

THE CLASSIC 'Y'

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

Volume 7. No.63.

June 1984.

EDITORIAL:

Let's get the most important thing over with first. With effect from the date of publication of this magazine subscriptions are to be increased to the following rates:

U.K.	£8
Europe	£10 by airmail
RSA, Singapore etc (Zone B)	£12.50 " "
Australia (Zone C)	£14 " "

Subscriptions were last increased in February 1982.

On May 10th we were pleased to welcome Colin & Mavis Lloyd of [redacted] Australia to our 'Greyhound' meeting. Colin & Mavis (owners of Y 6381) are in this country until August, having arrived on Easter Monday. Well, it turned out to be one of the best local meetings we've ever had. It was also nice to see first-timer Nigel Pratten with YB 0512.

See what you're missing ! Here are some more 'Greyhound' dates for your diary (second Thursday of each month at 7.30pm in Hector's Bar): July 12; August 9; September 13; October 11; November 8; December 13. The Greyhound is at the junction of the A580 and A574.

In the last issue we published what turned out to be a much-acclaimed feature by Wm. Collingburn. For [redacted] hly I did not publish their address! Here it is: Gallowfield Trading Estate, Richmond, N.Yorks, DL10.4SU (Tel: Richmond 4105).

Next time we complain about British weather we ought to remember what recently happened to Alan Nuttall of [redacted] South Africa. Apparently that part of the world has been suffering a drought for the last two years. On 16th May, however, the heavens opened and the Durban area had a whole month's rain in twenty minutes. Alan's garage had approximately 20" of water in it and it took him a week to clear the water out of the YA's gearbox, differential and brake master cylinder !

Rain there was also at the Regency Run in Brighton on 20th May. Not in Durban-like quantities, admittedly, but it kept the topless bathers away ! It didn't keep the M.G.s away, though. What a turn-out ! About 250 M.G.s made the run from Battersea Park and in their number were 13 'Y' Types - a full report should appear in the August issue.

And so to mention of the last of the series of articles by Michael Brown, reproduced by kind permission of 'The Autocar'. "Carreg Cennen Convoy" appears on pages 19 - 21 of this issue.

31st May 1984.

CARS FOR SALE:

50. 'YT restoration project consisting of dismantled YA,YB and YT. Chassis and suspension already assembled. Most parts to build complete YT with plenty of spares left over. Some new spares. Sale due to pressure of other commitments. £475 ono. Contact: Paul Scrivin [REDACTED] Tel: [REDACTED]'.
459. '1952 YB. For restoration. £275. Tel: [REDACTED] (after 6pm) ([REDACTED] Herefordshire)'.
283. '1953 YB. Restoration started, partly dismantled. Solid body, far too good to break. Requires finishing. £750 ono. Tel: [REDACTED] (Mr. Harrison, [REDACTED])'.

PARTS FOR SALE:

'Arnot supercharger for XPAG engine. Complete with drive shaft, manifold, two carbs, blow off valve, oil feed lines and bottle and literature. £150. Contact: Pat O'Neal, [REDACTED]'.
[REDACTED]

Ready cut and drilled sunvisors made to original specification. £3.50 pr. incl p&p. In future it is hoped that we can offer sunvisors ready covered with beige headlining cloth. Also for sale: One sunvisor bracket (chrome) £1.50; Steering column slip-ring (complete but needs repair) £7.50; Rear door window winding mechanisms (x2) £1 ea; Windscreen wiper operating knobs (x2) £1 ea; Fibreglass spare wheel compartment lid (for YA) £30; swc lid chrome lock cover £1; Rear window blind end bracket £1; YB master cylinder reservoir cap £1; Grab strap chrome bracket £1. All the above prices except the sunvisors are plus postage. From: J.G.Lawson, [REDACTED]. Also, David Mullen and I always have in stock a fair selection of doors in the usual abominable condition, for disposal at give-away prices (!)

'D' Lamps, chrome, as new. £15 each plus p&p. Tel: [REDACTED] (after 8pm or weekends).

PARTS WANTED:

Wanted for YA/YB - interior (especially beige). Also all other parts. Tel: [REDACTED].

NEW OWNERS:

644. A.Clampitt, [REDACTED], Singapore 0921
645. G.Cullingford, [REDACTED], Glos., [REDACTED].
646. D.Stansfield, [REDACTED], Yorks.

MEMBERS' TIPS

David Mullen: The timing cover oil seal from the Chrysler Avenger is a better replacement for the YB rear axle oil seal than is the replacement item supplied by the M.G. specialists.

By
MICHAEL
BROWN



"Over the road ran a torrent"—the ford which halted the convoy.

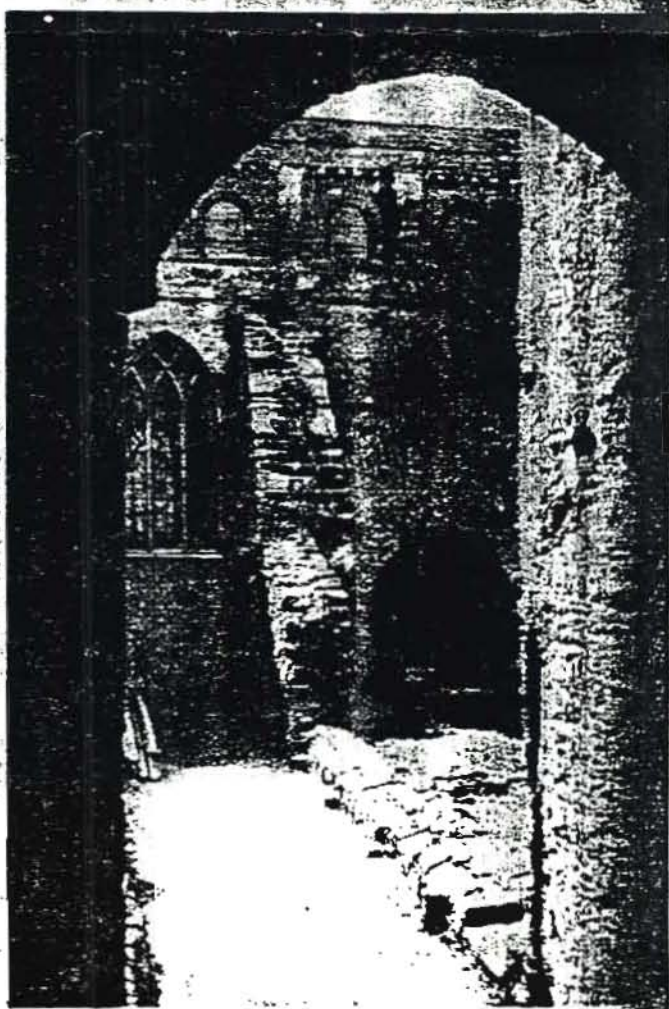


CARREG CENNET

VOYAGE TO THE WEST OF WALES IN HEAVY WEATHER

WHEN two ex-sailors and their wives go a-touring together, a certain amount of water is not out of place; two years ago (as recorded at the time) it rained for most of a Devonian excursion; and on Saturday, August 29, over an inch of rain fell in West Wales. Consequently the commodore's green 1½-litre M.G. threw up a wake that called for use of the storm ports on my 1½-litre Riley, next in station, as we left Abergavenny at sailing time, and the rain became heavier immediately, rendering unpleasant a brush with the enemy (a chivving policeman) in Brecon. The look-out had spotted some sausage rolls in a shop window, but the instant we stopped the policeman's head was in the car. "You'll have to go on to the car park, just along the road." Brecon definition: "Just along"—half a mile.

The full route is published within these pages, but ours was perforce abbreviated, mostly owing to weather but a little because of time. Yet that wet Saturday, by its very wildness, was able to give something to the scenery, and the commodore's selection of items was cunningly devised to include those that would benefit from low grey cloud, a roaring sou'-westerly, and even rain. Thus the ascent of the Brecon Beacons on A470, up to the reservoir at the top, became memorable for the white cascades that tumbled down from the heights, and for the great stains of Tyrian purple where the heather spread its autumn glory. After that there are pleasant narrow roads across to A4067, which provides another sou'-westerly crossing of the massif by Bwlch Brynn-rhudd (*Bwlch*, one recalls, means a pass). Such crossings, in such weather, have an exhilaration which summer softness cannot provide, and the sight of the River



Norman north door, St. David's Cathedral

Tawe at Ystradgynlais, surging, swirling and thundering down the valley, shot it through with anxiety, for the past year had seen much water damage: Lynmouth, the East Coast, Holland. Earth seems as if she is resenting the machinations of man, and the papers were still full of the Greek earthquake disaster. Once more we crossed the massif, this time to the north on A4069 over the western escarpment of the Black Mountain, and stopped for lunch in the cars where another torrent, the colour of tea and tortured into creamy froth, battered against a bridge.

It must be clearly understood that ships in convoy implicitly obey the orders of the commodore, so that although the Riley's crew were guilty of the omission to check their navigation they cannot be blamed for following the M.G. over the next tricky section without question; the commodore may, perhaps, be excused because there was no chance of getting a shot of the sun at midday, and because his compass (and mine, showed resolutely that our course lay west, as it was supposed to do. But a compass cannot show that you have inadvertently selected a route that is parallel to the correct one, a mile to the southward, and of a very much lower status as Ordnance Survey markings go.

The M.G. was scudding ahead, held up now and again by a gate, but with a foot of clearance on either side and daylight between the odd boulder and the chassis. I guessed that it could "go about" fairly easily at a dozen spots. The Riley, broader of beam, lower of freeboard and with a counter stern, was not going to be so happy under counter-marching orders. The track began to climb and the sodden



"A narrow tunnel, steeply descending—the commodore supplies the ghost effect."

CONVOY

clouds became a damp and loathsome mist. Chances of turning round proved so few and far between that I gave up looking; we were again climbing that western escarpment of the Black Mountain, and, although all would have been harmless enough in summer weather, there was a threat in it this day. "We are all right at the stream," said the commodore reassuringly. "There's a bridge."

The cars climbed a little more steeply and then the road dropped into a gully. There was a bridge, but it was a footbridge. Over the road ran a torrent—one that neither the M.G. nor the Riley master mariner wished to navigate. Puzzled, we consulted the map, spread across the green bonnet of the M.G., while the rain came down softly, wettingly, adding to the volume of water that was coursing down from the mountain . . . and over our road.

The commodore pointed to the map: "I don't understand it," he said. "There is a bridge marked . . ." His voice trailed off. Then, "No, by Jove! We can't be there! The river is flowing in the wrong direction!"

After that, of course, it was easy to locate ourselves and the error; and we studied the situation as it applied to the about-turn of the low-shung Riley (whose lock is by no means exceptional). An attempt was made about a hundred

yards back, Mrs. Chief Officer having been jettisoned to allow the body to rise to the maximum on the springs. It failed owing to lack of ground clearance at the after end, the jacking extensions making contact, and the extrication from a beam-on position was not too easy under grabbing brakes (mist-wet) and an erratic clutch. Resigned, we rang down to the engine-room for full speed astern, and set off for more room and an inevitable crick in the neck. Fortunately we found it (the space) less than a quarter of a mile away, and were then subjected to the indignity of the M.G., coming along bow-first under a full head of steam, having nipped round in the space in which we failed.

It was pointed out to the commodore that his motives were suspect. This motorist having changed from a 1½-litre M.G. to a 1½-litre Riley since the previous voyage there seemed room for the suspicion that the remaining M.G. owner wished to convince me that my choice was in error. However, we slithered merrily back to safety, overtaking another convoy when the road widened a little. This was composed of a tractor towing a van, the tractor being driven by a boy of less than ten years. Thoroughly skilfully, he



CARREG CENNEN CONVOY

continued

banked the machine at the first opportunity and edged the van in to let us pass and we were soon huddled down on the horizon.

It was perhaps significant that the next road sign encountered read "Black Mountain Trapp".

Castell-Carreg Cennen (three hard Cs) was reached at last. It lies five miles south-east of Llandilo and is, fortunately, under the care of the Office of Works. Without that prosaic link I might well wonder if that fantastic ruin really exists, now that I am back in London sitting in front of my typewriter. You must park your car and, in theory, pay a threepenny fee to climb the hill to the castle. In fact, our knocking only echoed through a locked and silent house. So we set off through the gate and up the green slope over which rolled the cloud-mist. The grey rock jutted through occasionally, the path spiralled with steepness; the rain's whisper was lost in the turbulence of the wind in high places.

High places? I looked up and felt a tingle of excitement. There, reaching upward through the mist, were the gaunt remnants of the stronghold. Not much is known about it, and certainly on that day the mystery clung to it like the mist itself. It is 13th century, and British Museum manuscripts describe the site as 'the stronghold of Urien, Lord of Is-Cennen, who was one of King Arthur's knights. The rest is conjecture.

But its situation has nothing conjectural about it. You are puzzled by the notice appealing to visitors to do all in the power to avoid accidents—for just as long as it takes to walk over to the south-east side of the summit. You look over, and a surge of vertigo sets your heart pounding. There is nothing there. Vertically downward, though, can be seen the brown, white-flecked line of a torrent—the River Cennen—into which a pebble must travel 300ft to drop. You expect that sort of thing at Tintagel, and the Wye Valley is such a dizzy place that Chepstow Castle is probable, but here in West Wales the precipice is a horrifying surprise.

Eerie

To the left of your eagle stance a few stone steps lead to an iron gate, and beyond it the steps go on down. Water drips from the walls of rock that make a narrow tunnel steeply descending, with apertures on its right. A glance tells you where the tunnel leads—diagonally down the cliff, and through the apertures the dizzy drop-scene is repeated. We explored carefully, and after 150ft came to spiral steps surrounding a shaft at the bottom of which was a flicker of light, dreadfully far away. No wonder the notice implores visitors to take care to avoid accidents.

Upwards, the stone steps climb steeply through a needle's eye in one of the towers that will pass only the slim body, and you are within the simple square fortress. A crafty rescue job is going on at Carreg Cennen Castle, and seeing it changes the imagined figure of a Minister of Works (blue suit, stiff white collar and bowler hat, surely) into a slim, stooping figure, white of hair and ruff of forehead, with leather elbows and long white fingers carefully piecing together the potsherds of pre-history.

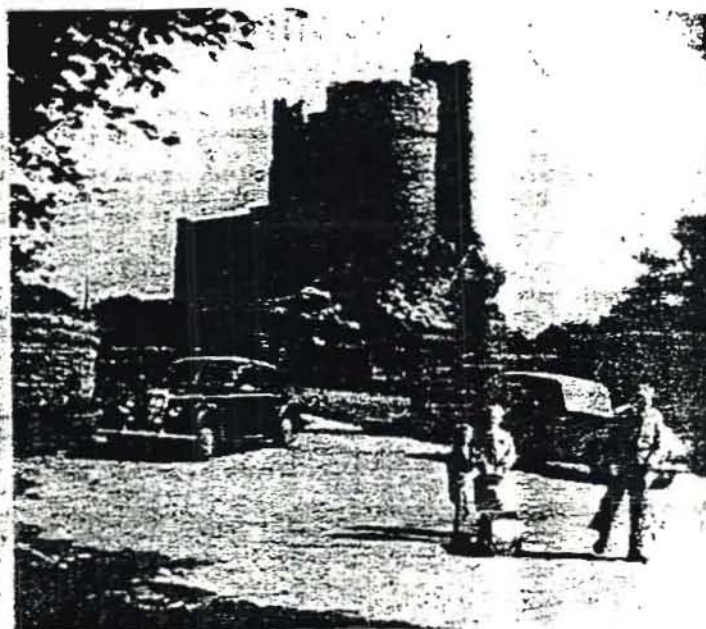
This was a tour of high spots, figuratively as well as actual, and on the Sunday we were to see Roch Castle, lived in and under the sunshine, but also magnificent of site. Roch, with its fuchsia-topped walls and an occupant shaking a rug out of the door, was the complete contrast to Carreg Cennen. Another high spot was dinner at the Mariners Hotel in Haverfordwest, where the homely atmosphere—a product of beams, nooks and, above all, nice staff—was an exactly right finish to a wet and wandering day. But on Sunday the clouds rode high, and the Pembroke lanes thrust pale green tongues of fern at the cars, the gorse glowed amongst the heather, the honeysuckle hung, all strawberries and cream, and the purple foxglove stood erect against a stiff westerly.

We saw St. David's Head, and Ramsey Island, and the rocks of Carreg-gaelliog, Maen Cam and Gwahan. We saw Solva, an indentation of delight, and we made our pilgrimage to St. David's Cathedral. St. David's is a matter for books,

not for the casual mention in a touring article, and only one impression should be recorded. It is a strong one, yet, is merely the fact that in all that giant cathedral there is hardly left a single architectural straight line, for St. David's was built on a shifting foundation. The fact that, in spite of all the movement, St. David's remains a living house of God is a magnificent tribute to the devotion of the Welsh throughout the centuries.

Once more the convoy climbed, this time over the Prescelly Hills towards Newcastle Emlyn, and then suddenly, at no more than a point on the map, it was dispersal time. The commodore headed south and the Riley east and the Sunday afternoon silence resumed its meditative aspect.

Dispersals were always like that. A flag fluttered, a convoy atomized, and only a slight sadness was left.



"Roch, with its fuchsia-topped walls . . . was the complete contrast."

FIRST DAY.
ABERQ. SNY TO HAVERFORDWEST.

Aberq. Sny to Brecon. A40	Miles
Brecon to the Brecon Beacons (2,907ft). A470	20
Back along same road to junction with B455	3
By B455 to village of Devynock. B455	4
Devynock by Bwll Bryn-rhudd (1,212ft) to Ystradgynlais. A4067	16
Ystradgynlais to Brynamman (1,100ft). A4068	8
Brynamman over Black Mountain to valley of River Cyddar. A4069	5
Car & Co. 100 Castle	5
Continue same road to village of Trei	1
Llyn Lwcher ("The Eye of Loughor"), source of River Loughor, which issues from cavern in hillside	1
Drop anchor during lunch	73 1/2
Trapp to Llandilo village	4
Llyn Lwcher-Owen—joining A470 from Llandilo (the lake of Owen's Stone—yellow water-lily grows)	4
Llyn Lwcher Owen to Carmarthen. A48, B4319 and B4300	10
Carmarthen to Haverfordwest	44
Total	133 1/2

Carmarthen to Haverfordwest via L. Cleary (A40). Along Pembroke road to the coast at Amroth Castle (now a hotel), whence view of sands and Swandorfoot Bay across to Tenby. Then back to A477 (Pembroke) as far as Carew Castle and 9th century Cross, well situated on an inlet of Stifford Haven. By A4075 northwards to join A40 again, a few miles from Haverfordwest.

SECOND DAY.
HAVERFORDWEST TO HAVERFORDWEST.

Haverfordwest—Trafarn Rocks-Wall's Castle. A40	Miles
St. Mary's. A407	7
St. Lawrence-Haystack crossroads Roch Castle	8
Roch-St. David's by coast road. New. Sands Sol & Cove. A487	3
St. David's-St. Non's Well (114). Porth Stinian (114). Carn Lidi and Whitland Bay (3). St. David's-Newport. A487 (detour to Strumble Head 5m)	24
Ne. Port-N. W. A. 87	1
Haver-Pentre Ewan (Cromlech)	1
Thence to John Cardigan road (B4329) at Tafarn-y-bwch Inn and over Prescelly Hills (B4329) back to Haverfordwest (B4329)	18
Total miles, allowing for detours. Approx. 101	65

PRACTICAL BLAST CLEANING TECHNIQUES

R.F. MANN

Most people concerned with the restoration or care of classic cars have, at some time or other had components blast cleaned using one of several available methods. The particular method used on any one component is critical. On the one hand the part could be ruined and on the other, you would be paying for a far better finish than you actually need. In this article, I hope that sufficient information has been given for you to be able to select the most suitable process for your requirements.

All blast cleaning processes remove metal. Dry grit blasting using a coarse grit will remove a lot of metal; Vapour Bead blasting will remove very little. Metal removal means 'damage'. A classic case of wrong process choice often occurs with motorcycle mudguards, or indeed any thin metal panel. How often have you seen such items come back from the blast cleaners looking like lacework? It is inevitable that some holes will appear where the metal has rusted through but in most cases these panels are blasted using a coarse grit at too high a pressure. Result.- Even where there is good metal underneath the rust, that too is blasted away. Remember that it is much easier afterwards to restore a panel which is thin in places than one which has had good metal blasted away leaving a hole. I have listed below, the various processes in order of aggression.

1. Dry shot blasting
2. Dry grit blasting (with pressurised grit supply)
3. Dry grit blasting (with suction grit supply)
4. Dry bead blasting
5. Vapour bead blasting

1. DRY SHOT BLASTING. - Although most people regard any blast cleaning process as shot blasting, technically 'shot' blasting refers to blasting with round steel balls. This is a very aggressive process and because of this it is totally unsuitable for the car restorer.

2. DRY GRIT BLASTING (with a pressurised supply). With this method, the container of grit is actually pressurised and like shot blasting is very aggressive, but it does have its uses. It will remove heavy rust and thick paint deposits from steel both quickly and cheaply. On large areas, therefore, such as car chassis it is probably the best process to use. Remember though, that it is really only suitable on thick steel parts. The reason for this is that a firm which carries out this type of blasting would normally use a coarse grit operating at a high pressure. If this were the case then it would be all too easy to blast through a thin section such as a car wing or even to distort it because of the 'peening' effect of the grit. Moral; go to a firm who are experts in the field of blast cleaning. If you are having a chassis cleaned, remove all components which may be damaged in the process. This means such items as brake calipers, brake pipes, or wiring. Any items which cannot be removed and which may become damaged must be masked off. One layer of masking tape is NOT adequate. It requires several layers of, for example, PVC insulation tape. Finally the chassis must be completely free of grease or the rubbery type of underseal. This is because they absorb the grit and in the time it takes to blast off a blob of grease or underseal, the surrounding area will have been well and truly 'over blasted' or even blasted straight through. After any component has been grit blasted, paint it as soon as possible with a good quality anti-corrosion primer. Its surprising how quickly rust will form on clean oil-free metal.

3. DRY GRIT BLASTING (with a suction grit supply). Instead of being forced to the gun, it is sucked and because of this the concentration of grit at the gun is much lower. This form of grit blasting is therefore less aggressive than that described in (2) above. It can be used for removing rust and paint from most metal items without too much damage being done to the metal underneath. Again, remove any parts which may become damaged - oil seals must be either removed or well masked off. This is probably the best process for such things as suspension springs, links or any other relatively small item which is to be repainted.

4. DRY BEAD BLASTING. This is more of a cosmetic finish and uses glass beads instead of grit. Because the beads are spherical, they do not have a cutting action. They will therefore remove Contamination and finish surfaces without destroying critical tolerances of the parts being treated. Bead blasting is a much slower process than grit blasting and is therefore more costly. Use it on parts where the surface would otherwise be damaged. As a true decorative surface, I consider that it is over-rated. Although a freshly bead-blasted surface is beautifully clean and has a slight sheen, it does tend to be a 'spikey' surface and because of this, it becomes dirty quickly and is difficult to clean - as you will know if you have had any components dry bead blasted.

5. VAPOUR BEAD BLASTING. The least aggressive form of all the cleaning techniques previously described. Absolutely ideal where you do not want to damage the component. Vapour blasting uses glass beads and compressed air, but in addition it also uses water under high pressure, the glass beads being suspended in this high pressure water/air jet. Because of this high pressure water jet, each small glass bead is cushioned by the water when it hits the surface being cleaned. The result is that the vapour blasting process actually smooths and polishes the surface, unlike the dry blast process which tends to roughen a surface the more it is processed. Vapour blasting is the only process I know of which will reproduce the original bright, shiny finish as seen on new aluminium castings such as cylinder heads, blocks or gearbox casings. The surface literally shines just as it did when first manufactured. Unlike dry blasting, the surface will not mark easily and when it does become dirty it can be cleaned easily because of the 'closed' texture of the surface. This 'closed' surface texture also means that the component will be far less susceptible to corrosion. For this reason it has been found that alloy wheels, when vapour blasted and lacquered will resist corrosion far better than the original polished/lacquered surface.

If you take components to be vapour blasted, it does not matter, within reason, if they are oily and greasy because de-greasing and cleaning is carried out in one operation. In addition, rust inhibitors are added to the water so that steel items will not subsequently rust. This is not a permanent rust proofing process, but will give protection for one to two weeks. -long enough at least to prime the parts. Vapour blasting is the most expensive of the five processes described because it is the most time consuming to perform and because the equipment costs around six times more than for other blast cleaning processes. Roughly, if an item were to cost say, £5.00 to have it dry bead blasted, then to have it vapour blasted instead would cost around £7.00.

Description of the five different types of blasting is, of necessity, generalised. As an example type (2). A very fine finish indeed can be obtained with this method if a fine grade of grit is used at low pressure. Indeed, car wings can be processed like this without distortion and with minimal surface damage.

Blast cleaning plays a very important part for anyone restoring an old car or indeed any piece of equipment. Indeed, clean, rust-free metal should form the basis for any good restoration project. Chemical rust proofing agents are now extremely reliable and play an important part in neutralising rust. I would certainly advocate their use in difficult areas where it is impossible or impracticable to blast clean. My own opinion, however, is that their use should be limited only to these areas. Other items which can be removed should be blast cleaned. There is nothing quite like painting a freshly blasted, rust-free component for renewing lost enthusiasm in a restoration project when the car is just one big box of bits.

Generally a specialist blast cleaning firm will be able to advise you on the most suitable process for your requirements, but make sure that they are in fact able to offer the various different types of process; - obviously if they only have one type of process then they may well give a biased opinion. A firm, however, which has several processes to offer will be able to give good unbiased advice - some of your components may require fine grit blasting, some coarse grit blasting, and some vapour blasting. I have seen a set of early Rolls Royce wheels which were blasted using a very coarse grit. - They were fit only for the scrap yard. "They only cost £2.00 a wheel to have blasted..."

Written for general guidance by R.F. Mann of LANGTHORPE BLASTING SERVICES.
The Old Stables, Brewery Yard
Langthorpe
Boroughbridge
YORK
North Yorkshire

Tel. Boroughbridge (09012) 3154

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J.G. Lawson, [REDACTED]

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