



## THE CLASSIC 'Y'

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

Volume 8. No.67.

February 1985.

### EDITORIAL:

First a thank you to all whose subscriptions were due last month and who renewed so promptly. The revitalised cash-flow scenario (as the economists say) enabled 'Enterprise' to be M.O.T'd, insured and taxed (for the first time in eight years)!

By way of a book review I feel that front page treatment is justly deserved for David Ransome's 'A Whyparts Spares Guide' (£8.25 from Whyparts, [redacted]). Inside its covers you will find a wealth of information relating to parts numbers, dimensions and specifications for many of the electrical and mechanical items to be found on our cars (for example, Lucas and Lockheed parts, gasket sets, fan belts, bearings, pistons, valve springs etc etc). David Ransome has put thousands of hours into researching, compiling and publishing this long needed and very valuable reference work.

30th January 1985.

### PARTS FOR SALE:

'Radiator shell £50; all window glass £45; complete bonnet £80; or offers. Various other spares plus parts. Tel: [redacted] after 6.30pm'.

'YA radiator core £10.50; YA radiator shell with slats £18; YA bonnet £20. Tel: [redacted]'.

'YA/YB spares. Mainly body panels, all in very good condition. Tel: [redacted]'.

'Concours 'Y' Type engine, all external components, absolutely original, restored. Offers. S.A.E. for full specification. Contact: Bob Butson, [redacted]. Tel: [redacted]'.

'YA engine complete. £375. Tel: [redacted] or write to: [redacted]'.

'Free set of copper brake pipes for a YB (bought in error). Contact Ian Russell at [redacted] or telephone [redacted]'.

more on page three.....!

## REGISTER NEWS:

### Recent Discoveries:

<u>Chassis No.</u>	<u>Year.</u>	<u>Type.</u>	<u>Engine No.</u>	<u>Reg'n No.</u>	<u>Colour.</u>	<u>Owner's Name.</u>
Y 3540	1949	YA.	XPAG/SC/B23845	FDW 693	Dk.Green.	G.Talbot.
Y 4146	1949	YA.	XPAG/SC/X13998	?	Maroon.	K.C.Davies.
Y 4249	1950	YA.	XPAG/SC/14038	JDG 564	Olive green (metallic)	The Attornies of Mrs.H.M.Cox.

Total cars on the Register as at 21st January 1985: 1,029.

Made up as follows: YA: 542 YB: 239 YT: 174 YRC: 3 Composites/Specials: 10.

Unknown (mainly saloons): 61.

### New Owners:

699. J. van Over, [REDACTED] Virginia, [REDACTED], USA.  
700. Mrs.B. van Over, [REDACTED] Virginia, [REDACTED], USA.  
701. Mr.Hansen Jnr., [REDACTED] New York, USA.  
707. K.C.Davies, [REDACTED] Victoria, Australia.  
709. I.M.Birks, [REDACTED] Surrey, [REDACTED].  
710. D.Whatley, [REDACTED] Middlesex, [REDACTED].  
711. S.C.L.Harris, [REDACTED].  
713. B.Duffin, [REDACTED] Victoria, Australia.

Total number of known current owners as at 24th January 1985: 641.

### CAR WANTED:

YA or YB. Must be M.O.T'd and in reasonable condition (don't mind some work). Can only pay up to £1,000. Prefer Scotland/North England. Contact Allan McKean on [REDACTED]

### CARS FOR SALE:

173. 1947 YA. 'Original interior. All wood and mechanics intact. Excellent engine and drive train. Body needs restoration. \$3,500. Contact: Mr.J.Files [REDACTED], Florida, [REDACTED], U.S.A.'
327. 1947 YA. Y 0833. XPAG/SC/X10559. Body No. 653. 'Complete car, unrestored, some parts. \$5,500. Contact: Mr.Werner Jacobsen, 16 [REDACTED], New York [REDACTED], U.S.A.'
287. 1949 YA. '207 UMG'. 'In need of restoration or for spares. Reconditioned engine and gearbox. New front wings, radiator, steering column. Some bodywork needed. Generally very good. Offers to Mr.Barlow of [REDACTED], Hertfordshire, Tel: [REDACTED] (days), [REDACTED] (evenings)'.
762. 1950 YA. Y 4249. XPAG/SC/14038 'JDG 564'. Metallic green with green interior. Last registered in 1979 and garaged since. 82,390 miles indicated. Contact: Messrs Rickerbys, [REDACTED], Glos., [REDACTED] who are acting on behalf of the owners, The Attornies of Mrs.H.M.Cox'.

### RECOMMENDED:

Car Transportation: Colin Guy; (daytime) Little Copse Service Station, B.3181 Bradninch, Nr. Exeter, Tel: Exeter 881224. (night) 'Sunrise', Hen Street, Bradninch, Exeter, EX5.4NR, Tel: Exeter 881519.

# Spare Parts for MG YA 14 litre 5.200

DESCRIPTION	CONDITION	PRICE
Door handle (plain)	New	£ 6.00
Headlamps (1 pair)	New (7", sealed beam)	£ 70.00
Radiator Cap	New	£ 12.00
Pedal Rubbers (1 pair)	New	1.00
Filler pipe to wing rubber	New	3.50
Radiator Grill	Used	40.00
Jackall Pump & Tank	Slight leak	10.00
Brake Drum	Used	5.00
Brake Cylinder	"	5.00
Alloy Air Cleaner Pipe	"	8.00
Front Valance (Below Grill)	" Damaged-Repairable	12.00
Windscreen	"	20.00
Dash top Rail (wood)	"	6.00
Doors - front	" Some rust in bottom edge	30.00 each
Front Wings (1 pair)	" Poor - repairable	30.00 each
Inner Wings	" Good.	15.00
Differential	"	150.00
Half shaft	"	15.00
Carburettor	" Condition unknown	25.00
Front shock absorber	" " "	5.00
Wheel and tyre	"	30.00
Wiper motor	" Condition unknown	6.00
Voltage regulator	" " "	6.00
Steering Column spring sleeve	New	6.00
Front hubs	Used	5.00
Brake back plate	"	5.00
Various springs and washers for brakes,		
<p>FOR FURTHER DETAILS, TELEPHONE RORY MCMAHUS</p> <div style="background-color: black; width: 200px; height: 20px; margin: 10px auto;"></div>		

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In the last issue I finished by relating the perils of wing/running board/body/front valance/radiator shell/headlamp bar/chassis etc alignment and I was reminded that in our photo collection there's a picture of a YA and two YBs side by side. On two cars the front bumper slopes to the right, whilst on the third it slopes to the left. Someone even asked me once, "why do all 'Y' Types' bumpers slope to one side?". So, you see, it is a fairly common problem. I solved it in a very makeshift and impatient way. I drilled a further bolt hole in the wing and bolted the headlamp bracket up to it. I thought I would probably have problems with the headlamp alignment but, as I write, at any rate, it seems the headlamp bar is parallel to the ground and therefore produces the required result. Quite my worst bodge so far, really ! If the above gives the impression that I was impatient to finish and becoming a little weary of the restoration then that would be a good indication of how I felt.

Let me backtrack again now and tell you about the work done on the sunroof and bonnet. I had decided that these two items would be sprayed, not hand-painted, because, with regard to the sunroof, I didn't want an excessive thickness of paint fouling the runners etc and, as to the bonnet, the side louvres and hinge brackets would not lend themselves to the application of five coats of paint of great thickness.

One would perhaps think that obtaining a spray paint of the same shade as 'pure white' would be a fairly easy task. Well, it required a little experimentation. I would have preferred a BL colour, of course, but BL seem only to have ever marketed an 'Old English White' which, of course, is so cream, it would not suffice for our purposes. Indeed, most of the major car manufacturers seem only to have produced 'off-whites'. Why, I don't know, although I admit that 'Enterprise' on a bright sunny day is a little dazzling ! The closest white we could obtain was Ford Diamond White and it is in this shade that the sunroof and bonnet were finished.

The sunroof, being a fairly flat panel, is straightforward - honestly ! So straightforward was its spraying and trimming that I see my notes make very little mention of it. The wooden trim pieces to which the headlining cloth is tacked were obtained from a stock of assorted spares I had bought and which came from another YB, the original pieces on my car having perished and split. A new rubber sealing strip, the wide one which lies in the rear exterior channel, was obtained from NTG. They also sell rubber sealing strip which they claim is necessary for the front exterior channel of the sunroof opening. I will stick my neck out here however and suggest that not only was this never fitted to the 'Y' originally but there seems to be no place to which it can be effectively fitted. Perhaps the fact that it is identical to the boot surround and spare wheel compartment surround sealing rubber gives us a clue. One minor problem did arise in refitting the sunroof (and it wasn't with the locking mechanism, which I thought might cause us a problem). The two triangular shaped guides with felt inserts are adjustable and are fastened to the sunroof with screws in such a way as to allow easy sliding yet keep the front edge of the sunroof from lifting as the car travels along. The screw hole in the right hand guide had become so enlarged over the years that the original screw, once removed, could not later be retightened. All types of substitute screw were tried but all were doomed to fail. There was no type of screw which was both short enough (not to penetrate the sunroof skin) and wide enough, at the same time. A solution has only just been found. A new hole was drilled with a very fine bit sufficiently inboard of the original hole and a small chrome self-tapping screw was used. If a solution had not been found the sunroof might well have parted company with the car on the latter's first trip out (à la Colin Dye in '10 Years Ago' - Issue No.54).

As regards the bonnet panels, the main difficulty I could foresee was that of separating the top panels from the side panels. I had had a letter from an owner who had related terrible troubles in attempting to drift out the brass hinge rods. Much to my surprise, those on 'Enterprise' offered little resistance. One at a time tap them part of the way out with a suitable drift and then pull with all one's might at the other end, gripping each one in turn with a pair of pliers. The bonnet was far more manageable for spraying as individual flat panels. Incidentally, I did not remove the centre chromed hinge. Just make sure it's masked up sufficiently and everything should be satisfactory. The bonnet catches were also removed, of course. On re-assembly it probably pays to smear the hinge rods with grease before inserting them. Hopefully they will then be even easier to remove the next time - if there is a next time !

Just a word here about the use of Trustan 40 on bare metal when the panel is to be sprayed and not hand-painted. As the thickness of the primer coat and top coats will be far thinner than in the case of brush-painting you must make absolutely sure, after the Trustan has dried, that any sticky excess and powder is removed. A wipe over with a 'fluff-free' cloth soaked in white spirit should suffice. If you're not conscientious about this then nasty Trustan ridges will show through your paintwork. The bonnet was sprayed and the hinge rods refitted, being tapped home with a rubber mallet. I chose the best four from a collection of ten or so bonnet catches, obtained over the years from various autojumbles etc, and fitted these. The remainder were sold. Now, can anyone tell me what the two original fixing screws/bolts for the rear bonnet rest fitting were like? When I bought my car these were missing and I have improvised using two large wood screws. This is hardly satisfactory. New bonnet rest rubbers were obtained and fitted. The lowest two (one each side) are sort of wedge-shaped and must be fitted the right way up - experiment! Original 'Y' Type bonnet corner rubbers are unobtainable. They were not the same shape as those on the 'T' Types (which are fairly easily obtainable). Of course, most 'Y' Types I have seen make do with 'T' Type corner rubbers - so does mine! They serve their purpose but are a little untidy to the fastidious. Moral - if your original corner rubbers are in good condition, preserve them! The bonnet panels do, of course, tend to get dirty (on the inside from engine oil and on the outside from oily handprints!) and chipped (if you have tried lifting a heavy-duty battery out of a central battery box 'Y' Type, you'll know what I mean). I might add finally that dry grit blasting is ideal for removing all the old paint from around the bonnet side panel louvres.

So, by 5th September 1982 there she was, externally complete. Complete with blemishes and imperfections, yes - but nonetheless complete. In a previous issue I told how, when we came to try and start the car again, its fuel pump would not work. Of course, that is a common problem with S.U. electric fuel pumps once they've been left to stand for a while. Sometimes, as they say, a sharp tap with a blunt instrument will restore operation (if you must tap then don't tap the bakelite cover as it will probably crack). Our original pump didn't respond to such treatment and, to cut a long story short, I had obtained another pump from a scrapped BLMC 1100, fitted it, and had had terrible trouble getting it to pump petrol to the carburettor despite the fact that we had checked for air leaks etc. Once we primed the petrol feed pipe and it functioned quite well for a while. Then, on my return from California, at the beginning of September 1982, when I came to start the car, it was back to square one again - it was just pumping air. I had related our previous problems in the August 1982 issue of the magazine. At the time I had written that article I thought our problems were solved but, here we were again, bemused as to what the gremlin could be. On 10th September I took a half day off work with the intention of sorting things out once and for all. I did have some idea what the problem might be but I certainly can't seem to remember what it was. When I arrived home from work the usual batch of mail was waiting for me and it was duly opened before I started work on the car. One of the letters was from Alan McCormick in Yorkshire. He said he had just read my article in the August issue and knew what the problem was! He said that there were two types of S.U. pump and that the one from the 1100 was the incorrect one because, being mounted at the rear of the car, under the boot floor, it is gravity fed and therefore requires little or no suction but it does require a high delivery pressure to push the petrol along the feed pipe to the front mounted engine. What is needed for a 'Y' is, of course, the reverse situation - high suction pressure, low pressure delivery.

Fortunately I had two new pumps which I had obtained as a 'special offer' from Burslem Services a year or so previous and these were of the correct type. It took just ten minutes to swap the pumps and solve my problems whereas, if I had received that letter, say, the day following, I would have wasted a whole afternoon and probably ended up bad tempered as well! A real psychic solution, that one!

One last thing about petrol pumps. When the new one has been fitted it is necessary to just flick the contacts with one's fingers whilst the ignition is on, just to get things started. The bakelite cap has to be removed to do this, of course, and the wiring has to be reconnected temporarily to the terminals on the pump. Once this has been done and you verify that the pump works, the ignition can be switched off and the cap and terminals replaced. The pump should then start again, whenever the ignition is switched on. I think it is probably best to use one's fingers to flick the contacts as you don't want sparks possibly coming off a screwdriver etc with all that petrol around.

## SUSPENSION PARTS FOR YOUR MGY

I thought that it may be of interest to compare prices for certain suspension items which are still obtainable from Unipart against the same items as sold by a Y-Type spares dealer. (No names mentioned but definitely not Whyparts!) Prices in Sterling.

<u>Part</u>	<u>Current Part No.</u>	<u>Unipart £ . p</u>	<u>A.N.Other £ . p</u>
Link, distance tube	BHH 1773	4 . 65	2 . 20
Link, thrust washer	AAA 1390	. 22	. 38
Link, seal	AAA 1323	. 24	. 45
Link, support	AAA 1324	. 15	. 30
Bottom wishbone assembly	AAA 1326	6 . 70	8 . 70
Lower link bolt	AHH 4001	1 . 35	1 . 30
Rear spring, silentbloc bush	AAA 629	2 . 40	3 . 00
If you bought one of each		15 . 71	16 . 33

By purchasing the top item from A.N. Other and the rest from Unipart you would only spend £13.26, (the prices given are less VAT and any p&p).

It just goes to prove that it can pay to shop around!

David Ransome.

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Magazine Printing:

U.K. Edition: Prontaprint Ltd.

U.S. Edition: Charlotte Luer, [REDACTED] New Jersey.

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'The Classic Y' is published by Skycol Publications.

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Looking over Ullswater from Glenridding.



A charming stream flowing from Red Tarn. Helvellyn is in the background.

## EXILE IN LAKELAND

A NEW CAR (FOR EXPORT ONLY)  
IN THE WORDSWORTH COUNTRY

IT is surprising how often the unplanned holiday turns out beyond one's most optimistic expectations. So it was with us. We had returned from East Africa in a day and a half, and the impact of a glorious Easter left us rather bewildered. Things had happened too quickly; everything was upside down. It was warm enough at Easter to wear clothes I had worn in Nairobi. It seemed all wrong, but hasty consultation with my wife assured me that we weren't still in Nairobi and that such weather was undoubtedly in honour of our homecoming.

We made rapid enquiries about the new car, and the glorious weather still held when we eventually picked it up and set off. After possessing a number of saloons we had decided that a different kind of car would be preferred, hence a tourer. My last car was powerful, so we must have "zip," and yet the new must be rather more economical than the last. I had read in *The Autocar* the description of M.G.'s new 1½-litre tourer. Here was what we wanted, and last November we placed an order in Nairobi for home delivery—only just in time, we found out; our choice was proving popular.

I will hasten over the various incidents, excited enquiries, open admiration, and almost suspicious demands of how had we "wangled" it. One admirer, a layman, asked us if it was American—"the finish is so good." He was right, for M.G.s have taken a little extra trouble, which may easily bring greater than average dollar rewards. Mind you, it isn't "new look," but then my wife and I are still waiting to hear a really plausible excuse for making the majority of quantity-produced English and American cars as they are. It is a type of extreme styling of which I have seen only two examples, both

sports cars, which bear a second look. Still, I am side-tracking a little. To come back to the M.G., it is a good, straightforward car. The engine is similar to that of the TC series and, even with the four-seater body, is still powerful enough to give a pleasing performance.

A Birmingham visit expanded to a five-day exploration of the Vale of Arden. Glorious, but we had to push on, and the weather broke when we made our way northwards. After several days of wet in the north-west, when it became obvious that the well-designed hood would let in considerably less water than the brand new saloon of a friend of mine, we made our way to Patterdale in Westmorland. Ostensibly we were merely having a look, but our stay lengthened into a week as the sunny weather returned. To get to Patterdale I had chosen the Kirkstone pass road from Ambleside. Tricky, but easy enough without straining the engine at all. The rev counter placed directly in front of the driver is indeed a boon.

Whilst at Patterdale we walked to the summit of Helvellyn via Striding Edge and back over what I think was Sqaules Edge. The views from the top were faultless and there was no mist at all, but a small shower was obviously on the way so we hastened back.

It is impossible to describe how the Lake District looked after more than three years of what is for the best part of the year parched Africa. We were told there was a drought, but nevertheless here was water and here the grass was green, the trees were green, the hills were green, falling in gentle steps to small farms resting in the valleys; and again there was water—water in streams and water in placid lakes. A drought? Well, maybe.

So off to Langdale Pikes. We stayed at Wall End just



Blea Tarn road from Wall End to Wrynose pass road, with Langdale Pikes in the background.

at the head of the valley, at the point where it bifurcates and becomes Mickleden and Oxendale. The Pikes—that is, Pike o' Stickle and Harrison Stickle—were on our right, Bow Fell in front of us, and Pike o' Biscoe to our left. The weather was warm and dry and the trip from Patterdale to Langdale had been delightful. We had been able to enjoy in full the glorious vistas. When one has the top of one's car removed it is possible to realize how much the average saloon restricts the vision. To enjoy a mountainous district it should be an open car. We had stopped awhile to gaze at the stone circle near Keswick; interesting, and in the heat of the early summer sun one could realize why our primitive ancestors looked upon the sun as all-powerful.

Thirlmere always strikes me as a sombre-looking stretch of water, and even in the sun it still possessed that appearance. Grasmere seemed much more attractive. At Ambleside we turned right towards the Langdales and followed the road to just beyond Dungeon Ghyll, and now we were at Wall End, in one of the remote areas of the Lake District.

The next day we decided to have a look at Scafell and Scafell Pike. A small guidebook said that incomparable views of these would be obtained from the top of Hardknott Fell. "Too easy," said I. "We'll take the car to the top of Hardknott pass and then walk to the top of the fell." This meant navigating the road from Wall End to the bottom of the Wrynose pass road, climbing Wrynose, dropping down into the Duddon, and then climbing the Hardknott pass towards Eskdale. The car was well run-in by this time.

Hardknott is hard work because of the numerous hair-pin bends necessitating numerous starts from dead slow. The steepest gradient is 1 in 4, and the whole is not much

easier than this. Short, sharp and furious would describe it. The notice at the bottom of Hardknott pass says, "Winding route with acute S bends. Steepest gradient 1 in 4." We set off on this last leg of our short trip and in no time were at the top. No trouble at all; no other cars on Hardknott. In fact, the only life we did see was a number of cows, one of which became intensely interested in our car, and a motor cyclist, who seemed a little surprised to see us there.

I would not for one moment say that other cars cannot easily gain the summit of Hardknott pass, but the way in which the car handled, the manner in which the brakes maintained perfect control of the descent, led me to believe that at last I have acquired a real car. The coil spring suspension in front is excellent.

We walked to the top of Hardknott Fell and enjoyed the majestic sight that met us—the whole Scafell ridge. It is almost incredible the way in which the proportions of some of these fells lead you to believe them to be much larger than they are. Mountains five times the size of these look no bigger.

Afterwards we successfully navigated our way back to Wall End. The only car we saw at the summit of Wrynose pass was an M.G. TC series, driven by a suitably attired gent who, after salutation, sped on his way. It struck me then how much safer I felt with the slightly greater clearance the tourer seemed to have.

I am clearance-conscious. I holed the sump of my last car on the Belgian Congo-Uganda border and lost all my engine oil whilst in consultation with a beer-drinking Customs Officer, who later charged me overtime for spoiling his lunch.

JOHN URBANE BULL.