the uninitiated, but anyway that night I decided to watch the film and, to my delight, before my very eyes, there it was. I've played it over a good few times and even taken a photo, it's a black YB I think. The registration number is very clear 4972 H but I don't know if it's on our register, (comments please John!) pity the bloke that was driving it got a sawn off shotgun stuck up his left nostril, I hope it wasn't the owner.

J.R.S.-



Here are the photographs I took from the television, as they appeared in sequence in the film 'Sweeney II'

4972 H belongs to Jonathan Oglesby and is no. 32 on the Register and is YB I 533 (very close to mine). He is a very active MGCC person and I believe the car has won several concours awards. Ed.

In order for you to inspect things under your Y, YB or YT, you'll have to pick it up safely and put jackstands under the frame before you crawl underneath. If the level place you pick has clean concrete, you can even dispense with a creeper.

What we really want to do is find problems before they become a big hassle and perhaps even a roadside breakdown. I'll try and explain about some of the things to look for; but in general, be suspicious of anything that looks bent, loose, worn, leaky, shiny or even just "funny". Most parts on a car have only one job to do, and, if they look as if they can't do anything or do "it" wrong, something is probably amiss.

So, we'll start at the front, since that's where most of the action is. Even before you pick up the car, look at the front wheels and tires. Are the tires worn unevenly? Something's wrong with the alignment. Do the front wheels have negative camber? (That means that the treads are further apart at the ground than they are at the top of the wheels.) That's OK for the back of a VW, but not for the front of a MG, and means things are bent or badly worn. It makes for lousy handling. Now, from the front of the car, look under the fenders and look at the shock absorbers. The body mounts on the frame, directly above the coil spring and the arms look like a distorted letter H pointing out to the wheel. If the arms are wet with oil where they come out of the shock body, the shock is bad and must be rebuilt or replaced. Even if it is dry, it may still be bad, but that means it leaked so long ago that both car and driver are pretty far gone. Look at the position of the shock arms. If they slant down as they go out toward the wheel, your front coil springs are great. If they are pretty much level, you have a pretty run-of-the-mill case of spring sag and you should keep an eye on things. If they slant up, however, the sag is terminal, or you may even have a broken spring. Several years ago, a nameless member cleaned and painted the front suspension, by hand, with a brush-including both pieces of the right front coil and all three of the left ones. This condition is hard on the frame, the muffler and makes the car handle like a '51 Buick without the comfort. Now push down on the front bumper and let go. If the car comes back up and stops, hooray for the shocks; if it goes up and then down and up again, shock fluid and/or shocks are needed. Now, you can jack up the car and get under to look at the rest of the front suspension. The frame has 2 "ears" or horns leading forward from the cross member and the front bumper is mounted on them. The rack and pinion steering sticks out through large holes in the frame horns and each end has a rubber bellows "rack seal" on it. These must be whole, because otherwise, crud and grit get in and quickly turn the steering into a very worn mess. The tie rod sticks out through the rack seal and the ball joint at the outer end is called the tie rod end. It should be free to rotate a little, but there should be no sideways play when someone moves the steering wheel for you.

So we go on to the lower wishbone or A arm. It mounts below the coil spring, is shaped like the letter A and is longer and larger than the shock arm. There are rubber bushings at the inner end which are probably shot, and it is pretty important to look at the large bolt which goes through the outside end to see that it is in the center of the end. If it looks as if it has moved to one side (usually up and in) you've got bad to very bad trouble and should park the beast and reflect on the state of the budget.

For the last of the front end inspection, look at the brake hoses, for cracks, wet spots, signs of chafing or rubbing, also look for brake fluid around the brake drums or inside face of the tire. Give each wheel a spin by hand, a rumble means at least one of the two front wheel bearings is bad. Finally, have someone push down the brake pedal using hard finger pressure only. If that won't stop you from turning a wheel, both front wheel cylinders on that side are frozen!

Most of these repairs can be made by an advanced amateur with reasonably good equipment, most parts are not too awfully expensive, and advanced planning, such as exchange shocks, can be a big help. Once you take things apart, you can't measure for bends or damage, so plan ahead do you will know what you will change.

Jarl De Boer.  
U.S. West Coast Chapter.

The above article first appeared in 'The Wind Machine' for June 1981.

GGGGGGGG

.....And Finally

Well, we hope that you like the new style magazine. We haven't altered it so much as made it larger with more articles and more to read and hopefully- more interest.

For those of you who intend writing articles, please keep them coming in. We would especially like to here from those who have always "meant to write something, but....."

Until next issue,  
Careful driving, John & John.

GGGGGGGG

Membership Secretary/Registrar:

J.G. Lawson, [redacted] Merseyside, [redacted], England.

Magazine Printing:

U.K. Editions: J. R. Sanderson, [redacted]

[redacted] Cheshire, [redacted]

U.S. West Coast Edition: The Jenni Press, Oakland, California.

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

Magazine Layout & Cover Design: J. R. Sanderson/J. G. Lawson/G. R. J. Chennell

© 1978, 1981, 1982.

U. K. Spares Secretary: A. Brer, [redacted]

[redacted] W. Yorkshire, England.

U.S. West Coast Chapter: Tony Skopecek & David Mullen, [redacted]

[redacted] California, [redacted]

U.S. East Coast Chapter: Walter, L. Genther, [redacted]

[redacted] New York, [redacted] U.S.A.

Cars & Parts For Sale: Mike Dodd/David Mullen.

'The Classic Y' is published by Skycol Publications/The Jenni Press/Walter, L. Genther.