

THE CLASSIC 'Y'

Volume 7. No.62.

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

April 1984.

EDITORIAL:

Well, it's happened ! As long ago as 1978 my friend and long-time Register member, Colin ye, predicted that there were probably about 1,000 'Y' Types left in existence. Well, he was right. Just over six years have elapsed since the Register was first set up and we have now passed the 1,000 mark. Now, as David Mullen once said, will we ever reach "one and a quarter thousand, one and a quarter litres." Speaking of Mr. Mullen, he spotted a 'Y' in the film "X' The Unknown Factor" (shouldn't it have been, "Y' The Unknown Factor") at 10.30 pm. on ITV on 16th February 1984. It was painted up in military (RAF) guise and was using a military number plate.

Some three and a half years ago (is it really that long ago ?) we set up the East Coast (U.S.) Chapter of the Register, run from New York. Unfortunately little progress was made. However, I am now pleased to announce that Mrs. Charlotte Luer (henceforward to be known as Charlotte, Duchess of Abingdon) of 36 Seneca Trail, Denville, New Jersey, 07834, has volunteered to run our new and revitalised "Eastern United States Chapter" (some owners are nowhere near either 'coast'). We all wish Charlotte well in spreading the word to the uninitiated that the 'Y' was the most beautiful car ever built !

How about putting it back into production, Naylor Bros.?

5th April 1984.

STOP PRESS ! Some additional 'Parts For Sale' just in.....

Steering column	£5
Windscreen wiper motor (new, unused)	£10
Windscreen wiper motor (used)	£3
One set of four relined brake shoes (for YB)	£8
5.25 x 16" Town & Country tread tyre (unused)	£6
Steering wheel centre clockwork mechanism (part)	£1
Headlamp Connector Units (new)(x2)(includes wiring)	£1.50 ea.
Exterior Door Handles (x2) (one good, one fairly pitted)	£1.50 and £1.00
Headlamp bracket (pitted)	£2
Sidelamp lens (original)	£0.50
Front Mounting Bracket for engine.	£4
Petrol tank float	£1

All the above are available from: J.G. Lawson, [REDACTED]. Add at least 1/3rd the cost of parts in respect of postage. Balance due will be notified when parts sent (separate arrangements will be made regarding overseas despatch).

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 5537	1950	YA.	XPAG/SC/15342	LPX 595	S.E.Mitchell.
Y 6332	1951	YA.	XPAG/SC/15972	GNR 748	R.Kerfoot-Owens.

Total cars on the Register as at 20th March 1984: 1002.

Made up as follows: YA: 517 YB: 233 YT: 174 YRC: 3 Composites/Specials: 7
Unknown (mainly saloons): 68.

New Owners:

631. B.Lewis, [REDACTED], N.S.W., Australia.
632. M.Lewis, [REDACTED], Louisiana, [REDACTED], USA.
633. G.Buggie, [REDACTED], N.S.W., Australia.
638. Mrs.S.C.Soon, [REDACTED], Malaysia.
641. H.Jackson, [REDACTED], Lancs.

CARS FOR SALE:

791. 1951 YA. "90% rebuilt. Over £200 recently spent. Very little work needed to finish. Possible concours condition. Offers around £2,000. Tel: [REDACTED]."

104. 1952 YB. c/n YB 0264. "UMG 600". Colour black. Fitted with Gold Seal engine. This is the oldest YB known to still exist. It is a non-roadworthy example but is for sale complete and untouched. Contact Mr.R.Wall, [REDACTED], Sussex.

582. 1951 YA. c/n Y 6783; engine: XPAG/SC/16546; "MKA 933"; body no. 5408/5379.

Specification:

Engine: New liners and pistons to standard; Crank ground; All new oil seals; New camshaft, sprocket and chain; new ring gear new valve guides and rocker shaft. Rockers re-bushed. Carb' rebuild by Southern Carburettor Centre. Distributor reconditioned. New starter motor and dynamo. Voltage control box rebuilt. New fuel pump. Radiator reconditioned. New clutch.
Gearbox: All new bearings and seals. Gears etc O.K.
Propshaft: New U.J.s.
Brakes: Master cylinder reconditioned. Wheel cylinders honed and kits fitted. linings, hoses and brake pipes.
Tyres & tubes: New Avons.
Electrics: Wiring harness replaced. New K.L. headlamp units fitted. New lamp holders in sidelamps. Shells rechromed. New flasher indicators installed. Rear lamps restored. Lucas 576 fog lamp restored and fitted.
Interior: New roof lining and seats repaired as necessary and Connolised. All woodwork stripped and revarnished. New carpets fitted. New 'furflex' to door frames. New door seals on all doors. New floor.
Bodywork: Stripped to bare metal, primed and seven litres of B.R.G. (Jaguar 1961) applied. New front and rear bumpers, running board treads and strips. New rear panel and spare wheel cover. New (wood) boot floor and mat. Badge bar fitted. Radiator shell rechromed. New hub caps.
Offered at £2,275. Contact: D.Green, [REDACTED],
Tel: [REDACTED].

649. 1953 YB. "YMG 247" White (respray) with red interior. "Good condition. Over £1,200 spent on it in past eighteen months. Runs very well. £1,500. Tel: [REDACTED]"
458. 1947 YA. "Excellent condition after three year rebuild. Beige/brown. MOT. Offers over £2,000 considered. Tel: [REDACTED]"
283. 1953 YB. "Restoration started. Partly dismantled. Solid body, far far too good to break. Requires finishing. £750 ono. Contact Mr. Harrison of [REDACTED] Lines on [REDACTED]"

PARTS FOR SALE:

N.T.G. have produced a batch of halfshafts for YAs and YTs. These are to a slightly modified design and are claimed to be stronger than the originals. The price will normally be £45 each but, as an introductory offer on the first batch, they are selling a limited quantity for £39.50 each plus VAT (U.K. only) and carriage. U.K. carriage paid price, including VAT, is £49.56 each or £95.56 a pair. Carriage paid to U.S.A. £54.80 each or £97.30 a pair. N.T.G. are at: 21 St. Margaret's Green, Ipswich, IP4.2BN. Tel: 0473-211240.

MEMBERS' TIPS.

- Len Thorpe: The resistance of the wire that is wrapped around the ignition warning lamp is 65 ohms. If the wire is broken, any 65 ohm resistor should do.
- John Lawson: Can one use silicone brake fluid (to DOT 5 specification) in the Jackall system?
- Colin Biles: A 'Y' Type exhaust can be made from: Allegro downpipe (with the triangular manifold bolt flange welded on top of it; Triumph 2000 silencer; Peugeot 504 tailpipe. The metal window channelling in Fiats can be used as glass support channelling in 'Y' Type rear doors.
- David Mullen: Regarding Alex Taylor's tip in the February issue concerning the use of contact breaker points in repairing the steering column slip-ring mechanism, this method of repair has been investigated and, whilst it does work, the drawback is that the contact breaker point is of very hard steel, whereas the original type is of a softer metal (hence the reason they wear if not lubricated occasionally with vaseline (not grease)). The use of points from a contact breaker 'points' system may well cause rapid wear of the brass insert in the outer slip ring (not a desirable state of affairs).
- Bert Board: Regarding David Mullen's 'tip' in the February issue, after engine XPAG/SC/14023 a smaller starter motor was fitted, No. M35G1, Service No. 25022D which has a nine tooth pinion. This must be used in conjunction with ring gear Part No. 24418 which has 120 teeth. Motors are clearly illustrated in 'YA' reprint manual, page 214, and I have found this to be the case on my own 1950 YA.
- Mel Fry: Y 4884 has a water pump fitted with a carbon seal whereas both the 'YA' and YB Workshop Manuals show water pumps as being fitted with the later rubber type seal. (I was able to provide a copy of a diagram, taken from The 'T' Type Service Manual (TD section) showing both early (carbon) and late (rubber) arrangements - Ed.)

LETTERS TO THE EDITOR

Dear John,

I would like to give you the following information regarding the interior trim colours of the 'Y's.

The saloon had a choice of three colours - the dark red, dark green and beige. However, the YT used bright red (Regency Red), bright green (Shires Green) and Vellum Beige, the same colours as the interiors of the current 'T' Types.

There is no doubt at all that on the YT the green interior was available with black paint. A reason for the different colour ranges used on the interiors of 'Y' Types is possibly that the saloon interiors were supplied from a Morris factory, but the YT interiors were manufactured in a more traditional pattern at Abingdon, using existing colour ranges in each case.

In all cases I have seen of actual cars or contemporary photographs of same, the YT and Y Saloon had contrasting piping. The only possible exception being the prototype saloon. The contrast combinations were: on the saloon - brown piping with beige trim; beige piping with dark red trim; and beige piping with dark green trim.

In the case of the YT they used beige piping with the bright red trim, bright red piping with the beige trim and beige piping with the bright green trim. Black carpet was used throughout.

I have in my possession parts of two original YT interiors and at least eight saloon interiors which confirm these colours and combinations of same. The only exception is the bright green YT interior. But since the Shires Green used in the contemporary TC was called Shires Green, the Shires Green used in the YT would be the same shade. I know that over the years they called the same colour by different names but they never actually called different colours by the same name.

Enclosed are samples of these colours, these are not original samples but my current stock of same. Also enclosed are copies of the relevant pages from my current catalogue, (see following pages - Ed.) which gives a lot of this information.

Best wishes,

Mike Collingburn.

Membership Secretary/Registrar/Editor:

J.G. Lawson, [REDACTED], England.

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Spares Secretary:

A. Brier, [REDACTED]

United States Chapter:

Fory Skopecek & David Miller, [REDACTED]

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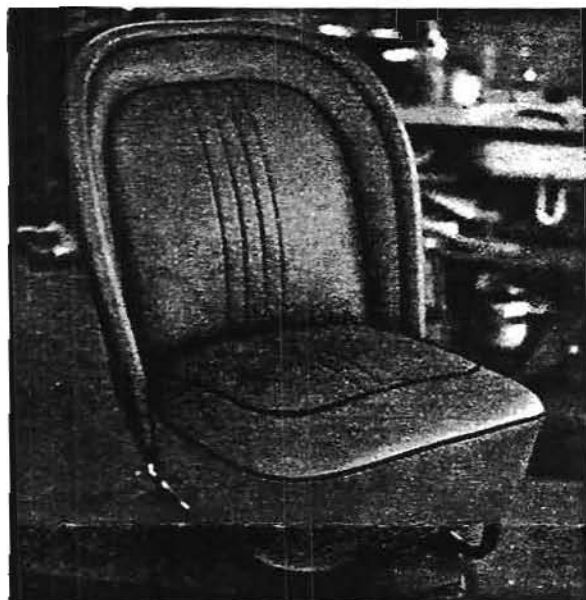
Eastern United States Chapter: Mrs. Charlotte Luer, [REDACTED],
[REDACTED]

YA/B/T

ON THE SEATS of the Y Type, I can only offer a recovering service for your existing frames. I can of course supply you with the seat kits to fit yourself, however on the front seats of the Y Type this is particularly difficult, and even the back seats can create problems, especially the arm rest.

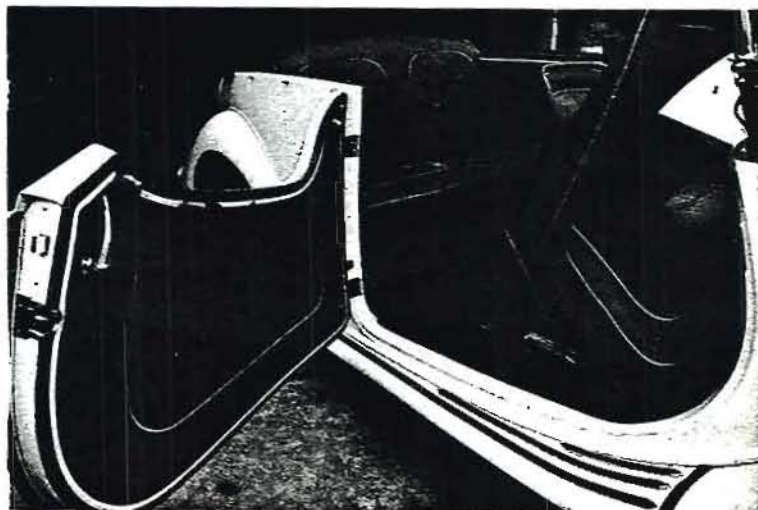
The price for re-covering the front seats will vary considerably depending upon the amount of work needed to put the frames back into good condition. These frames are generally broken, and the back frequently has come loose from the metal base, also the springs often need replacing. The repair to the frame is certainly a job you could do yourself before sending for re-covering.

The back panel is fitted with three bands of plywood, on which are fixed the various rolls of the seat back cover. This plywood is not difficult to replace, however it is rather tedious, and takes a considerable amount of time. Also, at the bottom of the seat back fibreboard is fitted into a fold in the metal to allow the bottom of the seat back to be tacked on. This is frequently ignored, and can cause considerable problems when attempting to fasten the bottom of the seat covers.



I would certainly suggest that the legs of the front seat frame are always plated before you have them re-covered, and that you ensure that the sliding mechanism works correctly.

Quite often the ash trays in the back of the front seats are missing or broken. If you have not got these, it is always possible to leave the cut out for same in the back panel covered over, rather than have the hole there with no ash tray.



With the back seats, I can again re-cover the existing frames for you. The covers are made to the original specifications, and all necessary repairs are carried out on your frames and springing before the covers are fitted. In the case of the saloons, this service includes a centre arm rest, whereas with the tourer these was no arm rest.

The carpet is always fitted so far up the backboard, this was always black, in all Y Types. It is essential that this matches the quality of the floor carpet.

If you do buy a kit for re-covering your own front seats, you would get the leather cover sewn up for covering both the backs, with a PVC covered fibreboard back, and the two leather seat bases ready sewn.

On the YA and YB, the three colours were beige with a contrasting brown piping, maroon and dark green, both with a contrasting beige piping. In the case of the YT, it was beige with bright red piping, and bright green and bright red with beige piping.

YA/B/T continued . . .

Carpet sets are available, comprising a gearbox cover, a piece for the transmission tunnel under the handbrake mounting brackets, a carpet covered fibreboard piece for over the handbrake cables, one piece for the passenger side and one for the driver's side (the driver's side is fitted with a rubber heel mat, which also can be fitted to the passenger side), and a gearlever gaiter to match the car interior colour.

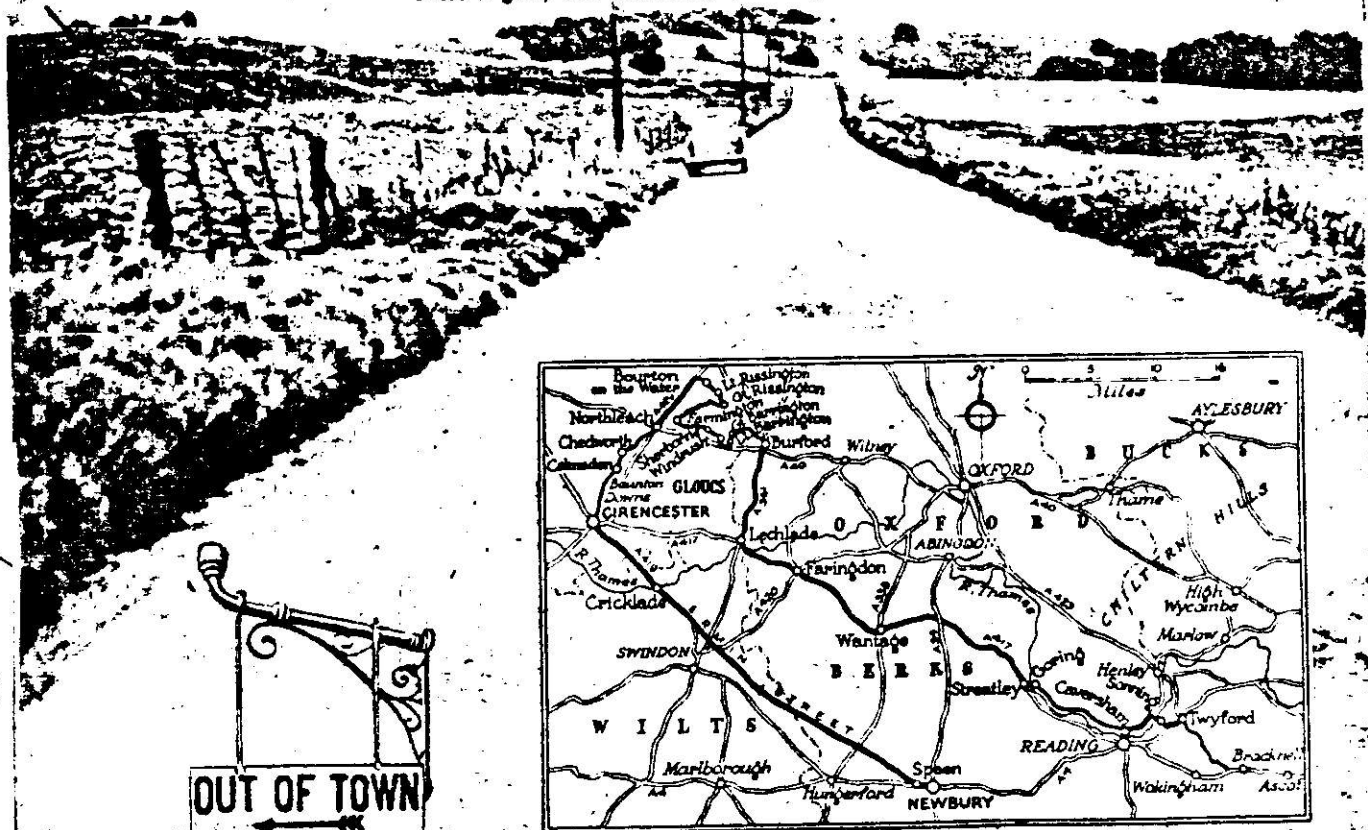
The door panels for the YA and YB are PVC covered fibreboard, with carpet across the bottom and matching leather door pockets sewn into each panel. The rear quarter panels are again made of PVC covered fibreboard with the arm rests formed and fitted into same. The front kick panels are just PVC covered fibreboard. The panels are fitted with clips for fastening them to the body, however these are of a more modern type, since the originals are no longer available.

The YT door panels are PVC covered plywood, and are fitted to the doors as per other T Type models, in that nails are fitted through the hidem banding, which is already sewn on to same. The front panels are PVC covered fibreboard, again with hidem banding sewn on. However the rear quarter panels are rather complicated in that the recess for the hood frame is made from metal which is covered and then pop riveted on to the plywood panel. I do not have any of these metal panels, but can re-cover your old ones and fix them to new plywood panels.

The picture clearly shows one of these YT rear quarter panels, with the zip and piping all in position. I can of course supply piping for the rest of the YT.

I also stock the rubber seal which is fitted into the groove of the doors on all Y Types, and I can supply the chrome sidescreen trim with nuts and bolts for the YT, the wing bolts for the YT front seat adjustment, and the fabric covered edge trim which goes around the bottom of the flange around the door opening. With all Y Types I can provide either the trimming separately for you to do the job yourself, or a complete re-covering service on the seats, or a complete retrimming and fitting service on the whole of your car.





Day Out—and Straight Back

FORTY MILES OF ERMIN STREET HOME FROM THE COTSWOLDS: BY MICHAEL BROWN

IT would be incorrect to say that Sir Stafford Cripps sent me down into the Cotswolds on that damp Sunday preceding August Bank Holiday; it would also sound improbable. None the less the Chancellor confirmed me in my intention.

Outside in the garage was a 1½-litre M.G., a car in which I feel a Berkshireman's justifiable pride, and for which I have the greatest affection. I do not drive the M.G.—a drives me. Seated in this little aristocrat of a saloon, at peace with good leather, polished wood facia and "real" instruments, I am inspired into becoming as near a good driver as can be expected. And that gear change—a stiff, positive central lever; it is the type of change that makes one slip down into third a bit unnecessarily on corners, just for the fun and fascination of hearing the snick-snick of neutral and third and of feeling the mechanism behave like mechanism should—with precision. At times one is even moved to use a real double-declutch, just to reassure oneself that the craft has not been lost in a limbo of levers which, like Puck, bid fair to put a girdle round the earth in forty minutes (if you think of the rim of the steering wheel as the Equator).

A car, obviously, for a Nice Run. And I had not been to the Cotswolds for more than a year. Neither had my passenger. So we would go to the Cotswolds, and our intention hardly wavered as the morning wept with long-awaited rain and the fresh smell of wet leaves scented the air and dusts of July. In the *Observer* that morning the poet alighted immediately on a verse:—

O Brave Cotswolds
Rolling hill on hill.
Grey in sober strength,
Dressed with sun-kissed hamlets
Nestling in deep-furrowed valleys,
Pasturing the free-browsing flocks
Whose golden fleeces once

Brought uncounted wealth
And gave your craftsmen power to build
Slender-spired churches and grey grouped homes,
Whose beauty yet bedecks your loveliness

It was a surprise to find that it was by Sir Stafford, and one warmed towards the sick Chancellor in Switzerland. It may not be brilliant poetry (or equally it may) but one could appreciate the spirit in which it was written. If there had been any doubt of getting down to that part of the world it disappeared immediately. We were off.

Starting from East Berks, all roads seem to lead through Reading. Now we like Reading—Sutton's Seeds, Simonds' Beer, Huntley and Palmer's Biscuits and all that—but it is a tedious town to drive through owing to its east-west length. This morning we decided to dodge Reading by taking the lanes through to Sonning, crossing the delectable bridge from which the youngsters dive into the Thames below, and weaving through more lanes until we came out on the hills above Goring. We succeeded—although we went down into Caversham in doing so—and finally saw the familiar view across to Streatley Hill, on the Berkshire side, through a soft veil of rain. The sun was on the hill and the scene had a lack of substance, as if a tempting land of the never-never had been glimpsed briefly through a tenuous but impassable curtain. And then we were crossing the wooden bridge over the river and glancing right and left at the white motor cruisers and the whiter sparkle of the weirs, reminding ourselves that amongst the unattainable ambitions lay a motor cruiser on the Thames, marked (to keep it up to date) "Priority."

After Goring the road (A417) swings left over the Berkshire Downs. I remember when Cecil Kimber lived at the Mill House, at Pangbourne, he used to say that his journey to the office was one of the best in the country, for he used this road up to Abingdon. I would not quarrel with the comment. Up there above the Thames the wind



blows from the west with a rare freshness but with the scent of centuries. It has passed the stone circle at Avebury and journeyed down the wide, green highway of the Ridge. There has been little to stop it but the occasional thorn tree or the clump of beeches. The thorns, with all their prickly bushiness, may offer a fair resistance, but they are small and usually lone. The trunks of the beeches have been smoothed to ease its passage, for there are no British trees with a better finished exterior. In its coming it will have brought the cumulus, great billows of it being bowled along the clean horizons. Between them the sun strikes down on yellow corn at this time of the year and the rectangular patches are a geometric reflection of the more haphazardly shaped clouds above. Through all this and, perhaps, heaven too, your car climbs the long slopes and descends into the valleys as if it were riding the wind itself; at last it plunges into Wantage, where you are brought to earth by the necessity of finding your way out of the square, a task which always gives me a moment of hesitation until I remember that the outlet is away in the corner on the right, signed "Oxford."

However, we go to Faringdon and from there to Lechlade, and usually to Cirencester. This Sunday, though, we struck north-west for Burford, along a road that begins to take on the Cotswold character. At one point we were shocked to see a bird plunge headlong into the road in front of us, dead, and the only explanation seemed to be that it had struck the overhead cables in the neighbourhood. Suddenly you are past Burford Golf Club, and have gone down the wide and popular street of the town, out over the bridge at the bottom. The Gateway is behind you; you are in the Cotswolds.

Intimate Hills?

What is it about these hills that is so attractive? The villages we can dismiss as the gems they are accepted to be, but the hills themselves have a unique charm. I find them intimate, although I have seen them described as grey wastes in the cold rain of winter. Yet I have never found them so. For some reason or other they have a welcoming warmth, as if the yellow undertone in the stone were exuding heat through natural hypocausts, like those of the Roman Villa at Chedworth. And those copses, huddling closely within the dry walling, have an air of solid shelter about them. The wind passes over unnoticed and as quiet as the rabbit that flicks away into the brush. Perhaps the walls give the Cotswolds their homeliness, as if they were an extension of the cottage garden walls down in the valleys, so that one is motoring in a garden all the time. It may be that the evidence of one's fellow-men is subconsciously appreciated by gregarious humans. Certainly the Cotswolds show the hand of the husbandman. Here, you feel, the farmer is a farmer born to his hills. He is no businessman or politician in retirement. And perhaps he is far enough from Whitehall not to be irked and irritated by regulations so that his irritability seems to show in ill-kempt fields and restless herds. There is the settled look of centuries about the farms, the fields and the cattle. Crises may come and go, you feel, but the Cotswolds—the eternal hills—will remain. A good, and restful, area.

We strung the village pearls together along a quiet string

of side roads, for only in Bourton on the Water was there anything approaching a bank holiday week-end atmosphere. Great and Little Barrington, Windrush, Sherborn, Farmington and Great and Little Rissington; from the last mentioned the view over the Windrush valley is in the Birdlip tradition. Then we went down the Fosse Way fast towards Cirencester, noting that there were traffic lights at that important junction with A40, which comes roaring in from Wales. Were they there before the war?

On the other side of the Fosse Way a minor road, Cirencester runs through Chedworth and Calmesden, over Baunton Downs. Baunton itself is over on the north, decoratively set in the valley. The square high tower of Cirencester church guides you safely into the town, for it is a landmark in every direction round the old Roman Corinthum, a city "second in commercial importance only to London," Franzero claims. Today it rests on its Roman laurels, for Cirencester is sleepy (and none the worse for that).

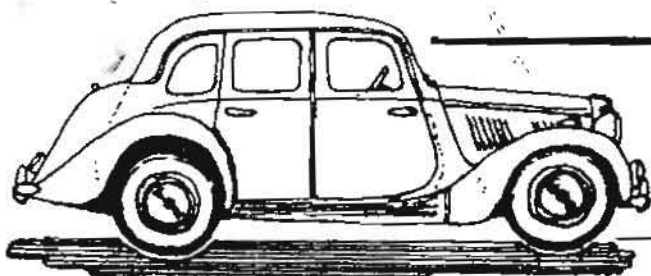
The Road Back

The afternoon had improved to sporadic sunshine as dry roads. Now it was time for the run back, and the eye, Roman-conditioned, alighted immediately on the 40-mile straight (almost) from Cirencester to Newbury, the line of Ermin Street, which commences as A419 and finishes after many vagaries as a minor road from the back of Stockcross village into Newbury. There is a kink of note—in Cricklade, where the cursed inhabitants seem to have relinquished the paved line of the legions for a meander according to their own devices. No matter, although few writers grow lyrical over Cricklade it fringes A419 with pleasant homes.

From Cricklade the line passes north-east of Swindon. In the environs of such a town roads are usually ill-sighted and confusing, and they could be here but for the fact that Ermin Street continues to streak straight on. No mind what happens to it. Let A419 swing off to the right in a pomp of lamp-posts and speed limit and double-deckers. Let the speculative builder of the last century degrade the Wiltshire slopes with Tooting terra-cotta. The Min. of T. decide that, after Stratton St. Margaret, Ermin Street is unworthy of his classified attentions. The fact remains that the old road laughs them all off and retains its character. There it goes, wide and straight heading for the Berkshire Downs. And there went M.G., although the speed was kept low by the wave in the surface and the junction hazards. In spite of the tempo line on the map this is no fast road.

It soars over the downs, peaking near Baydon with a fine view back over Aldbourne Warren, and after that the Roman line is lost. Up against the tough Berkshire character, of course, it did not stand a chance. Wiltshire brawn stood in the way Rome was forced to deviate. Trees reappear on either side after the bare downland slopes; the villages string out, and finally the junction is made with the Bath Road. The M.G. trickled down Newbury Broadway and out, still on the Bath Road, left it for a local destination, the M.G. whisking smoothly round bends known from childhood.

A nice day; thanks, Abingdon—and you, Sir Staf-



Whyparts?

D. A. RANSOME. [REDACTED]

TEL: [REDACTED]

MG 'Y' Remanufactured Spares

Body Panels - This particular 'brand' of body panels are only available through this vendor and cannot be obtained privately.

Front Wings - wired edges £150.00 each
Rear wings (Y not YB) wired edges £150.00 pair
Sill mounting boards - pair £ 52.00
a) Flat inner sill with flange
b) Flat outer sill with flange £ 35.00 set
c) Flat under sill with flange
Rear wheel arch wing mounting area with flange
Front door repair section - outer £ 12.50 pair
Front door repair section - inner £ 16.50 each
Rear door repair section - outer. £ 12.50 pair
Rear door repair section - inner. £ 16.50 each
Roof guttering /foot. Price on Application

All the above items will require pre-fitting and finishing to obtain a good, original fit as do most car body panels and will also require priming and painting. Each panel is individually hand made. At present they are only available to customers in mainland Britain until a suitable and relatively cheap carrier can be found, hopefully soon!

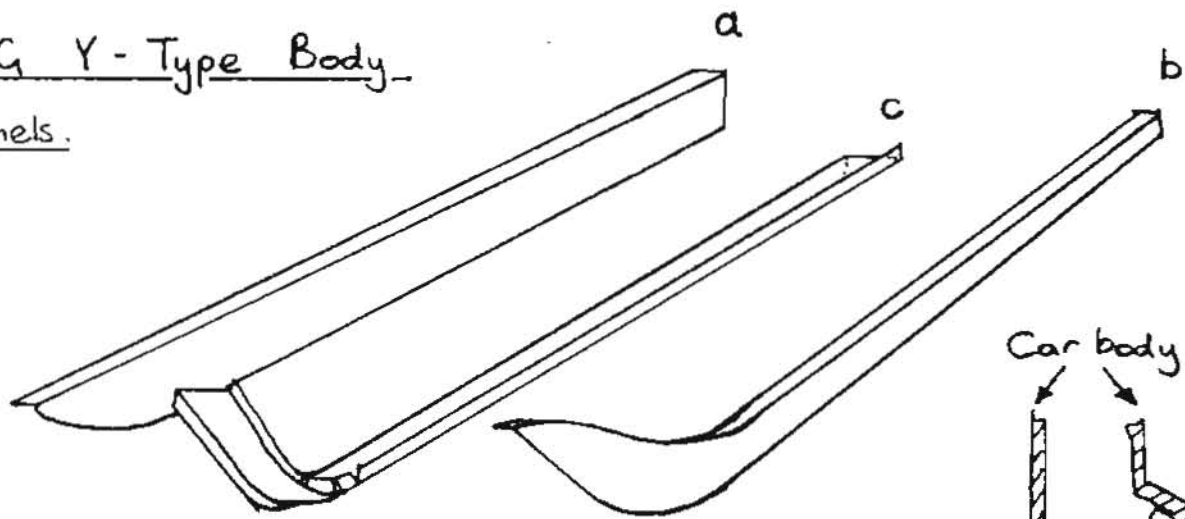
CARRIAGE is via British Rail to your nearest station from where you pick it up. You will be sent a notification of despatch. When ordering please state whether O/S or N/S panel is required. Many other panels can be made to order P.O.A.

DELIVERY PERIOD on panels is usually 2 - 6 weeks.

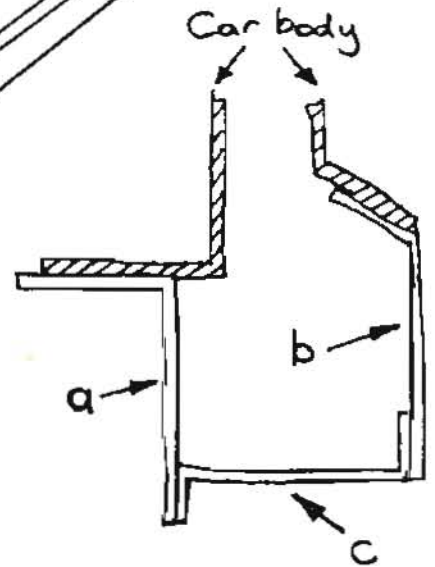
All the above available from:- D.A. Ransome, 'Whyparts?', [REDACTED]
[REDACTED] [REDACTED] [REDACTED]

*****Watch this space and the Classic Motoring press for news of other items as they become available!*****

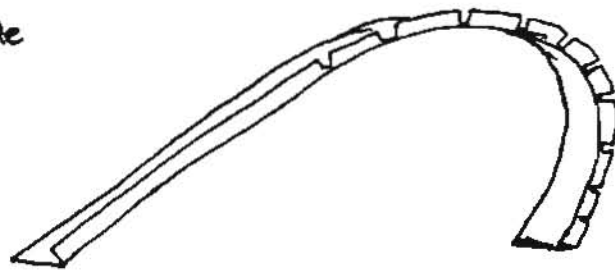
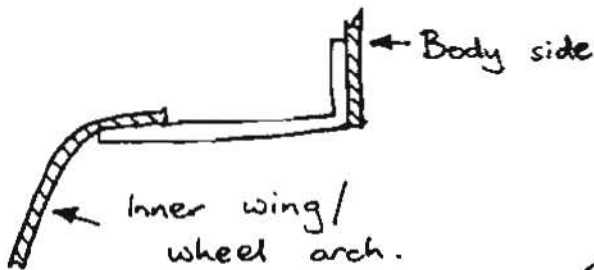
MG Y-Type Body Panels.



These panels have flanges for welding or brazing to car body or each other

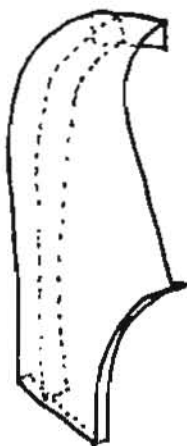


Wheel arch wing mounting area.

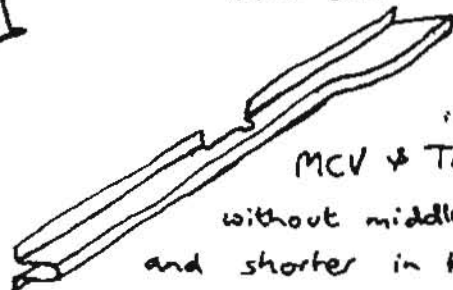


Morris Oxford 'MO' Body Panels

Front Wing Repair Section.



Outer sill.



MCV & Traveller without middle cut out, and shorter in length.

Door skin, outer



Bolt holes, captive nuts are not provided due to positioning variations on individual vehicles.