

THE CLASSIC 'Y'

Volume 8, No.71.

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

October 1985.

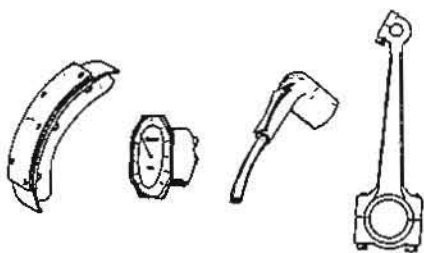
EDITORIAL:

I learned recently that the ex-James Dean Lotus 8 has this year been brought back to the U.K. by an enthusiast in Sussex. It was apparently originally fitted with an XPAG engine and future plans are to restore it using another such engine which the purchaser has recently acquired.

Amongst all the advertising garbage I regularly receive in the post came recently one very relevant and useful catalogue from Goodridge (UK) Ltd (the hose etc people). They can supply top quality flexible hose for braking and other hydraulic systems and for fuel lines (e.g., petrol pump to carburettor on our cars). Adaptors and elbows in various sizes are also available along with cable ties, aircraft quality nuts and washers and other useful items. Their address is; Collins Road, Totnes, Devon, TQ9.5PJ and you can obtain a copy of their superb catalogue free of charge by writing to that address. Goodridge say they will give a 10% discount on each order made by individual members of the Register. Just mention that you subscribe to our magazine and that you saw the offer mentioned on this page. Goodridge say they pride themselves on their free advisory service over the telephone and their ability to offer same day despatch wherever possible using first class letter post, Securicor, British Rail Red Star, air freight or any customer preferred method. Their telephone number is: 0803-862007. This is the kind of efficiency the Register likes to see in its suppliers.

3rd October 1985.

Spares



FOR SALE: Excellent YA chassis: £50 ono.

Excellent YA rear axle case: £5.

Rear springs: £10 pair. 4 x YB Over-riders (good condition) £10. New clutch driven plates (8") £7. New clutch cover assembly (7½") £15. Excellent heavy duty front shock absorbers - conversion for 'Y' Types - fit in place of Jackall jacks - ex-rally mod' £15 ono. Front suspension spares, brake drums,

wiper cables etc. State requirements. Contact Colin Dye on [REDACTED]

WANTED: Good YA gearbox, battery box cover, side lights, spare wheel compartment lid, rear bumper, beige interior panels and front seats. Could swap for green ones or red front seat. Contact Colin Dye on [REDACTED]

Cars For Sale



Dear Mr. Lawson,

I thought it may interest either yourself or your members that I have a 1951 YA that I will be either selling as a complete unit or breaking for spares. I originally did a complete restoration on it, taking the body off and stripping it down to the last nut and bolt and then I used it as everyday transport from 1976. As everyday use left it cosmetically tired I took it off the road in 1982 and stripped it down 'slightly' (i.e., engine, gearbox, wings etc) intending to do a respray and fit an M.G. '2' back axle (after snapping half-shafts) and MGA front discs to cope with modern traffic. Unfortunately, as I have two other cars, the M.G. has been neglected so, regrettably, it will have to go. The '2' Type back axle and MGA discs I still have but never got around to fitting them so it still has all the originals on. I had fitted all new bearings in the original diff' and have a spare diff' including two spare half-shafts. I also fitted new front brake cylinders and new bearings in the gearbox; galvanised sills on the body; laminated front screen; a new wiring loom and control box. It has an original heater and also a new dashboard, unwrapped from N.T.G. The back tyres are almost new, all body panels are very sound apart from the boot lid and rear section of body around the spare wheel cover. The chassis I originally stripped right down, filled it with Waxoyl and repainted it. It was originally concours ap from the leather and no expense was spared on the mechanics as it was always meant as everyday transport and used as it should have been. The engine I will be selling complete and separate though I do have enough spares to make up another from a YT block and crankcase. It would be complete apart from the cylinder head. The engine I used in the car was heavily modified (e.g., tufttrided crank; rods; competition clutch; lightened flywheel; all parts balanced; EN 16 crankshaft; 1350cc American Crane camshaft with 0.465" lift; Cosworth valve springs; big valve head; a new manifold from Derringtons; latetype big sump. All parts are still like new and I shall be selling it as I was going to refit it to the car, with new gaskets, bearings, stainless steel valves, new piston rings. The inlet/exhaust manifold was bought new from Derringtons and used 1½" twin S.U.s. I had also fitted a new water pump, timing chain, N.T.G. thermostat modification and a works-type flip-top alloy rocker cover.

The mileage since I had it bored to 1350cc and new pistons fitted is minimal but as I had stripped it to check the bedding-in, I had spare bearings and gaskets just in case so I'll fit these and sell it complete.

I'm contacting yourselves before advertising nationally as I would rather the car went to people who have a genuine interest in these cars or who need parts to complete a rebuild. I also have a new Brooklands steering wheel I bought from Naylor's which will fit onto a 'Y' Type and feels and looks very good. Other parts I have which may be of interest to your members are as follows. I have a Facet 'Blue Top' fuel pump which is positive earth and which I ordered specially, as they are usually only negative earth. I used it with the tuned motor in the YA as it only had one feed pipe from the fuel tank and it was easier to fit a more powerful pump than an extra line. It has a capacity of 36 galls/hr at 6½-7½ psi and is as new. I'd like £20 for it as they cost £55 new. I have a TD/TF front anti-roll bar which is a bolt-on fit to the YA and is 'as new' with all fittings, £15. A pair of uprated MGBGT front coil springs - again, they fit with no mods to a 'Y' Type and help handling enormously without being too stiff. They have had 500 miles use. £15, the pair. Front and rear Koni telescopic shock absorbers for TD/TF, both pairs as new, price negotiable but around half price as they cost almost £200. I also have some spare Jackall parts, headlights, brake drums, YA hubcaps, chrome interior handles, gear lever and handbrake etc.

Anyone interested in any of the above can contact me in writing, please and I will be willing to despatch parts by post.

Yours etc.,

Andrew Barbour.

Details of car from Register:
Chassis - Y6615
Engine - XPAG/SC/16235
Colour - Almond Green (beige interior)
Registration - 'FCX 817'
Body - 5260/5229 Originally Sun Bronze.

cont'd....

104. 1952 YB. YB 0264 XPAG/SC2/C6788? (Gold Seal replacement). 'UMG 600' Black. Stored for many years and in need of restoration. Complete. £600. Contact: Mr.R.Wall, [REDACTED] Sussex.
488. 1952 YB. YB 0567 XPAG/SC2/17372 Maroon body/Black wings Beige interior. 'NKC 822'. Full rebuild just completed. Interior all new except for rear seat. Engine and gearbox rebuilt. Taxed and MOT'd until May 1986. Contact: Mr.Ian Shelmerdine [REDACTED] Lancs.

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>Owners' Name.</u>
Y 0672	1947.	YA.	XPAG/SC/10408	GAC 894	BRG/Eliz' Grey (two-tone)	F.J.Blick.
Y 1586	1948.	YA.	XPAG/SC/11353	JPT 871	Green	D.Fry.
Y 1775	1948.	YA.	XPAG/SC/11528	AJE 645	Black/Red (two-tone)	Mrs.M.B.Cosh.
Y 2710	1949.	YA.	XPAG/SC/15411	OSV 528	Black	M.Coan.
Y/T/EXR 4220	1949.	YT.	XPAG/TR/14077	?	Black	A.Piller.
Y 6012	1950.	YA.	XPAG/SC/15855	LLK 165	Black	M.F.Deacon.
Y 6615	1951.	YA.	XPAG/SC/16235	PCX 817	Almond Green	A.R.Barbour.
YB 0308	1952.	YB.	XPAG/SC2/17256 (orig)			
			XPAG/SC2/C43254 ? (GS)	PHN 665	Black	R.Pearce.
YB 0402 *	1952.	YB.	XPAG/SC2/C91902 (GS)	UMG 636	Black	J.E.Milne.

* This is the ex-John Thornley car.

Total cars on the Register as at 25th September 1985: 1,037.

Made up as follows: YA: 553 YB: 238 YT: 175 YRC: 3 Composites/Specials: 10.

Unknown (mainly saloons): 58.

'Whyparts Classic Workshop'

With workshop facilities now available we can now do anything from panel repairs to full renovations and resprays. Insurance work also undertaken. Anything that you require for your vehicle be it bodywork, mechanical or electrical work, the 'Whyparts Classic Workshop' will endeavour to provide, including regular servicing! (For almost any older cars, not just MGs!)

Panels repaired - be they front or rear wings, doors, or whatever we will restore them i.e. by fitting new bolting flanges, joddled patching, etc. If we can't do a job, we'll tell you!

Labour charges are very reasonable and all jobs are estimated at the official 1950s/60s factory times where these are available!

FREE ESTIMATES/QUOTATIONS GIVEN FOR ANY WORK

Don't delay, contact us today!

'Whyparts Classic Workshop', [REDACTED]

Manchester [REDACTED] L., England.

Proprietor: D. Ransome

SLIP-RINGS & THINGS

by John Lawson.

In Issue No.40 (May 1981) I wrote the following:

Ever tried rewiring the steering column slip ring ?
The wiring diagram for a YB fitted with twin windtone horns, as it appears on page N-20 of the Workshop Manual, shows the wiring as follows from the top of the steering column:

21: Green-with-white	Right-hand trafficator.
18: Green-with-red	Left-hand trafficator.
17: Green	Fuse box.
40: Brown-with-black	Horn relay.

This is how the new wiring loom supplied by N.T.G. is colour-coded. However, on page N-12 of the same Workshop Manual and engraved into the bakelite slip ring on the car, we find the following (from the top down):

Red-with-green	Right-hand trafficator.
Green	Left-hand trafficator.
Purple-with-black	Fuse box.
Purple-with-yellow	Horn relay.

Explanations on a post-card, please !

I didn't receive any replies at the time but, in July this year, Derek Watson of [REDACTED] Oxfordshire wrote to me concerning the problems he'd had with his slip-ring wiring. Here's what he said:

"When trying to find out why the flashing indicators wouldn't work I found that there were two main faults:

- (a) The slip-ring had slipped down and was not making the necessary contacts.
- (b) The handbook wiring diagram was incorrect.

Fault No.1 was soon remedied. The handbook shows connections to the slip-ring reading left to right as follows:

56 - purple & black	-	Horn push to horn.
17 - green	-	Fuse box to horn button.
18 - green & red	-	To left indicator.
21 - green & white	-	To right indicator.

I found that the correct order should be 56, 21, 17, 18. When wiring up as per the makers' diagram the power supply went direct to the right indicator. Additionally, when signalling left the right-hand indicator came on !".

The diagram that Derek was using appears in the YB Workshop Manual for cars to chassis number YB 0459. At YB 0460 twin wind-tone horns and a modified wiring loom were introduced. The wiring diagram for cars YB 0251 to 0459 appears on page N-19 of the Workshop Manual. The diagram for later cars (as I referred to in the May 1981 issue) appears at page N-20 of the same Manual. All of this, of course, doesn't explain the apparent errors and inconsistencies made when preparing the Manual.

To confuse you all further, let's turn to YAs:

A new type of slip-ring until was introduced at car no. Y 1261. Additionally, it must be borne in mind that the Voltage Control Regulator was changed from the RF.91 type to the RF.95/2 at chassis no. Y 0584. The YA Workshop Manual also has two wiring diagrams;

the first (relating to cars Y 0251 to Y 0583) shows the slip-ring connections as follows:

- | | | | | |
|----|---|-----------------|---|---|
| 12 | - | yellow & purple | - | horn push to horn. |
| 32 | - | purple & black | - | horn push to voltage control regulator. |
| 25 | - | green | - | to left-hand semaphore arm. |
| 5 | - | red & green | - | to right-hand semaphore arm. |

the second, for cars from chassis no. Y 0584 onwards shows exactly the same connections. The slip-ring diagram on page N-13 of the YA Workshop Manual explains the connections as follows:

- | | | |
|-----------------|---|----------------------------|
| red & green | - | to right-hand trafficator. |
| green | - | to left-hand trafficator. |
| purple & black | - | to voltage control box. |
| purple & yellow | - | to horn. |

There doesn't seem to be much confusion there, then, except that it is always difficult to know which way round the diagrams show the actual slip-ring. In other words, which wire is upper-most on the steering column. By now you are no doubt totally confused. To add to the confusion or perhaps to dispell it I will now turn to Harvey Cole's significant contribution "Y-Type Steering Column Electrics" which appeared in the 'Octagon' magazine some years ago (copies are obtainable at £1.00 each incl. postage from me as part of our 'Reference Library' service). The author gives the order of wiring connections from the top of the steering column down as follows:

- | | | |
|---|---|---|
| 1 | - | to right-hand trafficator. |
| 2 | - | to left-hand trafficator. |
| 3 | - | to voltage control regulator or fuse-box. |
| 4 | - | to horn. |

He was rewiring his YA when he wrote this and the colours he mentions agree with those shown for the YA Workshop Manual above. He wisely steered clear of any involvement with YBs, it seems !

Finally, to digress, I was recently privileged to inspect an entirely whole and uncracked slip-ring (a very rare sight, these days). It had no Lucas part number on it anywhere. If we could find out the Lucas part number we might just be able to find a warehouse of these things lying around somewhere ! And were 'Y's the only cars they were fitted to ? It seems so but isn't it unreasonable to imagine that Lucas would make such a complex piece of equipment just for one type of car ?

Members' Tips



by Tony Brier, John Lawson and David Mullen

For YB owners

On two occasions this year members have had difficulty in obtaining efficient braking from their YBs after new wheel cylinders have been fitted. The reason ? In both instances the wheel cylinders on the front near-side wheel were found to have been fitted upside down (thus giving full braking efficiency in reverse but little or nothing when going forward). The culprit seems to be illustration L.6 on page L-6 of the YB Workshop Manual. Each of the members concerned, quite independent of each other, assumed the illustration to be that of the near-side front wheel. It is not, the illustration represents the off-side front wheel.

New, Original Spares from Whyparts

	£ p
Bearing & Spacer Assembly 8/41 pinion, rear axle YB	19.50
Steering pinion seal early type	.58
Shim, steering rack assembly .005" or .007", state which	.53
Bolt, crown wheel to cage YB	.55
Inner front hub bearing YB	10.60
Part Set of three pistons +.010" Bargain!	45.00
Set of four inlet valves	9.00
7 $\frac{1}{4}$ " clutch driven plate Y	8.84
Clutch cover assembly Y	19.75
8" clutch driven plate YB	9.95
Lucas armature for 22250 dynamo, early Y only (& YT)	5.35
Front hub oil seal YB	2.10
Rear hub oil seal YB	1.95
Pinion oil seal YB	1.95
Gearbox shaft oil seal	1.82
Brake master cylinder repair kit. Lockheed KL71410 Y	2.45
Ditto, but by Brovex	1.95
Support spring for gear lever	1.25
Clutch cable assembly	13.75
Crankshaft nut	1.67
Inner valve spring	1.85
Adjuster screw, valve rocker late	.58
" " " " early	.58
Exhaust valve guide	2.05
Inlet valve guide	1.95
Camshaft core plug	1.15
Relief valve spring, oil pump/filter	.55
Distributor cap, equivalent to Lucas 409635 Y	3.35
Rear brake hose, Lockheed early Y	8.75
Master cylinder boot Lockheed 437	.90
Petrol pump bracket mounting grommet	.45
Rear spring seating pad, top or bottom	3.35
Gasket, head to manifold	2.95
Fan belt suitable for Y & YB (only $\frac{3}{8}$ " longer than specified belt)	2.75
Operation & Workshop Manual for the MG 1 $\frac{1}{2}$ Litre Series Y,	
Export edition, near mint condition. Rare item	25.75

All prices shown are in pounds sterling. Full payment must be included with every order and please note that all prices shown are exclusive of carriage for which you should include a reasonable amount. Differences will be invoiced for or refunded as necessary.

Orders, Queries etc. to:-

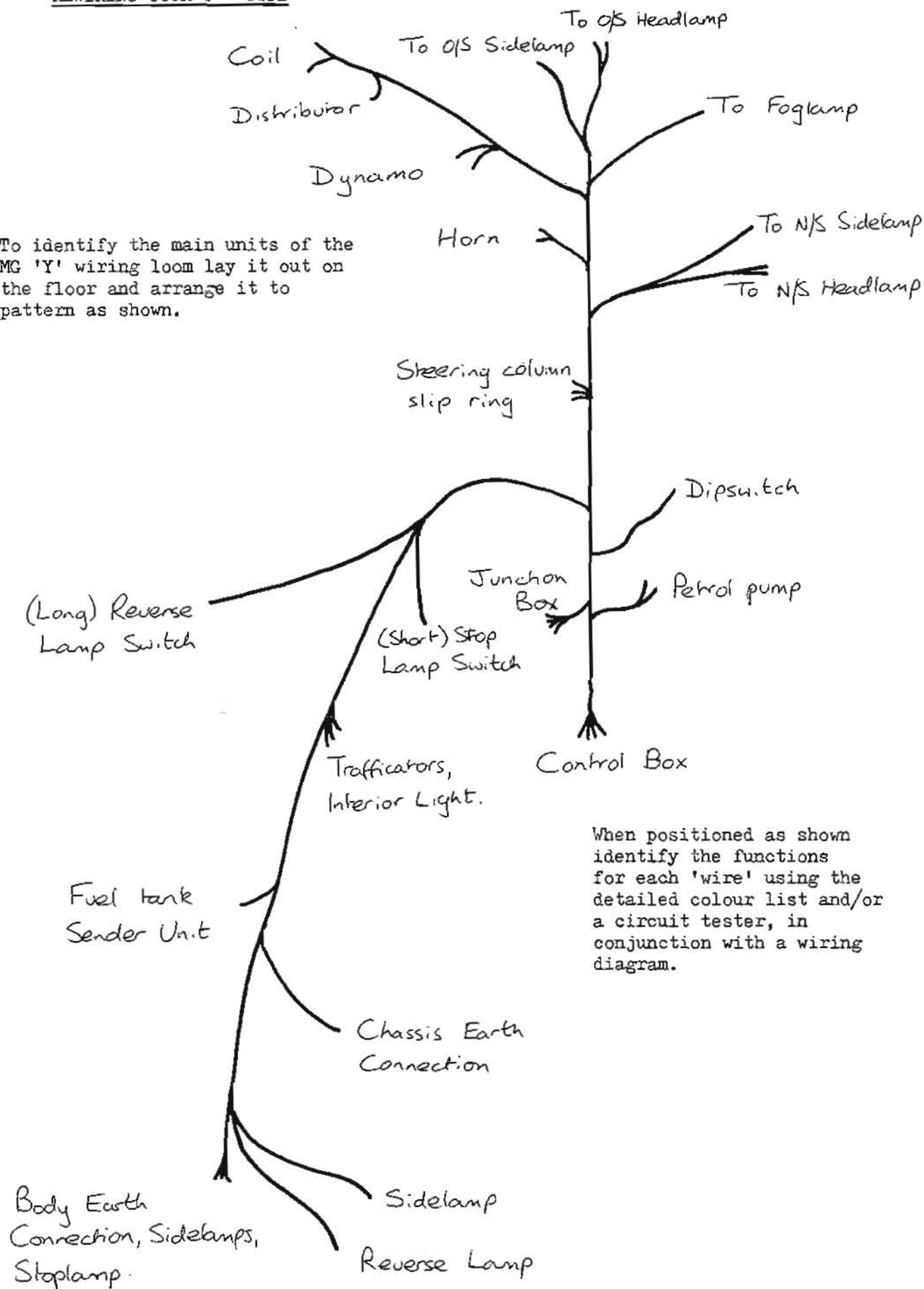
[REDACTED], Cheshire, [REDACTED] England.
Tel: [REDACTED] (Answercall service out of hours)

YOUR RECOMMENDATION IS OUR ADVERTISEMENT!

Proprietor: D.Ransome

REWIRING YOUR Y - TYPE

To identify the main units of the MG 'Y' wiring loom lay it out on the floor and arrange it to pattern as shown.



When positioned as shown identify the functions for each 'wire' using the detailed colour list and/or a circuit tester, in conjunction with a wiring diagram.

D.A. Ransome
© 'Whyparts'

cont'd....

Wiring loom using YB colour coding

Control box -	Thick purple	Horn
	Thick yellow	Dynamo
	Thin yellow/green	Dynamo
	White	Coil
	White	Petrol Pump
	Thin purple	Interior light
	Thin black	Petrol pump
	Thick black	One to body earth, one to control box
	Green	Screenwiper
	Green	Slip ring
	Green	Stop lamp switch
Junction box -	Blue	Dipswitch
	Green	Screenwiper
	Red/yellow	Foglamp
	Green/black	Fuel tank sender unit
	Red	Reverse lamp
	Red	Rear sidelamps
	Red	O/S/F sidelamp
	Red	N/S/F sidelamp
Steering Column Slip ring -	Purple/black	Horn
	Green/red	Trafficator
	Green/white	Trafficator
	Green	Control box
Coil -	White/black	Distributor
Sidelamps, stoplamp, earth etc. -	Black	Earth to chassis
	Green/purple	Stoplamp
	Red	Sidelamp
	Red	Sidelamp to sidelamp
Reverse lamp -	Red/yellow	

N.B. Where the same colours are used for different functions they should be selected with the use of a circuit tester.

Normally, firms manufacturing wiring looms use the same colour codes for each loom, however this should be confirmed by occasional use of a circuit tester.

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SPARES FOR SALE

XPAG Cylinder Heads	x2	£30.00 ea.
Starter Dog	x1	£1.50
Rocker Shaft (complete)	x1	£7.50
Push Rods	x8	£0.75 ea.
Con Rod	x1	£2.50
Door Hinge Bushes (new)	x4	£0.50 ea.
Rocker Shaft (shaft plus three rockers)	x1	£3.00
Rocker Cover	x1	£4.00
Rocker Cover Bakelite Nuts	x3	£0.50 ea.
Valve spring inner.	x1	£0.45
Valve spring outer.	x1	£0.50
Inlet/Exhaust Manifold Gasket (new)	x1	£1.00
Carburettor/Manifold Gasket	x2	£0.75 ea.
Gear Knob	x1	£0.45
Fuel Filler Pipe and Quick Release Mechanism	x1	£2.50
Layshaft	x1	£7.00
Layshaft Gears	x1	£25.00
First Gear	x1	£20.00
Universal Joint (Propeller Shaft) (new)	x1	£3.00
Roller Bearing RHP VG 12	x1	£3.00
" " RHP ZV 21	x1	£2.00
Air Filter Canister (YA/YB)	x1	£2.50
Lockheed Brake Hose: YA Front KL 49304	x2	£4.00
" " " : YA Rear KL 49310	x1	£4.00
Lockheed Wheel Cylinder: 2154/2 or 8154/2 (new)	x1	£7.50
" " " Repair Kit: KL 71429 YA Front	x2	£1.00 ea.
" " " " : KL 71427 YA Rear	x1	£1.00
" Master Cylinder Repair Kit: KL 71410 YA.	x1	£1.75
Front seat ashtray	x1	£3.00
Armstrong Lever Arm Damper	x1	£5.00
S.U. Electric Fuel Pump (poor condition)	x1	£2.50
Side Lamp Rubber Gasket (new)	x2	£0.50 ea.
" " " " (used)	x1	£0.15
Spare Wheel Compartment Chrome Escutcheon (new)	x2	£0.90 ea.
" " " " " (used)	x1	£0.50
Fuel Filler Cap	x1	£1.00
Bonnet Corner Rubbers ('T' Type)	x11	£0.75 ea.
Grab Strap	x1	£1.50
Remax Distributor Cap ES 1214	x1	£3.00
Lucas Sidelamp Shell (Black) Type 1130EB 5562GB	x1 pr.	£7.50 pr.
Air Filter/Carburettor Pipe (YA/YB)	x2	£4.00 ea.
Air Filter (export)/Carburettors Pipe (YT)	x1	£15.00
Coil	x1	£2.50
Inner Tubes: Avon 4.50/4.75/5.00/5.25 x 16"	x1	£5.00
Avon 5.50/5.75/6.00 x 16"	x1	£4.50
Carburettor Bodies & Float Chambers	x2 of each	£3.50 per body £2.50 per float chamber
Push Button Starter Solenoid (new)	x1	£3.00
Fuse Holder (YB) (new)	x1	£1.75
Sidelamp bulb holder. (new)	x1	£0.50
'D' Lamp Lens (Red) (Glass)	x1	£2.00
Interior Door Handle (window winding)	x1	£1.00
Sidelamp lens (plastic)	x2	£0.50 ea.
Steering wheel centre clockwork mechanism	x1	£0.75
Windscreen wiper arms (early type) (used)	x1	£0.85
" " " (late type) (used)	x2	£0.85 ea.
" " blades (new)	x2	£0.75 ea.
Gear lever gaiter metal retaining ring.	x1	£0.45

Continued overleaf.....

Flywheel & ring gear (120 teeth) (YB)	x1	£10.00
Rocker box cover	x1	£ 4.00
YA Wheel Nuts	x16	£ 0.50 ea.
Windscreen wiper motor (used)	x1	£ 2.00
'D' Lamp lens - red (glass)	x1	£ 2.00
'D' Lamp lens - red (plastic)	x3	£ 0.50 ea.
Inner Tube 5.00/5.25 x 16"	x5	£ 5.00 ea.
Windscreen wiper arms (late type - chrome)	x3	£ 1.50 ea.
Windscreen wiper arm (late type - black)	x1	£ 1.50
Tyres: British Bergougnan 5.00/5.25 x 16"	x1	£15.00
(town & country tread) 5.25 x 16"	x1	£ 6.00
Black wing to body piping Original; plastic with cork filling)		£ 0.20 per ft
Spotlamp bracket (black)	x1	£ 2.00
Lockheed Wheel Cylinder Repair Kit: KL 71469 YB Rear	x1	£ 0.75
" " " " " " : 586 YB Front	x 10	£ 0.20 ea.
Felt window guide channelling (black)		£ 0.20 per ft
Cords Piston Ring Sets (Std) (No.20)	x3	£ 1.50 per bx
Interior Mirror	x1	£ 0.50
Hepolite Piston Ring Set (+030) S/E 40132 P.4251B	x1	£ 1.50
Dip-stick	x1	£ 2.00
Door locator plate chrome escutcheon	x1	£ 0.75
Circular wing mirror (flat glass - fair condition)	x1	£ 0.75
Window glass (front door)	x1	£ 1.50
" " (rear door)	x3	£ 1.50 ea.
Starter Motor Brushes: Remax CB 500	x1 set	£ 0.75
Bulbs: Fog Lamp (yellow) 12v 48w	x1	£ 0.75
Double filament 12v 50/40w	x8	£ 0.75 ea.
Double filament 12v 42/36w	x2	£ 0.75 ea.
Single filament 12v 6w	x3	£ 0.50 ea.
Single filament 12v 5w	x1	£ 0.50
Distributor Cap: Lucas No.418888)(used)	x1	£ 1.25
Hydraulic Fluid Can (suitable for Jackall Reservoir)	x1	£ 1.00
Running board aluminium strip (shortest of three)	x1	£ 0.50
Running board rubber strip (shortest of three)	x1	£ 0.50
Door Hinges (Door fitting)	x2	£ 1.00 ea.
Accelerator Pedal	x1	£ 1.50
Wing Mirror (flat glass)(new)	x2	£ 3.00 ea.
Interior window winding handles	x4	£ 1.00 ea.
Windscreen wiper rack and switch	x1	£ 2.00
Instrument panels (wood only)	x3	£ 2.50 ea.
Ammeter/Fuel Gauge instrument	x3	£ 5.00 ea.
Floor mounted dipswitches		£ 1.50 ea.
Steering column	x1	£ 5.00
Exterior door handles	x2	£ 1.50 ea.
Headlamp connector units (used)	x3	£ 0.75 ea.
Petrol Tank Float	x1	£ 1.00
Complete steering wheel centre clockwork mechanism and horn push/semaphore operating ring	x1	£12.50

Enquiries regarding any of the above should be made to: J.G.Lawson, [REDACTED],
[REDACTED], Postage and packing is extra.

