

THE CLASSIC 'Y'

Volume 8. No.68.

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

April 1985.

EDITORIAL:

I have news this month of three more left-hand-drive YAs in existence (to add to the three we already know of). Unlike the established three (which are in the U.S.A.) these latest cars, which have been reported by Bert Leurink, are among the 25 which live in the Netherlands. I wonder what the total production figure was for LHD YAs? Incidentally, if anyone has a LHD steering rack or any advice on how to convert a RHD car to LHD, Mr. Leurink will be glad to receive it at [REDACTED] Netherlands.

Whyparts list of panels and parts available continues to expand. I'm told that pairs of running boards can now be sent to the U.S.A. at a cost of £18 carriage and packing, plus the cost of the panels.

As many of you know, our local meetings here in the north west of England take place at the 'Greyhound' by the roundabout where the A574 meets the A580. They have been going on for over 18 months now. At first there were only one or two regulars attending ('Y' Types are spread pretty thinly, remember) but I was glad to see even one or two owners there besides myself. The meetings were always enjoyable and, dare I say, inspiring. Over the past year, gradually more and more owners have attended. We had a great time in May last year when Colin and Mavis Lloyd joined us whilst on holiday from Australia. The March meeting this year, though, was superb. Enterprise's first official engagement and in all there were five of us there to talk about the cars we love. Pete and Julie from the Wirral brought their cream 1949 YA (Y 3410) so there were two 'Y's sitting outside under the lights (it was very hard to distinguish one from the other when the time came for us to make our way home). The two 'Y's headed back down the 'East Lancs' together before Pete burnt me off with his twin carbs!! Our Greyhound meetings are held on the second Thursday of each month. In future months we may be joined by Morris Oxford MO etc owners, which should add to the variety and interest. Future dates are: May 9th; June 13th; July 11th; August 8th; September 12th; October 10th; November 14th; December 12th.

31st March 1985.

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 1633	1948	YA.	XPAG/SC/X11410	-	?	L.G.Sysum.
Y 1782 *	1949	YA.	XPAG/SC/X13909	-	Green	B.Duffin.
* Y 4054 is being rebuilt using chassis of Y 1782.						
Y 4330	1950	YA.	XPAG/SC/**645	GDM 929	Black	S.C.L.Harris.
YB 1141	1953	YB.	XPAG/SC2/18025	PKR 550	Maroon	R.A.Parham.

Total cars on the Register as at 20th March 1985: 1,032.

Made up as follows: YA: 546 YB: 238 YT: 174 YRC: 3 Composites/Specials: 10.

Unknown (mainly saloons): 61.

New Owners:

714.	C.McManus,	[REDACTED],	South Australia.
715.	W.R.Holdren,	[REDACTED],	South Carolina, U.S.A.
716.	D.J.Jackson,	[REDACTED],	Devon.
717.	R.Moore,	[REDACTED],	A.C.T., Australia.
718.	L.G.Sysum,	[REDACTED],	Republic of South Africa.

Address Changes/Updates:

62.	F.G.West Jnr.,	[REDACTED],	South Carolina, U.S.A.
114.	J.Smolik,	[REDACTED],	New York, U.S.A.
193.	W.Jacobsen,	[REDACTED],	New York, U.S.A.
690.	R.A.Parham,	[REDACTED],	Dyfed.
620.	P.Oliver,	[REDACTED],	Merseyside.
410.	I.Russell,	[REDACTED],	Middlesex.
63.	B.Bray,	[REDACTED],	Lancs.
494.	M.J.Adams,	[REDACTED],	Oxfordshire

Total number of known current owners as at 22nd March 1985: 640.

CARS FOR SALE:

724. 1953 YB. 'Rebuilt engine. MOT. Excellent interior. Runs beautifully. £1,400. Also grille and radiator, £75. Tel: [REDACTED].

55. 1949 YA. 'UMG 45' "Interior stripped. Bodily and mechanically good. Slightly modernised. Driveable. Offers to: [REDACTED].

PARTS FOR SALE:

FT57 Fog/Spotlamp with bracket (needs rechroming)	£10.00
Windscreen wiper arms (late type, new, chrome, boxed) (x3)	£ 2.00 ea.
Windscreen wiper arm (late type, new, black)	£ 2.00
5.00/5.25 x 16" Tyres (all unused and have been stored out of sunlight)	
Dunlop (x5)	£15.00 ea.
Michelin (cross-ply) (x2)	£15.00 ea.
Tyresoles Plus (x2)	£15.00 ea.
British Bergougnan (x1)	£15.00 ea.
5.00/5.25 x 16" Inner Tube (unused)	£ 5.00
Black wing piping (plastic with cork filling)	£ 0.20 per ft.
Spotlamp bracket (chrome)	£ 2.00
Spotlamp bracket (black)	£ 2.00
Headlamp bulbs (part no.436770)	£ 0.75 ea.
YB Rear wheel brake cylinder repair kit (KL 71469) (x3)	£ 0.75 ea.
YB Front wheel brake cylinder repair kit (586) (x14)	£ 0.20

All the above parts are available from J.G.Lawson at the address at the foot of page 16.

Brovex Master Cylinder repair Kit (YA) (Replaces Lockheed KL 71410)	£1.85
7½" Clutch driven plate (YA)	£7.55
Motor Trader Service Data Sheet 1948 (for 1½ Litre, Series Y)	£5.65
" " " " " " (" " " " " ")(photocopy)	£0.50
Castrol Lubrication Chart (for YA & YB)	£2.25
Starter switch coupling (Lucas 764428)	£0.95

All the above parts are available from 'Whyparts' [REDACTED]
Cheshire, [REDACTED]. Tel: [REDACTED]. Postage extra.

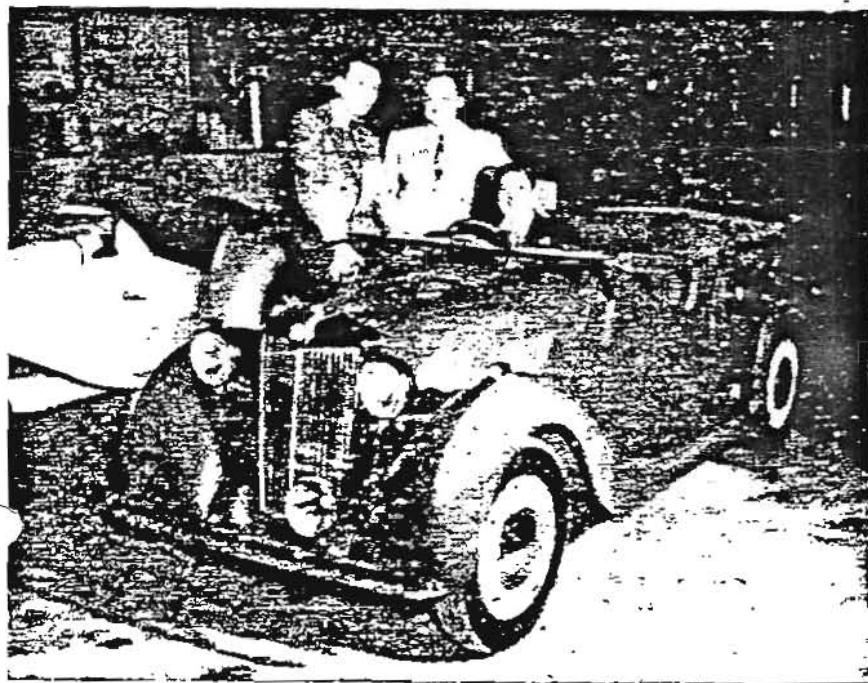
XPAG engine (XPAG/SC/14136); Main bearing set (VP384); Big end set (VP383). Contact Mr. Philip Baker, [REDACTED] Somerset, [REDACTED].

PARTS WANTED:

Extreme outer radiator grille slat. Please contact: Mr.E.Seagrave
[REDACTED],Connecticut,[REDACTED],U.S.A.

RECOMMENDED:

Car Transportation: Nicholas.A.Dawson, Unit 3, Underbank Mills [REDACTED]
[REDACTED] W.Yorks. Tel: (0484) [REDACTED] or [REDACTED] (home). A punctual, efficient and
friendly service.



The photo aside appeared in 'The Autocar' of 10th March 1950 and is reproduced with their kind permission. It was researched by David Mullen.

At the Chicago Sports and Outdoors Show held at the Navy Pier early this month, there was an exhibit of M.G. cars. With the M.G. in this picture are (left to right) Mr. C. W. Baker, Nuffield representative in the U.S.A.; Mr. S. H. Arnolt, president of S. H. Arnolt, Inc., distributors for the make in the Midwest; and Mr. C. B. Webb, representative of the U.S. concessionaires, the Hambro Trading Co. of America.

PARTS FOR SALE:

Set of sunroof surround wood. Contact Mr.Derek Watson, [REDACTED] [REDACTED] Oxford,

LETTERS TO THE EDITOR.

Dear John,

I wonder what the members do with their cars ? Perhaps we could solicit a few reports ? This thought was stimulated by reading the Californian report in the December issue. So, here are some typical events in the life of our car in 1984.

CBR 820 normally spends the winter in a heated garage with the weight taken on three ~~pieces~~ of wooden blocks so that the wheels are free of the ground. The brakes are fully slackened off. Once every three or four weeks the battery is charged, the engine started, and third gear engaged. A washer is placed beneath the throttle stop to ensure about two to three thousand r.p.m., then, when everything is warm and the engine stopped, the brakes are pumped up several times; this is to try to stop them corroding in the 'on' position.

In early April we lower her to the ground and after a service she is ready for use. This consists of commuting on fine days and club outings. The club that mainly involves us is a district one that rejoices in the name of Craven Old Wheels Society (or C.O.W.S. for short). The vehicles range from fire engines to motorcycles and encompass cars etc. The club organises two or three runs a year which consist of a procession of twenty old vehicles round the northern Pennines, a major rally and a show. Because we are in the edges of civilisation, we have many towns and villages that have fetes and shows which include a procession. It appears to be compulsory that the procession should include a selection of older vehicles and this is where our M.G. comes in. Freshly washed, we arrive at lunchtime and meet the other drivers, then join the procession to the field. Once there, we parade in the arena whilst a commentator, who pretends to be knowledgeable, describes the cars, if he can remember what he has been told. Then the cars are parked in a reserved area and interested members of the public come and chat or we go to watch the events.

Last year my wife and I went on a short touring holiday to see friends in August. I received a new car on the Wednesday and the following Saturday set off in the 'Y' Type (Black 1952 YB) for the holiday. We left Bingley to go to Keele University in Staffordshire, where our daughter works, by way of the motorways, cruising at an indicated 55 to 60 m.p.h. The next stage took us to Gloucester, where we have some friends, and one afternoon we went to visit the beautiful Cotswold village of Painswick. Then, as it was a holiday, we went to Oxford by way of Cheltenham and Cirencester. In this latter we saw two old cars driven by mature ladies; an Austin A.40 Devon and an upright Ford Popular, obviously still in daily use. In Oxford we fulfilled an old desire to visit the colleges. The hotel were only too pleased for the car to be left in their car park after we had booked out (another reason for going in a 'Y' Type is that many people are absolutely delighted to have the car about to lend a touch of class). From Oxford we went to Stratford and then to a village outside Rugby, where we found more free board and lodging. After a pleasant time travelling round it was time to depart for home. After a time on the M1 we cut off into the Pennines to find the Tramway Museum at Crich in Derbyshire. Here the enthusiasts are building a very ambitious open air museum to display the large collection of trams mainly dating from 1880 to 1920. Then we turned our way homewards to Bingley. So, we only did 600 miles in a week, but what a memorable week! And, of course, no problems with our faithful Meg.

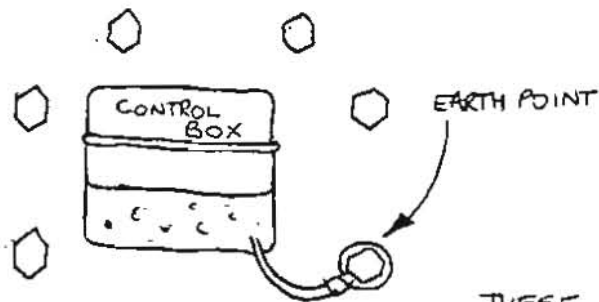
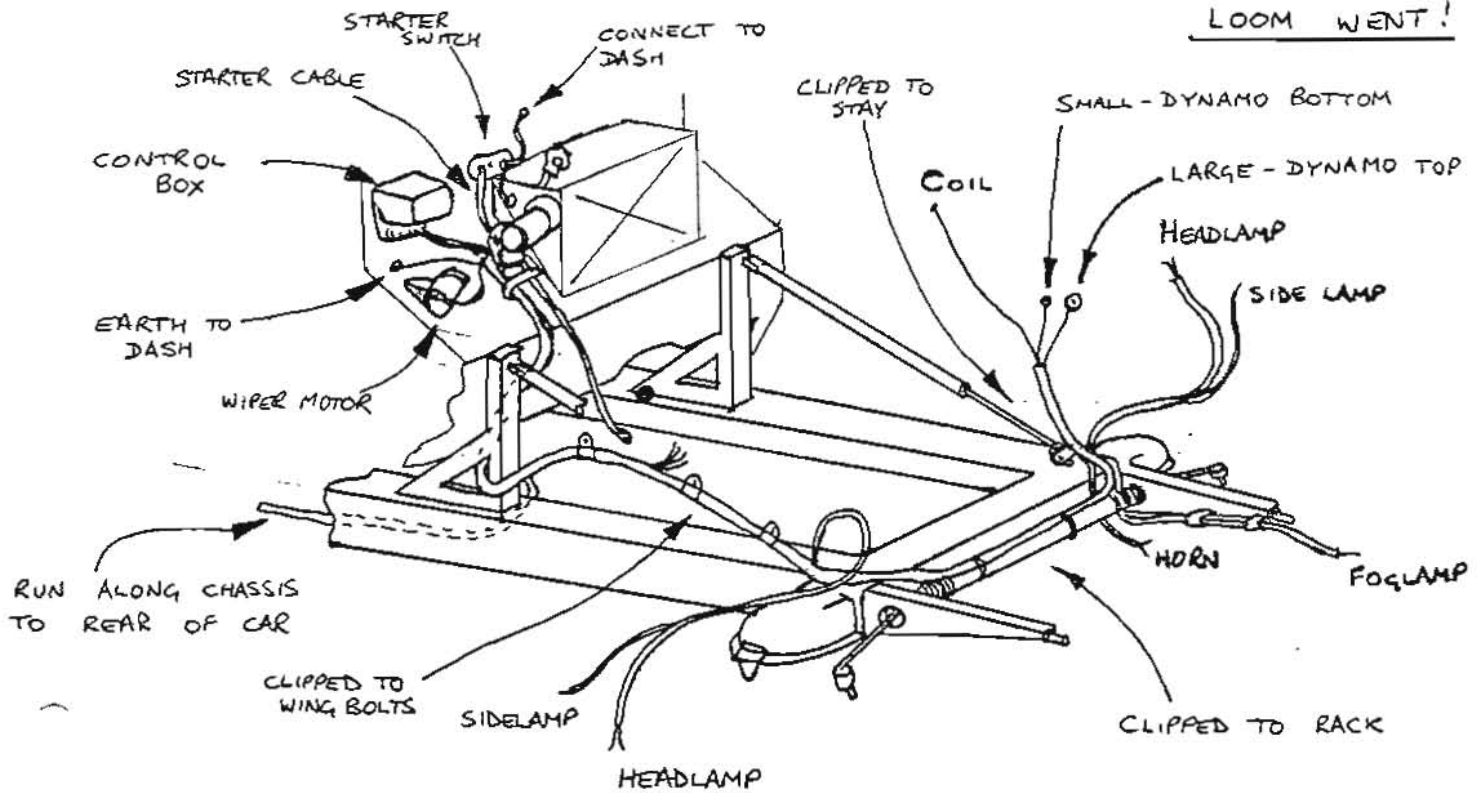
Alan McCormick.

MEMBERS' TIPS ETC.

Tory Skopecek: To replace a rusted out headlamp cross bar, use a piece of 316 stainless steel shafting. It will then probably be stronger than the rest of the whole car!

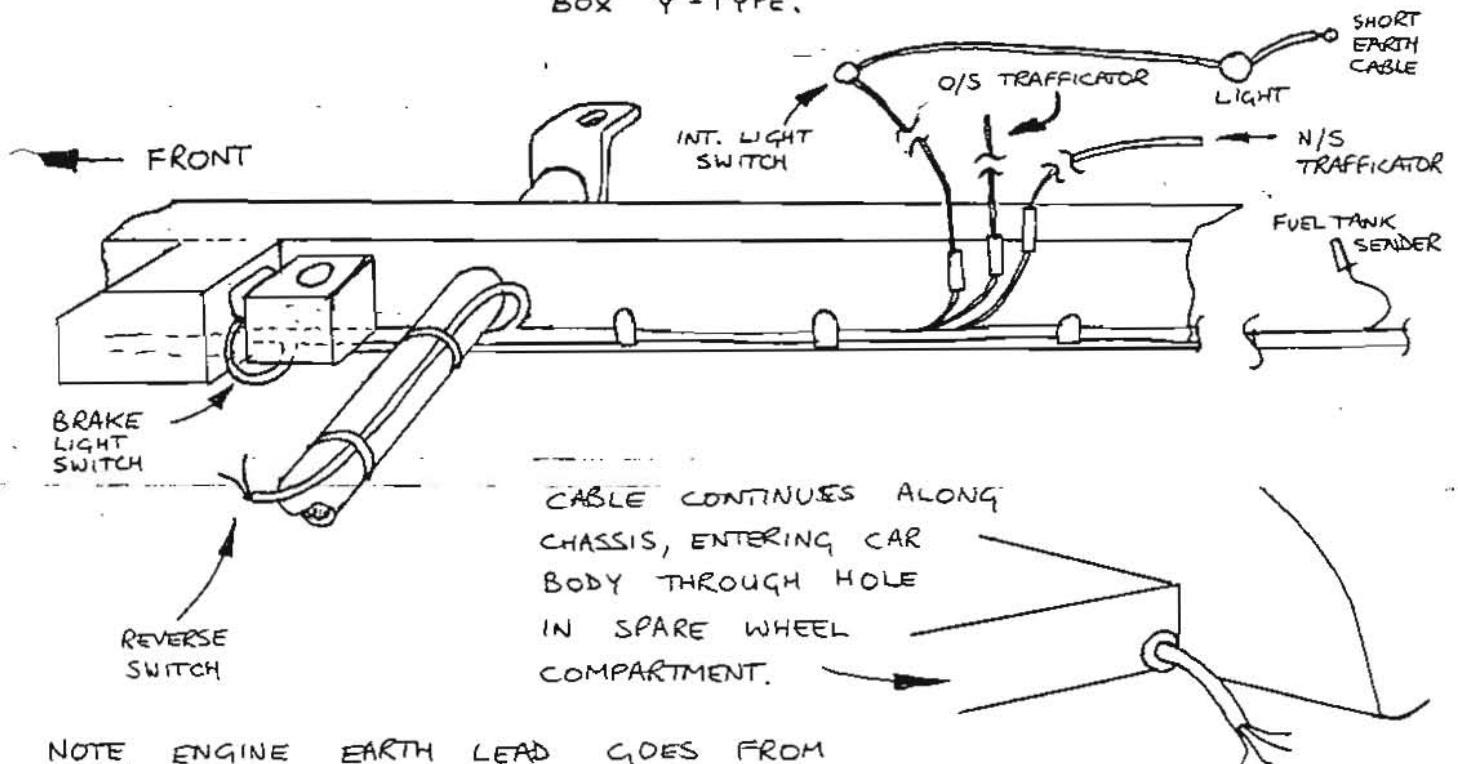
"REWIRING YOUR MG Y TYPE?" - AND FORGOTTEN WHERE THE OLD

LOOM WENT!



IT SHOULD BE BORNE IN MIND THAT MOST OF THE COMMERCIALY AVAILABLE WIRING LOOMS FOLLOW THE LATER YB COLOUR CODING!

THESE DIAGRAMS SHOW THE CENTRAL BATTERY BOX Y-TYPE.



NOTE ENGINE EARTH LEAD GOES FROM BELL HOUSING BOLT IMMEDIATELY ABOVE SUMP JOINT TO BODY SUPPORT BOLT ON N/S OF CAR. (SEE BLACK SPOT ON TOP DIAGRAM!)

© D. RANSOME WHYPARTS 1985

The Road Vehicles Lighting Regulations 1984 - and how our vehicles are affected.

United Kingdom only!

David Ransome

The above regulations came into operation on 1st August 1984 and supersede all previous lighting regulations, and are relatively easy to understand. Although you can obtain a full copy from the HMSO for £6.40 I have read it and give below details appertaining to our type of vehicles.

Headlamps

Two dipped beam headlamps should be fitted. There are no requirements for lateral or longitudinal positioning. Max. height above ground 1200 millimetres for vehicles used after 1st January 1952, otherwise no requirement. Min. height above ground 500 millimetres for vehicles first used after 1st January 1956, otherwise no requirement. No requirement for lamp approval marks, light intensity, dipped/high beam indicator, or size of illuminated area. Colour should be white or yellow, but not a combination. Lamps should be 30 watts minimum.

Direction Indicators

Any arrangement of indicators can be fitted which satisfy the 'angles of visibility' requirements. (This means that semaphores, where fitted originally, are legal where these requirements are met, and that 'flashers' need not be fitted.)

Vehicles to have not more than one front indicator and not more than two rear indicators fitted. Additional indicators can be fitted to the sides of the vehicle - not front or rear- and have to be within 2600 millimetres of the front of the vehicle. No requirement for longitudinal positioning. Lateral positioning - no requirement for;- maximum distance from the sides of the vehicle; minimum separation distance between indicators on opposite sides of the vehicle; minimum separation distance between a front indicator and any dipped beam headlamp or front foglamp; maximum height above the ground; or approval marks. Minimum height above the ground - 350 millimetres.

At least one, but not necessarily the same, indicator on each side should be plainly visible to the front and rear of the vehicle. There is no requirement for size of illuminated area.

Colour - if indicator shows only to the front, white or amber; if it shows only to the rear, red or amber; if it shows to front and rear, amber only. Wattage for indicators - no requirement except for flashing type when it should be 15-36 watts. Light intensity for indicators without approval marks - the light should be plainly visible from a reasonable distance. All indicators on one side of a vehicle should be operated by one switch.

One or more indicators on each side of a vehicle should be so placed that they can be readily seen by a driver in his seat when in operation. If the indicators cannot be readily seen a tell-tale indicator should be fitted. Indicators other than semaphore arms should show a light which flashes constantly at a rate of not less than 60 and not more than 120 flashes per minute.

For information:-'a semaphore arm is an indicator in the form of an illuminated sign which, when in operation, temporarily alters the outline of the vehicle to the extent of at least 150 millimetres measured horizontally and is visible from both the front and rear of the vehicle'.

Rear Position Lamps (Tail or rear sidelamps)

All vehicles should have two rear lamps positioned longitudinally at or near the rear and laterally not more than 800 millimetres from the side of the vehicle, There is no minimum separation distance required between the rear position lamps on our vehicles. The maximum height above the ground for these lamps should not exceed 2100 millimetres but there is no minimum height requirement. The lamps should be visible to the rear and from a reasonable distance. There is no requirement for a specific wattage or size of illuminated area. The lens should be red but need not have any approval marks.

Stop Lamps

At least one stop lamp required to be positioned at or near the rear of the vehicle. Where two or more lamps are fitted at least one should be fitted on each side of the longitudinal axis of the vehicle. Where one lamp is fitted it should be on the centre line or off-side of the vehicle. The minimum distance between two stop lamps is 400 millimetres and for our vehicles there is no requirement for a maximum or minimum height above the ground.

Stop lamps have to be visible to the rear, must be red in colour, and do not require any approval marks. There are no requirements for size of illuminated area, specific wattage, or light intensity. Stop lamps to be operated by application of the rear braking system.

Reversing Lamps

No vehicle to have more than two, to be white in colour and, where the lamp does not have an approval mark, the total wattage of any one lamp should not exceed 24 watts. There are no requirements for positioning, light intensity or size of illuminated area.

For vehicles first used prior to 1st July 1954 there is no requirement for a tell-tale indicator to be fitted. Vehicles first used after that date are required to have a tell-tale indicator fitted except where the lamp(s) come on automatically by selecting reverse gear.

Rear Number Plate Lamps

The only requirement here is that there should be at least one, and that such as are fitted are capable of adequately illuminating the rear number plate.

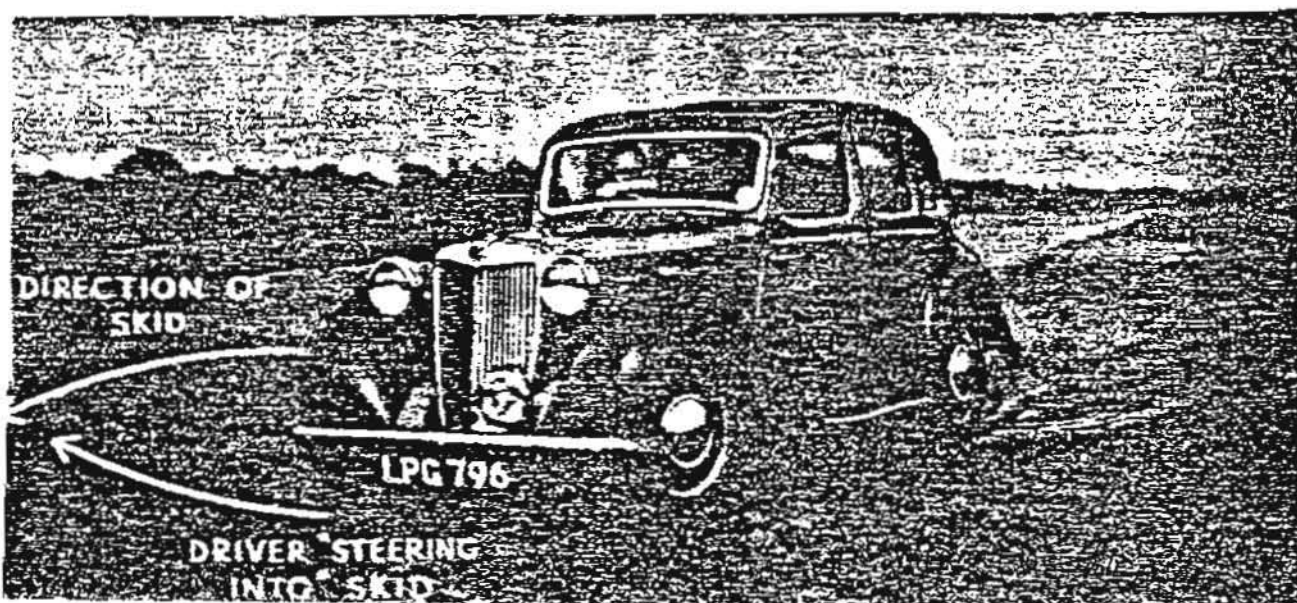
Rear Reflex Reflectors

All vehicles require two reflex reflectors positioned at or near the rear, both to be red in colour, to be plainly visible to, and vertical and facing squarely to, the rear.

The maximum distance from the side of the vehicle should be 610 millimetres and the maximum height above the ground should be 1525 millimetres. There are no requirements for a minimum separation distance between reflectors, size of reflecting area, or approval markings.

I hope that puts you all in the picture. Happy (and legal) Motoring!

RECTIFYING SKIDS. The rear of the car, under the influence of a rear-wheel skid, is sliding outwards off the bend; the driver is steering off the bend also, and the manoeuvre is commonly described as "steering into a skid."



The photo above appeared in 'The Autocar' of 2nd June 1950 and is reproduced with their kind permission. It was found by David Mullen during his tireless search of the archives in Liverpool's Central Library.....

"It is better to wear out than to rust out". - Richard of Cumberland.

Credit: 'Two Worlds' magazine.

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