

# THE CLASSIC 'Y'

Volume V. No. 51



June 1982

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

## Hello again ...

At the end of May we had a visit from Hank and Charlotte Luer of Denville, New Jersey. They had come to England primarily to collect a 1949 'YA' (Y 4144) named 'Blackbird'. The car is generally in good shape and, if I may be ungrammatical for a moment, 'very original'. We spent one morning of their visit raiding a scrapyards where we found a Morris Oxford and one Morris Minor. We came away with quite a few small parts that are good for 'Y's. Hank tipped out a can of oily water to find several interior door handles! Altogether a most enjoyable time was had by all and yes, Charlotte, I will keep taking the vitamin 'C'!! We hope to have some photos of the car in the August issue.

Speaking of the August issue reminds me to tell you that I (John L. that is) will be effectively out of the country for the whole of August (World Airways' auditors permitting). The Santa Barbara GoF., the Monterrey Historic Car Races and the Pebble Beach Concours are all to be visited and I am to be shown the delights of California by Tory Skopecek and David Miller and their families and friends. No, I cannot bring back new crankshafts from Moss Motors in my cabin baggage! And how are the chips, Audrey?!

Next, news from Australia. Geoff Fry owns Y 1057 which featured in 'Australian Imports Part II' (Issue No.28). The importer's records show that it was black with a beige interior. Geoff however tells me that the interior is green and he believes this to be original. So I suppose we can never accept any documentary evidence as 100% accurate?

A new batch of windscreen stickers has just arrived but unfortunately, because of inflation (it is three years since we ordered the last batch) and because our order was for a comparatively small number, they will have to retail at 70p each from now on - sorry!

28th May 1982.

## Register News

### Recent Additions:

Chassis No.	Year.	Type.	Engine No.	Colour.	Owner's Name.
Y 0674	1947	YA.	SC/10411 (orig) SC/A67662 (curr)(GS)	t/t Green	A. Parker.
Y 2300	1949	YA.	SC/X12192	Dk.Green	P. Holsgrove
YB 1465	1953	YB.	SC2/18374	Black/White	L. Jennings.

Total cars on the Register as at 21st May 1982: 764.

Made up as follows: YA: 366 YB: 169 YT: 155 YRC: 3

Composites/Specials: 4 Unknown (mainly saloons): 67

### New Members:

451.	K. A. Shepherd,	[REDACTED] Nr. Bristol.
453.	A. Parker.	[REDACTED] Clwyd.
454.	A. Booth,	[REDACTED] Dorset.
455.	D. P. Lynch,	[REDACTED] Slough.
457.	R. A. Wolfe,	[REDACTED] Suffolk.
458.	P. Holsgrove,	[REDACTED] N. S. W.

### Address Changes:

384.	G. Fry,	[REDACTED] N. S. W.
25.	J. Oglesby,	[REDACTED] Surrey.
410.	I. Russell,	[REDACTED] Middx.

### Members Leaving the Register:

84.	W. F. Durst.	342.	D. Swackhamer.
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## AUSTRALIAN IMPORTS PART XVI.

This month, the YTs that were sold 'second-hand' by Ron Ward's of Strathfield, Sydney.

Chassis No.	Engine No.	Ext. Colour	Int. Colour	Reg No.
Y/T/EXR 2769	XPAG/TR/12478	Green	Green	BB 767
Y/T/EXR 2770	XPAG/TR/12635	Cream	Red	AE 256
Y/T/EXR 3292	XPAG/TR/13157	Black	Beige	DA 252
Y/T/EXR 3299	XPAG/TR/13188	Red	?	ET 658
Y/T/EXR 3479	XPAG/TR/13239	Green	?	EN 326
Y/T/EXR 3526	XPAG/TR/13439	Red	Red	FB 743
Y/T/EXR 3585	XPAG/TR/13442	Green	Green	FE 519
Y/T/EXR 3588	XPAG/TR/13444	Black	Beige	DS 867
Y/T/EXR 3631	XPAG/TR/13484	Black	Beige	DY 135
Y/T/EXR 3707	XPAG/TR/13500	Green	Green	DW 902
Y/T/EXR 3747	XPAG/TR/13485	Black	Green	PH 648
Y/T/EXR 3785	XPAG/TR/13194	Blue	?	GY 792
Y/T/EXR 3818	XPAG/TR/13575	Red	Red	AAM 971
Y/T/EXR 3821	XPAG/TR/13582	Red	?	RC 041
Y/T/EXR 3875	XPAG/TR/13745	Blue	Beige	FR 361
Y/T/EXR 3911	XPAG/TR/13757	Red	Red	FG 115
Y/T/EXR 3918	XPAG/TR/13754	Blue	Beige	HB 263
Y/T/EXR 3919	XPAG/TR/13736	Red	Red	LX 504
Y/T/EXR 3964	XPAG/TR/13758	Black	Red	AEY 267
Y/T/EXR 3966	XPAG/TR/13739	Black	Green	AEA 790
Y/T/EXR 4011	XPAG/TR/13871	Green	Beige	KO 083
Y/T/EXR 4019	XPAG/TR/13848	Blue	?	ALN 350
Y/T/EXR 4114	XPAG/TR/14004	Cream	Green	HO 500
Y/T/EXR 4116	XPAG/TR/13956	Cream	Green	GR 302
Y/T/EXR 4118	XPAG/TR/13868	Blue	?	GG 477
Y/T/EXR 4213	XPAG/TR/14073	Red	Beige	VE 698
Y/T/EXR 4216	XPAG/TR/14005	Cream	Green	AAB 726
Y/T/EXR 4221	XPAG/TR/14063	Black	?	KX 037
Y/T/EXR 4262	XPAG/TR/14008	Green	Beige	Q-505-171
Y/T/EXR 4274	XPAG/TR/14074	Black	?	GK 079
Y/T/EXR 4320	XPAG/TR/14284	Black	Green	LJ 834
Y/T/EXR 4373	XPAG/TR/14177	Black	Red	LB 780
Y/T/EXR 4448	XPAG/TR/14369	Cream	Green	KJ 076
Y/T/EXR 4615	XPAG/TR/14624	Black	Green	HK 171
Y/T/EXR 4666	XPAG/TR/14443	Red	Red	HS 565
Y/T/EXR 4956	XPAG/TR/14875	Black	Red	KV 163
Y/T/EXR 5044	XPAG/TR/14675	Cream	Green	LY 919
Y/T/EXR 5132	XPAG/TR/14883	Blue	?	ML 948
Y/T/EXR 5135	XPAG/TR/14802	Red	Red	ACE 546
Y/T/EXR 5157	XPAG/TR/14864	Blue	Beige	NA 900

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



## The RESTORATION of 'ENTERPRISE'



And so to the sunroof drainage hoses. The total length of hose required for replacement was 18 feet (two 5' lengths for the front, and two 4' lengths for the rear). Now it is a curious facet of the British affair with the European Economic Community that nowadays garden hose (and probably any other hose for that matter) can be obtained by the metre (length) but its width (diameter) is still measured in fractions of an inch !! So, confusion reigned. Even more so when it was found that one could only obtain hose with an outside diameter of  $\frac{1}{2}$ ". The outside diameter of that originally fitted to the 'Y' Type is 1" (the inside diameter being  $\frac{3}{4}$ "). Thus it seemed impossible to make up the metal piping at the four corners of the sunroof opening with the available hose. Once again innovation came to our rescue. Anyone know what a Croydex Swirlit is ?? (No answers on a postcard, please). A Croydex Swirlit (made in Croydon, of course) is one of those rubber extensions some of us have on our taps (fawcets). The diameter of a Swirlit at its upper end is approximately 1", whilst it narrows down to less than  $\frac{1}{2}$ " at the extreme lower end. I therefore bought four brand new Swirlits (after my proposal to remove two from the taps in our house didn't meet with too much enthusiasm from my mother). I cut the Swirlits off about halfway down their length and with size 'O' Jubilee clips fixed the wide ends over the metal piping on the sunroof. I could now buy my 18 feet (sorry, 5.4864 metres) of ordinary everyday green garden hose.

To make the installation of the hose easier it is best to attach some chicken wire through the upper end of the old hose whilst it is still in the car. Then, as you draw the old hose out through the bottom of the car, the chicken wire is drawn through all those inaccessible places. Then you attach the bottom of the new hose to the other end of the chicken wire and, pulling the old hose out of the car through the bottom draws the new hose through until it peeps out the bottom. O.K., this was fairly straightforward. I then attached the Swirlits' narrow ends to the hoses, again with Jubilee clips. The only problems we had apart from those already related were that on the right side at the front of the car, the hole through which the hose should have protruded had been welded over when the welding repairs were carried out in 1978 (not by us!) I toyed with the idea of drilling a hole from underneath the car (without a power drill, of course) and decided that it would be impractical at this stage to drill a wide enough hole. An easy, if temporary compromise was reached by pushing the hose through a space at the

front of the floorboards. The second problem was that the metal piping to the sunroof at the rear on the left had corroded (it was the only one of the metal pipes which had suffered in this way). To solve this problem a copper right-angled bend piece of piping was fixed in place with Araldite (and the join was good and strong).

All that remained was to test our work. Some water was poured into the sunroof drainage channel and, sure enough, out it came at the four corners on the ground. To finish off, I fitted Jubilee clips around the bottom of the hoses where they protruded under the car so as to stop them being pulled up through the hole inadvertently. This job was completed by 10th May 1980.

John Lawson



Y/T/EXR 3425, Red 1949 'YT' belonging to Chris Green of [redacted] Norfolk.

We are indebted to the publishers of The Autocar for their kind permission to reproduce the following article, which first appeared in The Autocar 4th August 1950.

It is hoped to reproduce further articles from The Autocar in future issues.





## GREEN-MANTLED by MICHAEL BROWN

The 1½-litre is balanced, unobtrusive, but stylish in the traditional way. And it is still unmistakably an M.G.

### THE 1½-LITRE M.G. AFTER SIX MONTHS' ACQUAINTANCE

**O**BSEVANT readers (that is to say, no doubt, readers of *The Autocar*) will have noticed that the photographs in a certain series of articles frequently feature a 1½-litre M.G., which means that the lucky author of that series is accompanied out of town by this admirable product of Abingdon. After six months of companionship I venture with caution, and with the proviso that a similar temperament on the part of the owner is necessary, to suggest that the M.G. is an ideal companion.

As a motorist I lack the virtues of some of my colleagues. Not for me the inclination (or the knowledge) to dissect my car into a super-Meccano set and then to rebuild it. But I like, when it is necessary, to be able to get at the components in need of adjustment and to carry out the work with the tools provided. Not for me, either, the technique of the trials driver or the Alpine Rally entrant; but I like to go fast when occasion demands and to take corners without more than the minimum slackening of speed. As regards styling, I am conservatively inclined, admiring function, proportion and balance, but prepared to sacrifice some of the aesthetic qualities if their presence means a reduction of function.

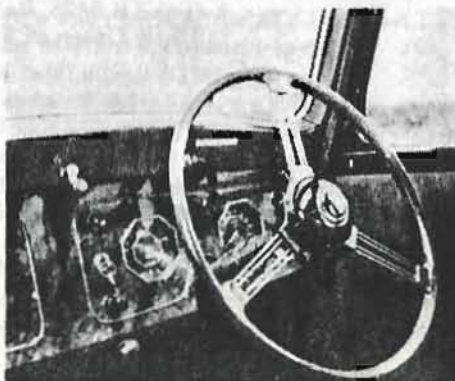
The picture, to the real enthusiast, may be depressing. But he may be cheered by the weakness that I have for a good central gear change, separate front seats, and revs that are not permitted to drop below a comfortable level. In other words, I am completely disinterested in the speed from which a car will pick up on top gear because I enjoy changing down, and I would not dream of letting my 1,250 c.c. pull me away from 10 m.p.h. on a ratio of 5.1 to 1. No sir; for me, 7.1 or even 10.6 to 1.

As one who was never, in the years 1939-1945, heard to mention rabbits on board ships, I had one misgiving when the M.G. became mine—it was finished in two shades of green, the body light and the wings dark (I nearly called this article *Greensleeves*). That was bad ju-ju; on the other hand, an ex-pilot of World War I had presented me (in 1939) with a St. Christopher which I always carry. That is good ju-ju; and the ratio of good to bad is obviously high. I forgot the two shades of green in a very short time. Right now I like them.

The M.G. is a driver's car. He settles into the seat, adjusts the steering wheel to his liking, and casts an appreciative eye at the black and white dials in the "Klumber octagons" on the polished instrument panel. He notes

that there is an ammeter, an oil pressure gauge, but no thermometer; satisfactory if not ideal. He notes that the switches are plain black knobs, and he blesses Abingdon, for the observation confirms that there is not a single distracting highlight on the fascia, a fact which is also evident when the instruments are illuminated. In carping mood, he might complain that the traffic signals, operated by a knurled ring on the steering wheel boss, are returned a little too soon, but they can always be operated a second time. Of the steering wheel itself he can hardly speak too highly, for it is just right. So, too, is the steering, under all but conditions of high stress. It is light, positive, and has adequate castor action. Under real stress—when taking a corner fast—there is a slight tendency to oversteer as the i.f.s. takes its maximum load on the outside front wheel. One is not caught out by this, because such speeds are approached gradually by an intelligent driver,

Polished wood, setting off good instruments and a thin, spring-spoked steering wheel, adjustable telescopically, give the M.G. driver the slight feeling of luxury.



Clean fronts are not necessarily all-enclosed. There is little that is superfluous about this sports saloon aspect.

### GREEN-MANTLED: continued

and awareness of the tendency becomes instinctive, or does counteraction. The driver who is unaware of the capabilities of i.f.s. in fast cornering would never become conscious of it.

The gear change gives me joy. I have a foolish liking for positive mechanical action. Double-pole, spring-aided electric switches, made to carry currents of 50 amperes, so make me feel like a small boy in the cabin of the Royal Scot—if a volunteer is wanted to operate them I'm your man. Consequently the neat snick-snick of the M.G. gear lever, with not an atom of lost motion this side of the cogs, gives me the curious, sensory pleasure that belongs to such things. The cogs themselves suit my driving needs, for I have never had the feeling that such and such a ratio could do with being a bit higher or lower. A whisper of engine will move the car away from standstill, and the synchromesh is good. Just occasionally I let in the clutch and find that reverse is not properly engaged, but this is a good fault. The casual engagement of reverse is not to be recommended.

The brakes—Lockheed hydraulic—are first class, and the hand brake (mechanical on the rear wheels) is an example of what a hand brake should be. A rigid central lever takes all the driver cares to give it, and the naked compensatory adjustment at its base gives a glimpse of cables that inspire confidence. This is still a Brake, not just a brake.

### The Happy Motorist

With all this, one can understand the M.G. driver being a happy man, and that is important, for it means that, free from agitation, half-conscious misgivings, and awkwardness of manipulation, he can concentrate on the job of driving. When his attention leaves the interior as he moves off from standstill he is given additional backing. Over the bonnet is an honest side lamp, with ruby glass on top, plainly visible to mark his left side wing. The angular front, at a certain distance from the eye, drops precipitously to the road, and the positiveness of this point

I find, of great assistance in judgment of distances. There is no such positiveness about the curving front, and the vanishing point is a matter of guesswork.

Now this ever-visible dimension is a constant for the eye of the driver, and I believe that the eye subconsciously uses it as a measuring rod for greater distances. Take it away and the eye is left in the position of the man at one side of the valley scanning the hills opposite over a sea of mist. How far off? His answer may be five miles out.

In close quarters the effect is even more beneficial. Small size overall, in conjunction with such visibility, enables the M.G. to be inserted into confined spaces with confidence. In traffic it can take gaps which other cars must shy at. When two vehicles appear abreast, coming in the opposite direction, you can assist the overtaker (even if you disapprove of his methods) by planting the left-side wheel three inches from the verge and staying there. Around the 1½-litre a cosy enclosure of confidence is built by these attributes, and after a few thousand miles with it the driver is fearful only that some other vehicle will commit the foolish error that results in a scratched wing.

I find the 1½-litre a happy car when it is cruising at any speed up to 60 m.p.h. Normally I do not like to see its needle above 60, but on occasion circumstances

have caused me to touch 70 m.p.h. At that speed its quite small engine becomes noticeable, and a transmission hum is evident on my particular model. None the less there is no sensation of stress, nor fear that "something might fly off." From long record and racing experience, M.G. engines have been given the ability to attain high revs, and to keep them going without protest. After prolonged spells at high speed, the 1½ engine seems even more keyed up to the job than when it started, and, curiously enough, it frequently forgets to run on after such a burst, although it may do so after a quarter-mile from the filling station at 20 m.p.h. The phenomenon is easily stopped by opening the throttle wide immediately after switching off. One thing that puzzles me is the quick drop of water in the header tank. I believe it is spillage, and having gone down to finger-tip the level will go no farther; but as I like unscrewing the heavy plated cap and balancing it in my hand (I reckon nothing of the h.p. which goes on such vanity) I have not let matters go far enough to be positive.

If I am to utilize figures for an argument I have to force myself to extract the slide rule from its case. Consequently I haven't a clue as to averages on the M.G. Believe it or not, I do not know the exact mileage from my home to the offices of this journal. All I can say is that I have several times driven myself into a corner with regard to time, but the 1½-litre has invariably got me out of it. Petrol consumption is in the region of 30 m.p.g. and oil consumption virtually nil (10,000 miles). Likewise it has reliably started, with minimum use of the choke; indeed, it is easily possible to over-choke. At night, the lights live well up to the speed, and in the half-light I bless the ruby glasses to the side lamps. When they are on the whole world, and the driver, know it.

I would not change a thing on the car, although some would like a larger luggage locker. Hobo-minded, I tend to travel—as does my regular passenger—with a toothbrush and pyjamas, so we do not mind the comparatively small space; in any case, the back seat is normally unoccupied. Being human, I am a snob at heart. Small boys do not say, "Coo, etc., etc.," but the more knowing ones have been known to point out to their fellows that *that* is an M.G., and the wealth of emphasis behind the initials shows that they are *au fait* on their Goldie Gardner. I was immensely flattered the other morning when a near neighbour, an R.A.F. three-finger with a plentiful plastering of fruit salad, made a complete circuit of the car as it stood outside my gate, one eyebrow cocked appreciatively. *Very flattering.*

"The angular front, at a certain distance from the eye, drops precipitously to the road," a help in judging distances, says the author.







# A Minor Contribution

Sometime ago I ordered a parts catalogue from the Morris Minor Centre in Bath to see if there were any parts available from them which could be used on 'Y' Types. Several people had told me over the years that some Morris Minor parts were suitable for our cars and one or two examples I had discovered myself. I must stress here that it is very difficult by simply consulting a parts catalogue to be absolutely sure that the parts described therein are identical to or would be suitable for exchange with parts original to the 'Y'. If you intend to act on the advice in this article, then you must make absolutely sure before ordering parts that you are not wasting your money. A copy of the Morris Minor Catalogue is essential plus the appropriate 'Y' Type Workshop Manual and any information at all you can gather on part numbers (both of the original part, and of the Minor replacement). Even if you would not chance ordering any of the Minor parts detailed below, this list will be useful for visits to scrapyards where purchasing a part from a used Minor will be fairly cheap and you will be able to see what you are buying and compare it with the 'Y' original probably before you buy.

There are a few Minor parts which we know are definitely useable and I'll start with these:

<u>Minor Centre Part No.</u>	<u>Description of Part.</u>	<u>Minor Centre Price (at July '81)</u>
PAN 112	Over-rider. (very similar to YB original over-rider. Will fit but may need slight adjustment to look perfectly like the original).	£12.00
DCH 118	Socket Plate (door locator plate) (exactly the same as those fitted to the rear door pillars of 'Y' Types. Would be useful for front doors also if desperate).	£1.40
DCH 113	Fixing Screw for DCH 118	£0.09

Next I'll list all the parts which seem to be interchangeable:

<u>Minor Centre Part No.</u>	<u>Description of Part.</u>	<u>Minor Centre Price (at July '81)</u>
RBK 112	Rear Brakes Adjuster (803 & 948 cc Minors) P. O. A.	
RBK 114	Adjuster Mask.	£0.38
RBK 111	Steady Spring.	£0.37
RBK 105	Wheel Cylinder Assembly (Rear)	£8.65
RBK 107	Wheel Cylinder Repair Kit (for RBK 105)	£2.65
(Of the above, the adjuster and adjuster mask seem applicable to both the front and rear of the YB, whilst the steady spring and wheel cylinder look to be the same as those on the rear of the YB).		
CBS 133	Master Cylinder (Same as YB? Fixing bolts and various parts which make up the master cylinder are available separately).	£20.50
WFR 101	Windscreen Wiper Motor	£35.00 (exchg)
WFR 105	Windscreen Wiper Arm	£4.85
SWH 103	Fusebox	£2.96
SWH 127	Dipper Switch	£6.10
SWH 122	Lighting Switch (headlamps/sidelamps) P. O. A.	
SWH 106	Starter Switch	£6.31
MIR 101	Interior Mirror	£2.40
LMP 158	Adaptor (headlamp)	£1.35
LMP 175	Trafficator Assembly (Semaphore)	N. Y. A.
BLB 256	Trafficator Bulb (for LMP 175)	£0.57
STR 318	Steering Wheel (Looks the same. Morris Oxfords of the same era, the ones that look like big Minors, also have a similar wheel - and interior light and sunvisor brackets).	P. O. A.

All S. U. H2 Carburettor parts are also available.

P. O. A. = Price on application. N. Y. A. = Not yet available

So there we have it. This article is intended primarily as thought provoking. If any of you know any of the above information to be misleading please let me know immediately. And don't forget to check before you buy.

The Morris Minor Centre is at: [REDACTED]  
[REDACTED] Avon. Postage, packing and V. A. T. must be added to the prices shown above. The catalogue costs £5.85 incl p&p.

John Lawson.



**Parts For Sale Mike & Dave**

\*M.G. YA gearbox, coil springs, handbrake etc. £70 o.n.o. Tel: [REDACTED]

**Cars**

- (263) \*1953 YB. Very good condition. Excellent runner. Open to reasonable offers. Tel: [REDACTED].
- (408) \*1950 YA. Engine and gearbox rebuilt. Running. £600. Tel: [REDACTED].
- (738) \*1953 YB. Unused eight years. Sound and running. Best offer buys. Tel: [REDACTED].
- (753) \*1952 YB. Stripped ready for restoration. Virtually complete. Garaged past four years. Space needed. £500 o.n.o. Tel: [REDACTED].
- (754) \*YA. Rolling chassis restored. Engine running. Most body parts available. £150. Tel: [REDACTED].
- (699) \*1950 YT. 20,000 original miles, tools, perfect condition. Telephone Jim Thomas (New Jersey, USA) on [REDACTED] \$20,000.
- (756) \*YA. Complete and running. Also XPAG engine (will sell separately). Offers to Mr. A. Booth, Berwick St. John, [REDACTED] Dorset; Tel: [REDACTED].
- (758) Saloon. \*Has been lying in the open for 12 years and is badly rusted. Contact [REDACTED] Somerset, [REDACTED] Tel: [REDACTED].
- (760) YB. \*With extras and spares. £2,000. Tel: [REDACTED].
- (761) \*1952 YB. One owner from new. Well cared for. Full history. Always garaged. Never failed MOTs. Taxed and tested. Might consider part exchange with cash adjustment. Tel: [REDACTED] [REDACTED], after 7pm.
- (762) \*1950 YA. Reconditioned engine. Selection of spares. Body-work repairs needed. Offers. Tel: [REDACTED].
- (763) \*Saloon broken for spares. D. P. Lynch, [REDACTED] Berks, [REDACTED] Tel: [REDACTED].

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Cylinder Head Gasket Sets for:

MG Y & YB Model 1 1/4 ltr.

TD Eng. 22735 on 1953

YB Eng. 17994 on 1953

TF to Ch. 8173 1953

At £15.00 + VAT = £17.75 per set + £2 p.&p.

Details of other parts for the above model will be sent to you as soon as they are catalogued. Meanwhile, if you are interested in any particular part for the above or other "classic" cars, please contact us, we may have it in stock, even if it is not yet catalogued.

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**DASHBOARDS/INSTRUMENT PANELS/WINDOW SURROUNDS**

**Restoration & Reveneering Service.**

Contact: David Mullen, [REDACTED] Merseyside, [REDACTED]

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**DASHBOARDS/INSTRUMENT PANELS**

**Manufacturing Service.**

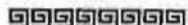
Made from Baltic Birch plywood with similar to original, late-pattern burr veneer. Instrument panel and glove-box lid, patterned. Surrounding dashboard, straight-grained. Complete, ex-works \$125 approx. Contact: Rod Schweiger, [REDACTED] [REDACTED], California, [REDACTED] U.S.A.

## Tips

If you need new wiper blades, the 9" ones are better than the standard 8", giving half an inch extra wipe top and bottom and depending on the angle of sweep, should just miss hitting the windscreen surround.

The lighting switch if purchased from the Morris Minor Centre, as listed in John's article 'A minor Contribution' may have to be modified for the MG Y. The knob spindle may have to be shortened and tapped, as the Y type knobs are secured with a grub screw, while the MM's are fixed with a sprung pin. Alternatively, the MM's knob could be filed into an octagon shape to resemble the original knobs.

J.R.S.



And lastly (sorry, David !) the M.G. Metro - dare I mention it ? BL seem to have discovered the 'Y' at last for, in much of their publicity material on the Metro, they refer to most previous M.G. saloons, including the 'Y'. Indeed, in one 'hand-out' it says of the Metro that it is 'a car that continues the long tradition of M.G. sporting saloons set by such classics as the Y-type and Magnette'. I sure would like to take some shots of an M.G. Metro and 'Enterprise' together for the magazine !

John Lawson.

Until next issue,  
Careful driving, John & John

**Membership Secretary/Registrar:**

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

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

W. Yorkshire, England.

U.S. West Coast Chapter: Tory Skopecek & David Miller, [redacted]

California, [redacted] U.S.A.

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

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