



THE CLASSIC 'Y'

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

This month we welcome our first member from Bangladesh ! Mr. Rahman is restoring what he believes to be the only YT in the country. Apparently there was a YA but it was destroyed in the civil war of 1970 !

Over the years we have had first hand experience of the efficiency of service and quality of product supplied by many of the so-called 'M.G. specialists' around the country on a commercial basis. As a result we are presently actively looking into the possibility of having, as a first step, small batches of chrome parts for 'Y' Types manufactured. The kinds of items we hope to be able to supply are, for instance, headlamp brackets, sunroof handles, headlamp bars and the like. Our prime aim is to produce an article better in quality than currently available at a price hopefully no more expensive than at present. I will keep you informed as to developments.

We also envisage having a batch of sweat shirts (and maybe T-shirts also) produced showing the emblem that we used on Volume 5 magazines produced by John Sanderson (the 'Enterprise', as above, encircled by the words 'The Classic Y'; 'The official magazine of the M.G. 'Y' Type Register'.) Would anyone interested in purchasing such garments at this stage simply send me a postcard showing their name and address, whether they would like T-shirts or sweat shirts, the quantity wanted and the sizes appropriate.

David Ransome (about to be overwhelmed by orders for new wings) has asked me to point out that he does not hold a stock of these. They are made individually to order and the waiting time is approximately ten weeks. In addition, would overseas members please realise that freight charges are likely to be very high indeed.

The 'Y' Type rubber stamp (an impression of which is shown on your envelopes) is proving very popular with members. As a result, I can now make these generally available to members at £3.50 each inclusive of postage from me, John Lawson.

8th October 1983.

REGISTER NEWS:

Recent Discoveries:

<u>Chassis No.</u>	<u>Year.</u>	<u>Type.</u>	<u>Engine No.</u>	<u>Reg'n No.</u>	<u>Owner's Name.</u>
Y 1138	1947	YA.	SC/10855	EM-629 (AusI)	J.R.Charles.
Y 1175	1948	YA.	SC/X10955	NN-708 (AusI)	P.Acfield.
Y 5209	1950	YA.	SC/X15023	MG-463 (AusI)	J.R.Charles.
Y 5802	1950	YA.	SC/C78565 (GS)	UMG 280	A.E.Board.
YB 1148	1953	YB.	SC2/18035	HMO 909	J.L.Shaw.
YB 1275	1953	YB.	SC2/ ? (GS)		
			SC2/18244 (orig')	BFL 817	Mr.Cox.
YB 1496	1953	YB.	SC2/18403	DEP 400	?
Y 5222	1950	YA.	SC/15041	OMM 747	W.Coates.

Total cars on the Register as at 23rd September 1983: 962.

Made up as follows: YA: 496 YB: 221 YT: 167 YRC: 3 Composites/Specials: 5
Unknown (mainly saloons): 70.

New Owners:

580.	D.Pearson,		South Australia,	
581.	M.F.W.Knowles,		West Midlands,	
582.	J.R.Charles,		Victoria,	Ausl.
583.	A.Meechan,		W.Loathian,Scotland.	
584.	T.Peitsch,		South Australia,	
585.	J.L.Shaw,			Worcs.
586.	B.L.Jacobsen,		Republic of South Africa,	
587.	W.Coates,		Beds.	
590.	P.Gray,		Bristol,	
591.	E.C.M.Gillis,			Belgium.
592.	H.Rahman,			Bangladesh.
593.	P.J.Cohn,		N.S.W.,	Australia.
594.	Mr.Cox,		Leicestershire,	
595.	S.E.Mitchell,			Kent
596.	M.Coan, 28 Warren		Norwich,	
597.	J.G.Walkinton,		Essex,	

CARS FOR SALE:

771. 1951 YA. Reg'n 'MNA 720'. Contact: [REDACTED], Merseyside.
950. 1947 YA. 'Running, requires work, but much more sound than most. Excellent basis for a concours car £750. Tel: [REDACTED].
951. YT. Black with beige interior. 'Restored and for sale at £5,000 with new M.O.T. Tel: Plus 4 Motors, 061-427-1876'.
952. 'For restoration. Running. Includes spare registration 'UYB'. Offers around £380. Photo available. Tel: [REDACTED].
956. YB 1275. 1953 YB. Fitted with a Gold Seal engine. Body No: 6808/1078. Maroon with beige interior. Reg'n 'BFL 817'. Approx 61,000 miles. One previous (lady) owner. Some work done on brakes, engine etc. Needs respray. Interior good. Stored outside for sometime. Some corrosion in box sections but little in boot and spare wheel compartment. Tel: [REDACTED] (Leicestershire).

LETTERS TO THE EDITOR

Dear Mr. Lawson,

I bought my first 'Y' Type in 1949 and circumstances led to my competing successfully in many events to the degree that John Thornley offered and sold me the 'Y' he had specially prepared for the Monte Carlo Rally, 'OWL 543'. Subsequently I entered this car in 49 events and won 47 awards, the greatest success perhaps being in the M.G. team formed by John in the first post war rally, the 1950 Daily Express National, together with Geoff Holt in a works TD and Greg Grant also in a 'Y'. Geoff won the event and I was third (Appleyard between us) together with the Class, Starting Control and Team prizes. This is the car recently featured on the Grandee cigarette cards.

My next 'Y' was intended for touring only but I competed in a few events including a third place in the Light Car section of the first RAC International (divided into two classes, large and small) in 1951.

In 1953, M.G. specially built three YBs for the RAC International Rally and I was invited to drive one (see p.14, issue no.56 - Ed.) Happily I came 6th in the General Category and won Class, Team and Control prizes. This was the ultimate YB, in 'stage 2 plus' trim and a startling performer. I borrowed the car for some of the few Nationals being run and attained 2nd in General Category (Appleyard's 'NUB 120' in the way again) in the L.A.C. Coronation M Cambe Rally and also collected Class, Team and Control awards. At the end of the season I bought the car from M.G. and retain it to this day. I competed in the RAC Golden 50 last year and felt so inspired as to currently strip and rebuild the engine to its original form, hopefully to be completed by early August.

From the above you will appreciate my interest.

Yours sincerely

Len Shaw

(J.L.Shaw)

In a later letter Mr. Shaw tells us that 'HMO 908' was scrapped, 'HMO 910' crashed and 'OWL 543' was also broken up many years ago.

PARTS FOR SALE:

Padget's Vintage Spares Specialists of Welney, Wisbech, Cambs have, I am told, quite a few 'Y' spares. Tel: 035471-225 for details or send an s.a.e.

Paul Grafham (Tel: [REDACTED]) has many 'Y' spares for sale including YA half-shafts (approx £30 each) etc.

The Longstone Garage, Great Longstone, Nr. Bakewell, Derbyshire, DE4.1TA, Tel: Great Longstone 227 has 'Y' Type gearboxes for sale.

REGISTRATION NUMBER:

'4599 MG' on 1962 Ford Anglia 105E DeLuxe. M.O.T'd and in daily use.
Contact: [REDACTED]

The Reincarnation of MKA 933

As a very young man (!) way back in the fifties, I always thought the 'Y' a very pretty car. So, when I had completed the restoration of my Willys Jeep and was looking around for something to restore, the 'Y' came to mind. Like the rest, finance, or lack of it, figured very high up the list of priorities. Parts had to be readily available as, once completed, it was to be used as daily transport.

One came to light through a 'friend of a friend' and arrangements were made to view. It was a 1951 'Y' and had been resting in a barn for some years. Its overall condition was quite acceptable. I had become an instant 'expert' on 'Y' Types having spent five minutes on the 'phone to Tony Brier ! I looked for the usual things and found it to be very complete. It was painted a metallic dung, the roof had been sprayed with 'pretend' vinyl and the bonnet had flames painted along its length - good eh ! Looking inside, the beautiful walnut had been painted matt black, and hot-rod stickers placed ad-lib everywhere. The floor was carpeted in synthetic sheepskin and just to complete the picture the wheels and inner radiator grille had been coloured by having a tin (a large tin, I think) of maroon stuff poured over them.

In fairness to Mr. Porter of [REDACTED] all this 'tuning' had been done by some previous owner and not him, (saves a visit from the 'heavies' should he ever read this).

A price suitable to both parties was negotiated, a friend who had a Land-Rover, and another who had shares in a trailer, were coerced into assisting in the removal of the vehicle to London. The reason for its abandonment was given as 'there being some trouble with the wiring' ! What an understatement, though it was intended to rewire the car during its rebuild.

As I hadn't the facilities to remove the body, it was to be a rebuild as opposed to a total restoration. So, then I began. Incidentally, this was December 1980 - cold, very cold ! Off with the bonnet, headlights, radiator and grille, front panel and wings. The radiator shell, sidelamps and various other parts were sent away for rechroming - at top London prices I would add. The wings were left outside in the weather to be restored later. Front suspension, rear suspension and braking systems were all removed. It was then I learned that I should have bought a YB so that I could have new cylinders. However, the local motor engineering factory honed out the cylinders and they cleaned up. Only one suspension swivel was worn so it was replaced together with bushes and bolts etc. Another local motor factor supplied the linings and Motobuild the hoses. New brake pipes were made up using the unions from the originals. Parts were bead-blasted and painted as a matter of course.

Being short on space, the brakes and suspension were assembled (plus, I have a penchant for losing parts). I then turned my attention to the engine. Even after standing, it turned over on the handle easily. It was removed, together with the gearbox. The assembly was split and the sump removed. Being of unsound mind I decided (against my better judgment as it transpired) to only replace engine parts as necessary, thinking that to do an engine rebuild if the engine was O.K. would be a waste of money. Wrong. I removed the caps and examined the bearings. These, to my trained engineer's eye, looked to be in order. A new gasket was fitted and it was all hidden away again. Turn over the engine and look at the top-end. Removed head, look at bores. O.K., regrind valves, fit new valve springs and re-assemble. Fit new clutch. A word of advice to other restorers - don't go sending off lots of money to so-called 'M.G. specialists' until you have enquired locally as to the availability of parts. The clutch assembly came off the shelf of a local factor for the cost of £25 (that's cover, plate and bearing). Distributor cap, rotor, points (same as Ford 100E, if you didn't already know) from the same factor - £3. So, it pays to shop around.

Not liking gearboxes I left well alone. New U.J.s fitted to prop-shaft, new floorboards made, the engine and gearbox were refitted, together with the radiator. The dynamo, starter and voltage regulator were taken to yet another local firm who rebuild electrical units. Starter is still current (no pun), the dynamo was reconditioned with a new armature, bearings, brushes etc. The voltage regulator was serviceable, which was good news. These were all fitted to the engine.

It seemed a good time to turn the car around at this time. This was no easy task, as the garage is at the back of the house and the driveway rather narrow. The turn-round was done by pushing it out and jacking the back on a trolley jack. The car fell off the jack, holing the otherwise perfect petrol tank in the process! It's great fun restoring old cars, isn't it?

Time is a great healer, so they say, but have you ever tried to take out the petrol tank of your 'Y'? If you haven't, let someone else do it for you.

While all this frenzied activity was going on, the dash had been removed, as had all the scraps of wire which passed loosely for a wiring harness. A new harness was obtained and wiring commenced. Once I had obtained the correct wiring diagram, it was fairly easy to re-wire, but my new harness didn't agree with any of the diagrams in the Workshop Manual. I did have the good sense to have it all checked out by a vehicle electrician before I turned anything on. But, all was well. The only things that didn't work were the horns and trafficators. This was due to worn contacts on the slip-ring on the steering column. I do wish someone would manufacture replacements of these.

Lots of time had passed by this time and the weather was a little better so I turned my attention to the bodywork. The paint was removed with paint stripper together with the filler from the front wings. These I had panel-beaten (the only bit of work that wasn't done by me - so there !). The front wings are so important on a 'Y', they have to be right.

The colour I decided on was Jaguar British Racing Green. Five litres of this was purchased. At the risk of stating the obvious, if you are going to do the paint yourself, buy more than enough, then it will all be the same colour. Do it the other way and you could finish up with paint from different batches, and though it says on the tin it is the same colour, it won't match exactly. Plus, should you have a nasty, there's some left over to blow it in, again in the same colour.

I spent hours and hours, and weeks, getting the paint done. I bought a compressor and spray gun of my very own (it's paid for itself not only in the painting of the M.G. but in doing the odd respray for other people). Most of the car is painted now, but the back-end still has to be done as I have a new rear panel à la N.T.G. to go on but the spare wheel cover (which is YB and therefore too large) has yet to be supplied.

It was now time to put my money where my mouth is, as they say, and take it for an M.O.T. It passed, of course, you say.

A run of some twenty miles convinced me that the engine was not up to par. Out it came. It was then stripped and the crank was polished, as that was O.K. New liners were purchased as it was out to 60 thou'', new pistons, an exchange (TD) camshaft (for later tuning), oil pump rebuilt, a new flywheel ring gear (again obtained locally at reduced cost). The carb' was sent away to Southern Carburettors, who made an excellent job of the rebuild.

New mains and big-end shells were obtained (the big-ends from the engine suppliers, the mains from the U.S.A., via Toulmin Motors of Brentford (good suppliers of 'Y' bits). Knowing the valves were O.K., I left those in situ but replaced the rocker shaft, rocker shaft bushes, and had the rocker arms ground (these were not done very well as they are not ground square, consequently it is impossible to set the tappets correctly, as a result of which the engine is a bit tappetty (do that later)).

It was all put back together with lots of T.L.C. At the same time I took the gearbox to pieces - help ! - and replaced the bearings and seals (it still whines), a worthwhile exercise while it was out of the car as it is such a pain to remove the engine (not like your Ford Corëina !)

Having re-assembled everything and not being left with any spare parts, it was once more bolted to the engine. One thing I wish I had done was to have the engine balanced. I have since driven an old Jeep which has a sidevalve engine; this was balanced and the difference is to be tried to be believed. However, the engine and box were once more fitted and apart from trying to time it with the distributor going the other way, all went well.

It started immediately, having discovered my deliberate mistake. It was run around locally in case of any snags and once it had done a few miles and the engine had loosened-up, it was put on the road as full-time transport. To date it has covered some 6,000 miles and by and large I'm very pleased with my efforts. It is, perhaps, a little slow for London rush-hour traffic, but other drivers are quite indulgent towards me. They think I'm an eccentric, but I can't be as I'm not rich !

As I have already mentioned, the rear end has yet to be painted, but N.T.G. must soon come up with the spare wheel cover - please ! A new roof lining has been fitted, which really does transform the interior. The upholstery has been renovated with the Woolies leather restorer - this is another good product. New carpets have been made and fitted.

The speedometer stopped working and, on enquiring, I was informed it would cost me around £30 to repair. I spent a couple of hours taking it to pieces, cleaning and lightly oiling it, and gave it a new cable - hey presto, it works !

The electrics were converted to negative earth and a Boyer Bransden electronic ignition system fitted. It is intended in the near future to modify the braking and front suspension to that of the YB. I have most of the parts which I am slowly restoring, thanks to Dave Mullen. Once I have them all and I don't need the car for a few days, I shall strip off the old and fit the new. 'Y' purists will no doubt hold up their hands in horror but, as I say, it is an everyday car, and a London car to boot. Sooner or later I'm going to do a half-shaft, so it solves that problem. I bought the shoes and wheel cylinders off the counter from my local factor. It's a twin leading shoe system, it has an anti-roll bar so hopefully it will go round corners better and, I can fit radial tyres to the fifteen inch wheels. I'm not trying to justify it to all you 'Y' Type purists out there, merely stating my reasons. So there, stick that in your pipe and smoke it !

Incidentally, with regard to tyres, I rang a vintage tyre specialist when I wanted new 5.25 x 16" tyres and tubes and they quoted me an astronomical price. I then rang Avon Tyres and they gave me the name of a local supplier to ring. They - Avon - wouldn't give me the price themselves

but on enquiring from the local Avon stockist I was quoted a price exactly half of that of the vintage supplier. Moral, let your fingers do the walking !

Having written enough to fill several 'Y' mags, I wish you all a very happy time with your M.G. 'Y'. It really is worthwhile in the end. To drive it on a nice summer's day, along country roads with the sunroof open is an experience not to be missed. Let's have a Gathering of the Faithful in the U.K. in 1983. If our fellow owners in the U.S.A. can drive their cars up to 5,000 miles surely we can find somewhere in the middle of England which is about 150 miles from everyone. Have a nice day !

David.G.Green.

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