

# THE CLASSIC 'Y'

Volume V. No. 53



October 1982

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

## Hello again ...

There was a time, not so long ago, when 'Y's were scarcely ever seen at rallies. Occasionally there would be one, usually parked far away from the main centre of attention, neglected and forlorn (arrrr !) All that is rapidly changing. Following 'our' three at Maghull, Colin Dye tells me that there were four at the Bognor Car Rally on 25th July. There were 12 at the GoF West '82 at Santa Barbara, California and intrepid reporter Len Thorpe spotted another six at Brands Hatch in September. Gradually 'Y's are coming to be respected, not before time, and prices are on the increase too. If you think £3,500 is a little high for a '53 YB in Essex at present, then what do you make of the '52 model currently for sale in Eire at £6,000 ?!

Many of you, I assume, will have been following the great Silicone Brake Fluid debate in the motoring press. Only recently has the name and address of a supplier in the U.K. become available. The miracle elixir is obtainable from Namrick Ltd., 176 Nevill Avenue, Hove, Sussex, BN3.7NG at £7.49 for 1½ litres; £14.49 for 3 litres (both plus £1.50 & p). Fluid supplied is Dow Corning 200. In a recent Armah Castrol scientific report its use was considered inadvisable only in racing cars or where prolonged, very fast speeds (such as on continental 'motorways') are indulged in. At some future date I intend to use Silicone Brake Fluid in 'Enterprise' and eventually hope to report to you my findings and opinions.

Member David Green from North London has taken the plunge and decided to go into the restoration business full time. He envisages devoting a good proportion of his time to 'Y's so let's all support him if we can. Dave will tackle any type of repair on your 'Y' up to a full restoration if necessary. His telephone number is [REDACTED] and we wish him success.

19th September 1982.

John Lawson.



## Register News

### Recent Additions:

Chassis No.	Year.	Type.	Engine No.	Colour.	Owner's Name
Y 1468	1948	YA.	SC/X11326	Black	I.S.Andrade.
Y 2459	1949	YA.	SC/X12286 (orig) SC/B25699 (curr)	BRG	?
Y 6227	1950	YA.	SC/E14617	Maroon	A.Appleford.
YB 1045	1953	YB.	SC2/17938	Green	H.Bolle.
YB 1277	1953	YB.	SC2/C81266	Maroon	P.Wood.
YB 1372	1953	YB.	SC2/18284	Black	H.Bolle.
YB 1393	1953	YB.	SC2/18280	?	A.Brier.

Total cars on the Register as at 19th September 1982: 812.  
Made up as follows: YA: 398 YT: 156 YB: 189 YRC: 3  
Composites/Specials: 4 Unknown (mainly saloons): 62.

### New Members:

471. C.Biles, [redacted], Sussex.  
472. K.Reilly, [redacted], N.S.W.  
473. Capt.L.M.Howard, [redacted], Calif., USA.  
474. P.Petersen, [redacted], Denmark.  
478. J.O.Digert, [redacted], California.  
479. J.Quinn, [redacted], London.

### Address Changes/Corrections:

464. H.Bolle, [redacted], Surrey.

### Members Leaving the Register:

280. D.T.Waggoner.

## Cars For Sale Mike & Dave

"Rebuilt 'Y' Type engine and gearbox. Offers. Tel: [redacted]"

576. "YB. Very original. Runs, but needs renovating. Complete with Workshop Manual. £395. Tel: [redacted]"

318. "1951 YA. Has been dismantled for restoration. Bodywork complete. Contact Douglas N. Elliot [redacted] Virginia, USA. Tel: [redacted] or [redacted]"

408. "1950 YA. Nice original car. Drive away. £1,250 Tel: [redacted]"

446. "1951 YA. UMG 426. Bronze with beige interior. MGB engine and gearbox. 14" wheels (front). £600. Contact: Mr.R.P.Bishop, [redacted], Somerset."

467. "1950 YA. Y5445. HUK 94. XPAG/SC/15284. B.R.G. Interior very tidy. All wood restored/excellent. Leather intact (green). New floorboards. Rebuilt rear-end. New side members (very well done). Engine just rebuilt (running-in). Crank newly ground (+20). New starter ring. Towbar. Chrome O.K. Radiator surround excellent. Jacks all work. Needs respray, but minimal rust spots. M.O.T. & Tax. £1,350. Contact: John Turvill, [redacted], Kent."

49. "1953 YB. YMG 247. Completely restored. Refurbishing cost £3,000. 12 months M.O.T. A sound investment. Quick sale required. £3,500. Tel: [redacted] (evenings) or [redacted] (daytime)."

694. "1949 YA. Black. Used daily. Taxed and tested until 10/82. Needs paint. £800. Tel: [redacted]. Yorkshire."

783. "1952 YB. Fully restored to original specification. Sunroof etc. Taxed. M.O.T. £1,950 ono. Tel: [redacted] (evenings)."

791. "1951 YA. Recently renovated to excellent condition. Complete history. £1,900. Tel: [redacted]"

792. "1952 YB. Professionally retrimmed. Engine rebuilt and body respray 5,000 miles ago. Period radio/heater. Taxed. M.O.T. Many spares including tyres. £2,750 ono. Tel: [redacted]"

794. "1953 YB. For restoration. Very sound. Reconditioned engine. £600. Tel: [redacted]"

797. "YA. \$5,000. Contact: Mr. John O. Digert, [redacted], California, USA."

543. "1953 YB. Fair mechanics. Engine & gearbox sound. Bodywork needs some attention. £210 ono. Tel: [redacted] anytime."

808. "1952 YB. New Naylor Bros. reconditioned engine. New floor. Boot lid and window trim needs attention otherwise body is generally sound. Just needs cleaning up. £900. Tel: [redacted]"

809. "1953 YB. Very low mileage. Runs well. Good interior and exterior. £995. Tel: [redacted] after 5.30pm."



# GoF West '82 — Santa Barbara

## 11th to 15th August 1982

Tuesday 10th August and both Tory Skopecek and Harold de Moss in Oakland (a suburb of San Francisco, about 320 miles north of Santa Barbara) were frantically trying to complete their 'Y' Type restorations so that they could drive their cars (respectively a 'YA' and YB) down to the 10th anniversary Gathering of the Faithful (West) the following day.

Tory's newly restored door trim panels were fitted and adjusted, an exhaust leak at the join between the front pipe and the silencer was fixed and the windows were given a final polish. Meanwhile Harold was bleeding the brakes on the YB and refitting the seats in the car. Harold had worked non-stop for several days to have the car completed on time. Late that afternoon both cars were given test runs locally and, perhaps surprisingly, everything was ready for the morrow.

Most of us met up at Skip and Verna Kelsey's house in Pleasanton (some little way from Oakland). Skip led the way south in his black TD, to be followed by the Ys of Tory Skopecek, David Miller and Harold de Moss, for the 320 mile trip down to Santa Barbara. What is not often understood, I believe, by those of us in England is that the weather in northern California (for instance around the San Francisco area) is often very different from that in the south. The journey therefore started off cool and overcast (in fact, very like an English summer) and it became warmer as we headed south and inland. At the first rest stop we met up with Rod Schweiger in his green 'YA'. Shortly after this stop Harold's YB began to have fuel feed problems. At first, 'vapour lock' was suspected. This is a phenomenon which we in England are, on the whole, unfamiliar with. In extreme heat the petrol in the feed pipe entering the fuel pump vapourises and hence fuel is not fed to the carburettor. The area in which this is most likely to occur is that where the fuel pipe crosses the engine bay in front of the battery box. Having said all that though, we later discovered that the problem was one of sediment in the fuel tank. Once 'blown away' by blowing down the fuel feed pipe, the trouble did not occur again. In fact, Harold pressed on to Santa Barbara with no further stops and arrived well before us.

By Friday morning, apart from the 109 TDs; 44 TFs; numerous TCs; a TA; a TB; 5 Arnolts etc etc., there were twelve 'Y' Types present (we believe this to be the second-largest gathering of 'Y's ever, anywhere in the world). The cars present were as follows:

Sub-type.	U.S. Licence Plate No.	British Reg'n No.	Ext. Colour/Int. Colour	
YA.	1JD 732		Black	Red. (1)
YA.	1232	UMG 279	O/E White	Beige. (2)
YA.		UMG 235	Black/Maroon	Beige.
YB.		KVE 201	Grey/Maroon	Beige.
YT.	49MG YT		Red	Red. (3)
YA.	MGYA		t/t Green	Green. (4)
YA.	1BFG 671	LPO 653	Dk. Green	Green.
YA.	51MGYA	LXW 635	t/t Sun Bronze.	Orange. (5)
YB.	ERE 800	VNO 102	Maroon.	Beige. (6)
YT.	DZU 949		Maroon.	Beige.
YA.	49MGYA		t/t Green	Beige. (7)
YA.	BYG 111		Maroon.	? (8)

### Notes:

- (1) Y1805. Belongs to Al Moss. Is supercharged and has 15" centre-lock wire wheels. Rear (YB) wings have been modified to produce even deeper valancing.
- (2) Y5776. Belongs to David Miller. Was originally brown (?) or Sun Bronze or even two-tone brown as 'LXW 635'.
- (3) Owned by Gerald Felper. Placed 1st in 'Y' class.
- (4) Owned by Gerald Felper. Placed 2nd in 'Y' class.
- (5) Is a 'Y/EXL' (LHD) with speedometer in MPH. Looks to be original two-tone Brown/Sun-Bronze! Upholstery is non-standard fabric. As the car is LHD, why does it have a British registration number?
- (6) YB 0850. Owned by Glen Tarilton. Recently purchased from David Waggoner. Imported into USA fairly recently. Has Gold Seal engine number on battery box plate! Did original engine fail and was it replaced at the factory before delivery? Car is now on its second Gold Seal engine (engine is painted Gold).
- (7) Has Australian registration plate, 'BK 5203' on rear.
- (8) Another 'Y/EXL' LHD car. Speedometer in K.P.H. Y 3363. It is owned by John Autry and is one of the finest restored 'Y's one is ever likely to see.

I mentioned last year, when writing about the New Jersey GOF, the enthusiasm of M.G. owners in the U.S.A. I find it difficult to explain, when in the U.S.A., that our English members, on the whole, would not consider driving 100 miles to a rally. The distance award at this year's GoF was won by a 'T' Type owner who drove his car 3,377 miles to the meeting (and this is not exceptional). This superb collection of 'Y's demonstrated that, in this part of the world at least, the 'Y' is respected and well cared for. Further corrosion in California is virtually unknown and this, of course, aids extensive use of the cars. However, with talk of a GoF in Hawaii (a small number of cars would be flown over) and maybe one in Eire in 1983 or 1984, I say again, why can't we organise one in the U.K.?

J.G. Lawson



## RESTORATION of 'ENTERPRISE'

So, we had at last managed to get the engine running. That was a major step in the right direction. The car seemed alive once again.

Late summer (1980) saw us embarking on two major jobs simultaneously (!) - one 'cosmetic' and one mechanical. On 1st June we started applying paint stripper to the three remaining wings yet to be tackled. Attention was soon focused on the right rear one and each weekend between 6th July and 29th November it was prepared and painted in the manner described in issue no.37 (February 1981). As regards the running boards, we had initially planned to buy a new pair from Motobuild. Not only the cost (then £33 a pair) conspired to change our minds. Those readers who have early issues of our saga will recall that extensive welding and some 'filling' had been done (particularly in the area between the box section 'sills' and the running boards). It was thought possible that if we were to acquire new running boards they might well not fit and that would be a waste of money. It was also considered attractive to keep the car as original as possible, using its original panels. Thus, the original running boards were inspected and, although they were very dirty and battered, it proved feasible to restore them. Naturally the right hand side one was the first to be prepared for painting (so that the right side of the car could be completely finished) and the painting was done (again in the traditional way) between 22nd July and 29th November.

Both the right rear wing and the right-side running board, once painting was finished, were allowed to 'harden' towards Christmas-time before fitting to the car.

The other major job, which took us through from 30th August 1980 to 21st March 1981, was the brakes overhaul. Now, this turned out to be quite the most challenging and at times frustrating part of the restoration of our YB so far (and indeed up to the time of writing). There were two occasions, I think, during this period on which I seriously considered giving up the whole project.

Late August saw the task begin with deceptive ease. We initially thought that if the wheel cylinders could be cleaned/overhauled they could be utilised again (and indeed, it might be possible to overhaul them 'in situ'). How naive we were! The left front brake drum came off with ease but in order to remove the other three brake drums we had to hire a large enough three-leg drum/hub puller. This was no easy task for the size necessary for the 'Y' Type drums does not seem to be at all common. One tool hire shop we went to asked for a £40 deposit before hiring, returnable when the puller was returned (previous tools had been repeatedly stolen and the amount of the deposit was the sum needed to purchase another). This was an impractical state of affairs and seriously slowed down the brakes overhaul and the whole job lacked continuity.

When the drums were removed, the sight that greeted us was not pleasant. Everything was virtually locked solid with filth and rust. The old brake shoes were first to be removed. We had obtained an exchange set from Tony Brier on 24th July and now the old ones could be returned to him. When we visited him he showed us how the pistons could be freed from the brake cylinders for overhaul by applying a little heat to the outside of the cylinders - provided the cylinders were not extensively corroded. Ours were, it turned out, so, bearing safety very much in mind also, we decided to purchase new cylinders all round (that's four front ones and two rear ones on the YB). So, we had to remove the cylinders and replace them with new ones. Completion of the overhaul was further delayed by N.T.G.'s stock problems. Part of the order arrived by return of post, and the remainder much later in the year.

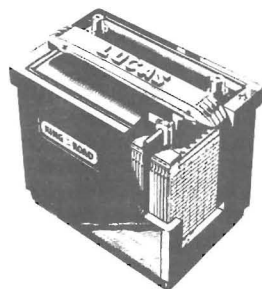
We found out that to remove the front wheel cylinders it is much easier if the brake backplates are removed with the cylinders still in situ on them - there is only restricted access to the cylinder fixing nuts whilst they are on the car. The rear wheel cylinders are much easier to remove and replace but care must be taken on reassembly to ensure that the cylinders are free to move on the backplate. Special brake grease applied to the backplate should help and also I would recommend careful examination of the handbrake actuating lever's rubber boot as our new ones from N.T.G. seemed a little stiff and thus the brakes would remain in the 'on' position after the handbrake had been released. Some rubber lubricant or careful trimming might be the answer here. Apart from new wheel cylinders and shoes, we also bought new steady springs (for the rear) to complete the picture.

Another tip I might pass on at this stage is that if you have installed the wheel cylinders on the car and have not yet fitted the tension springs and shoes in place, then place an elastic band or tie string around the cylinder/piston assembly. In this way the new piston will not fall out of the cylinder and get dirty or damaged. Cleanliness is essential throughout the entire job and, as the flexible hoses have to be disconnected from the steel brake piping it must also carefully be noted in what order the various types of washers are fitted. If these are not clean when replaced, or are replaced in the wrong order then serious leaks can occur and these can be a threat to safety. I think it is important to bear in mind throughout an operation like this that people's lives may depend on the quality of your workmanship. I would strongly advise that a brakes overhaul be checked professionally before a car is taken on the road (even before it is driven to an M.O.T. station).

We finished our brakes overhaul on 14th February 1981. I say 'finished' but that is really not the case. The system was 'bled' on 15th & 21st March but leaks in the system were apparent and, thoroughly tired of the whole idea, we decided to leave it at that until another time when, hopefully, a suitable drum puller could be purchased.

J.G. Lawson





## NO CHARGE?



The most overworked and probably the most neglected piece of equipment on the Ytype, or any car for that matter is the Battery, the heart of the vehicle.

A complete electrical breakdown with a well maintained battery is rare and can be virtually eliminated if a regular system of checking and attention is practised.

First, the important question of cleanliness. Keep the top of the battery clean and free from sulphation and if any acid or distilled water is inadvertently spilled, wipe it clean immediately and ensure the terminals are always tight and well coated with Vaseline.

The terminal clamps should never be hammered on to the posts, slacken off the clamp nuts and insert the blade of a suitable screwdriver into the clamp jaws, a twist on the screwdriver should be all that's needed for an easy removal or replacement.

The main excuse for periodic removal and maintenance of the battery is of course the major job of getting the thing off the car, the bonnet has to be removed first and although this is not too difficult it really needs two pairs of hands to lift it off, unless of course you're built like the incredible hulk.

Once the unit is on the bench, any severe sulphation around the terminals can be softened with hot water and wire brushed clean, one point, don't get any on your clothes or your wife or girlfriend will be called upon at some time later to do a quick needle and thread job. Any small cracks in the pitch coated tops of the older type battery can be repaired with a hot soldering iron.

The specific gravity of the electrolyte should be checked with a reliable Hydrometer, a fully charged cell should give a reading of 1.270 to 1.290 and all cells should be approximately the same. If widely varying readings are obtained and the battery is not holding its charge, it's more than likely due for a replacement, a fully discharged cell reads about 1.110. Use only distilled water for topping up, water from the refrigerator after de-frosting is an acceptable alternative in an emergency. In very cold weather, (like we all experienced last winter) it is advisable to run the car or put the battery on charge immediately after topping up, to mix the distilled water and electrolyte and so prevent freezing and possible damage.

If you are like me and do not use your Ytype in the winter months, never leave the battery in a discharged condition, the battery should be first fully charged and subsequently receive a short freshening charge every fortnight or so.

And finally, while the battery is off the car don't forget the battery box, now is the time to give it that much needed clean out.

John Sanderson



John Sanderson



John Sanderson

Two views of club member Barry Bray's beautiful maroon YB (YB1506) NXJ 805 at Oulton Park this June. "Nice one Barry".



## MORE 'UMGs'

In issue No. 25 (February 1980) I set out the then 26 cars on the Register which carry 'UMG' number plates and proved (almost) that there was a chronological pattern to their allocation. Well, here's an update:

Number Plate.	Chassis No.	Year.	Sub-type.
UMG 3		1949	YA.
UMG 33		1947	YA.
UMG 50	Y 3443	1949	YA.
UMG 71			YA.
UMG 72	Y 3947	1949	YA.
UMG 104		1950	YA.
UMG 118	Y 4407	1950	YA.
UMG 141	Y 4529	1950	YA.
UMG 169	Y 4945	1950	YA.
UMG 180		1950	YA.
UMG 203	Y 6271	1950	YA.
UMG 235	Y 5460	1950	YA.
UMG 253	Y 6522	1951	YA.
UMG 263		1950 ?	YA.
UMG 279	Y 5776	1950	YA.
UMG 299		1950 ?	YA.
UMG 355		1951	YA.
UMG 358	Y 6726	1951	YA.
UMG 360	Y 5205	1950	YA.
UMG 399		1951	YA.
UMG 422	Y 7012	1951	YA.
UMG 426		1951	YA.
UMG 451	Y 6969	1951	YA.
UMG 471	Y 7051	1951	YA.
UMG 508	Y 7166	1951	YA.
UMG 600	YB 0264	1952	YB.
UMG ?	YB 0420	1952	YB. (ex-John Thornley)
UMG ?	?	1952	YB.
UMG 665	YB 0481	1952	YB.
UMG 680		1952 ?	YB.
UMG 683		1952 ?	YB.
UMG 688		1952	YB.
UMG 689	YB 0552	1952	YB.
UMG 803	YB 0631	1952	YB.
UMG 814	YB 0672	1952	YB.
UMG 846		1952	YB.
UMG 850		1952	YB.

In addition, of historical interest, UMG 400 was the 1951 Le Mans TD with the 'MGA' body, whilst UMG 402 was a TD (both cars appear in 'M.G.' by McComb).

So, the list above reveals that the neat chronological pattern has been shattered somewhat. Particularly suspect is 'UMG 33' which, when it was advertised for sale in 1979 was reported as being a 1947 car. I think if it ever surfaces again we may find it is in reality a 1949 model. There is also a muddle towards the end of the 'YA's, with 'UMG 203' being conspicuous as one of the very last 1950 'YA's. There are still no definitive explanations for all this - does anyone know anything about University Motors' distributorship at the time?

J. G. Lawson.

UMG 85 maroon and cream. YA seen at The Richard Seaman Memorial Trophy meeting at Oulton Park this June.



John Sanderson

My 'Y' Type is my pride and joy,  
I drive it every day.  
But, when I see an M.G.B.  
it looks the other way.

It's not yet seen a meeting,  
I haven't had the time,  
I've been busy in the garage,  
removing all the grime.

Sprite and Midgets are the same,  
they do not want to know,  
it makes me feel so very sad,  
their friendship is, 'No Go'.

But, now the Summers almost here,  
it is my earnest hope,  
I'll be off to all the Club events,  
I'm sure my 'Y' will cope.

Perhaps there really jealous,  
'cos mines a 'real' M.G.  
it's got a chassis and a grille,  
that looks just like a 'T'.

So, if whilst out in your M.G.B.  
you see my pride and joy,  
just give a little friendly 'flash'  
I'll return it - I'm not coy.

I've just restored my 'Y' Type,  
though its not finished quite,  
theres no seat in the front of it,  
and the back of its not right.

David G. Green

I hope you've been buying your copies of 'Practical Classics', a very helpfull and informative magazine which deserves our support. No self respecting D.I.(Y type) bodger - sorry! - restorer, should be without it, 'Practical classics' I mean! Anyway why shouldn't I give them a plug, they've said some very kind things about us in the past. Well; if you have, you must have seen the full page ad. for Plastic Padding. It features a very nice illustration of a Y type. Unusual to see our cars pictured in advertisements, full marks to Plastic Padding Ltd. I'll never use anything else in future.

J.R.S.

Finally, an invitation from Australia has arrived. If any member is in that area of the world next April he will be made very welcome at the M.G. Car Club of Australia's National Meeting at Geelong, Victoria (April 1st - 4th). Should you wish to receive further details please write to Colin S. Lloyd, [redacted] Victoria, Australia.

Until next issue,  
Careful driving, John & John

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