

## THE CLASSIC 'Y'

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The Newsletter of the M.G. 'Y' Type Register.  
Volume 12, No. 93.

June 1989.

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### EDITORIAL

We don't seem to have had many really useful restoration tips from members lately so I am more than pleased to be able to pass on this one: New member Mr. John Cruddace of Houghton-le-Spring, Tyne & Wear recently found the roof panel from a scrapped Allegro just right for providing him with the necessary sheet metal to carry out repairs to his 'Y' Type's door skins.

This year's Budget (now all but a dim memory to most of us) laid much stress on the financial incentives/inducements to use lead-free (or rather 'low lead') petrol. Lest you are in any doubt, let me say right away that in no circumstances should unleaded petrol be used in the XPAG engines which power our 'Y' Types; severe damage to the engine will result after only a comparatively low mileage if unleaded petrol is used. However, if, as might well be the case in years to come, leaded petrol ceases to be generally available, you may take comfort from the knowledge that the expertise and parts necessary to modify our engines to enable them to run on unleaded fuel already exists both in the U.S.A. (where leaded petrol has now all but disappeared) and here in the U.K. Turn to page 25 for further details. I am indebted to my friend Skip Kelsey from California for his speedy and thorough reply to my letter concerning this important subject of unleaded petrol and 'Y' Types.

Another of our new members this year, Mr. Steve Veal of [redacted] Cornwall, [redacted] wants to invite all our readers to a Steam & Vintage Rally he organises each year. The event takes place at Liskeard, Cornwall on August Bank Holiday. Please write to Steve for more details if you wish to attend with your 'Y' Type.

21st May 1989.

## Register Number 1052

Chassis Number	YT4619
Engine Number	n/k
Licence Plate	n/k
Body Number	n/k
Sub-Type	YT
Year of Manuf'	50
Owner's Name	Stoop M
Owner Number	950
Car Location	SWTZ
Exterior Colour	Almond Green
Interior Colour	-

## Register Number 47

Chassis Number	YT4963
Engine Number	TR/14750
Licence Plate	HL-7218
Body Number	53244-901
Sub-Type	YT
Year of Manuf'	50
Owner's Name	Gelissen H
Owner Number	951
Car Location	NETH
Exterior Colour	Regency Red
Interior Colour	B

## Register Number 1034

Chassis Number	Y6001
Engine Number	SC/15836
Licence Plate	GUJ628
Body Number	4666/4673
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Tabberer LC
Owner Number	954
Car Location	Powys WAL
Exterior Colour	Black
Interior Colour	G

## Register Number 664

Chassis Number	Y6454
Engine Number	DC/16163 *
Licence Plate	MYD55
Body Number	5048/5618
Sub-Type	YA
Year of Manuf'	51
Owner's Name	*
Owner Number	942
Car Location	Dorset ENG
Exterior Colour	Black
Interior Colour	G

\* See notes at the foot of page 22.

Register Number 830

Chassis Number Y6474  
Engine Number SC/16321  
Licence Plate DRS285A  
Body Number n/k  
Sub-Type YA  
Year of Manuf' 51  
Owner's Name Bolt AJJ  
Owner Number 943  
Car Location Perthshire SCO  
Exterior Colour Green  
Interior Colour B

Register Number 685

Chassis Number YB0963  
Engine Number n/k  
Licence Plate NOF919  
Body Number n/k  
Sub-Type YB  
Year of Manuf' 53  
Owner's Name Cruddace JR  
Owner Number 944  
Car Location Tyne & Wear ENG  
Exterior Colour Shires Green  
Interior Colour -

Register Number 710

Chassis Number YB1101  
Engine Number SC2/17959  
Licence Plate FJR24  
Body Number 6727/919  
Sub-Type YB  
Year of Manuf' 53  
Owner's Name Swales AG  
Owner Number 947  
Car Location Tyne & Wear ENG  
Exterior Colour Maroon  
Interior Colour R

Register Number 282

Chassis Number YB1528  
Engine Number SC2/C81772  
Licence Plate USV420  
Body Number 7133/1338  
Sub-Type YB  
Year of Manuf' 53  
Owner's Name Dick JVR  
Owner Number 949  
Car Location Warwickshire ENG  
Exterior Colour Black  
Interior Colour G

## CARS WANTED:

M.G. 'YA' which has been carefully looked after or restored. Contact: Mr. Kevin Fuller, [REDACTED], Hampshire, [REDACTED] Tel: [REDACTED]

"Wanted for rebuild project. Reasonable body 'YA' or YB, other useful panels, YB anti-roll bar and/or good YB chassis. Would consider complete car 'YA' or YB for body. Tel: [REDACTED]".

## CARS FOR SALE:

492. "YA 1950. New engine. Body primed. V5 Registration number 'KNM100'. £1,850. Tel: [REDACTED]"

788. "YB 1953. Owned by chauffeur/mechanic for 20 years. Stored. £2,500. Tel: [REDACTED] evenings and weekends."

977. 'Y' Type 'MLN 27' (see two-page description which follows). Contact: Mr. V. P. Fuller, [REDACTED]

250. "1950 M.G. 'Y' Tourer, all original, 30,000 miles, cream exterior, maroon interior, never restored, drive anywhere. Asking \$9,100. Contact: Ted Haxton, [REDACTED] Florida, [REDACTED], U.S.A. Tel: [REDACTED]"

[REDACTED]  
Surrey,  
[REDACTED]

4th May 1989.

Dear John,

This should be a black-edged letter. For the time has come for us to SELL our 'Y' Type. We have weighed up all the +s and -s and for many reasons (there would HAVE to be alot) it's going to have to go. Can you please scan your friends and members, contacts etc. and help me find a good home for 'Rosie' (that's her name).

Briefly:

MLN 27 reg. no. Old green log-book with two previous owners on it. Reg. is held on the computer at Swansea, so it is still with the vehicle.

Purchased in October 1983 from Richardsons in Staines; they'd had it for about 5 years and had bought it M.O.T.'d. When I got her home I freed the brakes, charged the battery and cleaned the ignition system and away she went. I took her for a pre-M.O.T. check (check list, I have got) and all she failed on was that the horn didn't work (I didn't wire it up) and worn front top bushes.

The project was to complete a total chassis-up restoration. The furthest I got was to strip her down and get alot of quotes for various services. Then along came the baby and the house, then another baby.

The car is complete. There are numerous new or re-conditioned parts, i.e., rear axle; two front axles; back plates; track-arms; spare fuel tank; rear quarter windows; front engine mounting; two 'torpedo' lights; pair of new period number-plates; four good tyres plus spare and wheel.

The bodywork is in good condition, wings are more than serviceable and the doors are not bad at all. It does need some work doing on the back end (a new boot floor and a new rear section).

The chassis is excellent all over. There are two new front springs. Rear leaf springs O.K. as well. Out-riggers are excellent also. The trim is in need of some repair and renovation, but it is useable. Carpets: slung them out - not original and damp. Someone has had a fair attempt at doing the roof lining but it lacks in artistic content. All the woodwork is there and is in very good condition indeed.

The engine sounded good as did the gearbox and the oil in both is clean. As far as I can tell the engine accessories are all original, i.e., 'M.G.' on the manifolds and aluminium castings etc. There is also a Workshop Manual and piles of 'bumph' to go with it as well. All sorts of 'Y' Type literature has accumulated over the years.

So, all in all, I feel it is a nice package for the right person. By that I mean a person who is going to do what I was intending to do: rebuild her. It will have to be someone who has the foresight to see the potential.

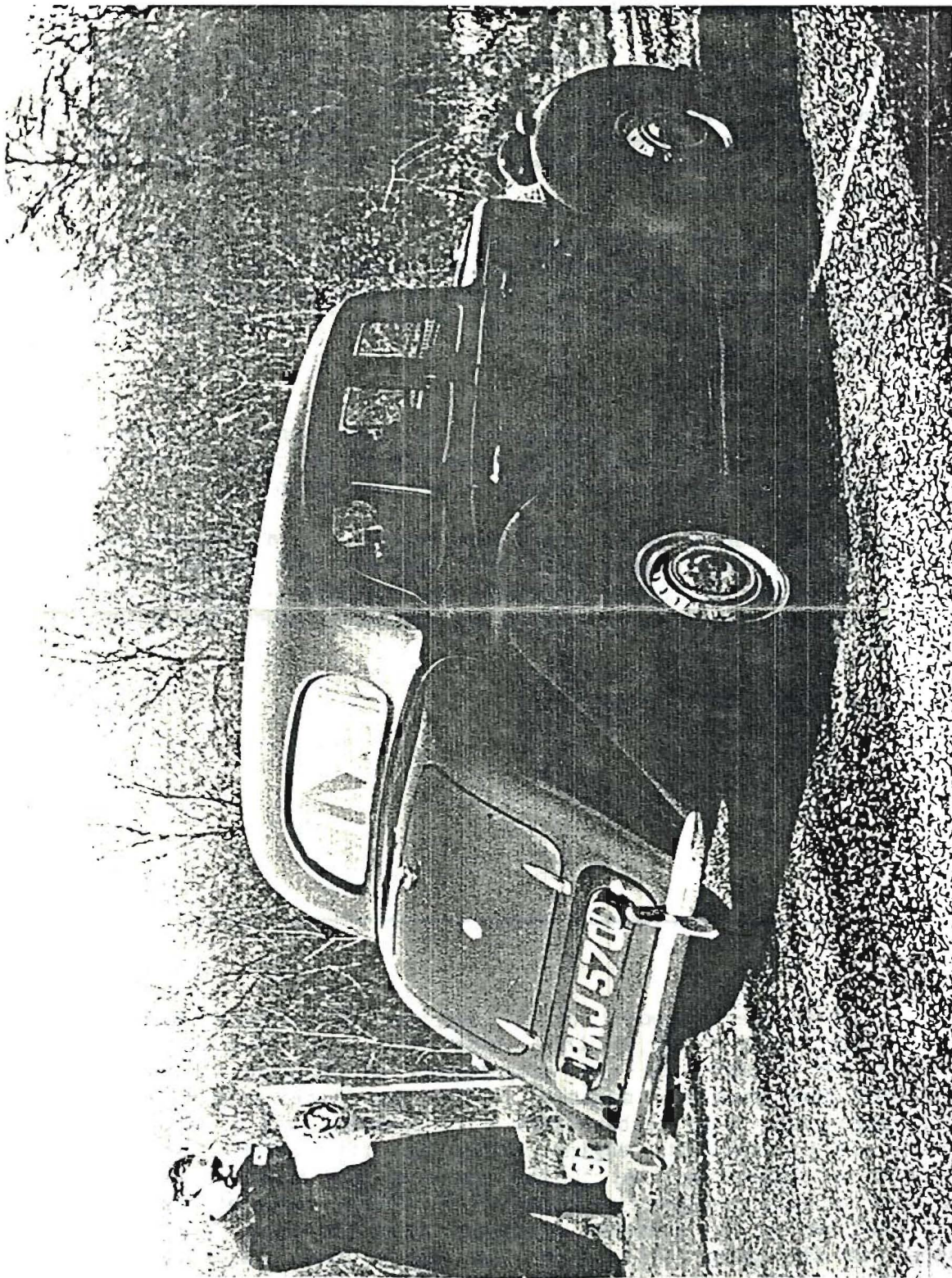
Everything is boxed that can be boxed and I have proof it is a complete car. I paid £1,300 in October 1983, I have spent approximately £300 on parts etc. Everything all in, I am asking £1,600. Allowing for increase in value I feel that this is reasonable but I am, of course, willing to discuss the amount with the right person.

I WILL NOT SELL FOR SPARES, ONLY COMPLETE.

Vincent. P. Fuller.

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Register No.664 is another 'special order' car, similar to Y0672 which is described on pages 22, 24 & 25 of the book "M.G. 'Y' Type Saloons & Tourers". Y6454 was ordered by the proprietors of Staddons Garage of Minehead, Somerset; they were M.G. dealers. The car was fitted with an engine to YT specification, with twin carburettors, a TC camshaft and a 'tropical-type' oil-bath air cleaner. Its engine number per its battery box plate is 'DC/16163' perhaps suggesting that, on the spare of the moment, someone at the factory made up this designation (indicating 'double carburettors'?) to signify that here was a car somewhat different from the norm. The engine number stamped on the plate affixed to the engine block is, however, the normal 'SC/16163'. Y6454 was also, from new, fitted with a heater, twin chromium-plated WT614 horns either side of the radiator grille, an additional spotlight, over-riders and a radio with centre roof aerial. *The owner wishes to remain anonymous.*



For those who asked to see more photos of 'Y' Types in competition, here's 1952 YB, 'PKJ570' crewed by its owner Mr. Richard Dick and Mr. Rowland Shaw-Kew undertaking an acceleration and braking test during the London Motor Club's 'Little Rally' of 1953. Note the wheel embellishers. Many thanks to Mr. J. V. R. Dick for the photo.

## FORTHCOMING EVENTS

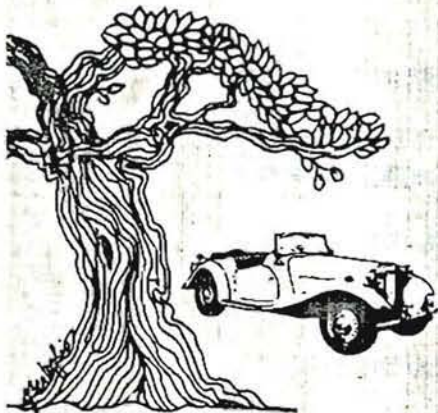
24/6	Bexhill Round Table 'Motorfair 1989'	The Polegrove, Bexhill-on-Sea, E. Sussex,
24-25/6	East Anglian Roadshow '89,	Suffolk Agricultural Showground, Bucklesham Road, Ipswich.
9/7	Metropolitan Vintage Vehicle Rally	Locke Park, Barnsley, South Yorkshire.
9/7	South Derbyshire M.G. Owners Club Rally	Elvaston Castle, Derbyshire.
16/7	South Staffordshire M.G.O.C. Area Event	Shugborough Hall, Staffordshire.
16/7	South East Area M.G.O.C. Rally	Frognaill Farm, Wickhambreaux, Nr. Canterbury, Kent.
16/7	Classic Car Show	Horsham Park, Horsham, W. Sussex.
22-23/7	M.G.O.C. Southern National Event - Surrey '89	Leatherhead Leisure Centre, Surrey.
29-30/7	Donington International Classic Car Show	Donington Park Racing Circuit, E. Midlands.
5-6/8	Woodvale International Rally	R.A.F. Woodvale, Nr. Southport, Merseyside.
12/8	Action Day	Castle Combe Circuit, Nr. Chippenham, Wilts.
13/8	Bromsgrove M.G.O.C. Mini National Event	Himley Hall, Dudley, W. Midlands.
20/8	Harrogate M.G.O.C. Rally	Harrogate Rugby Club Ground.
20/8	Bognor Regis Rotary Club Motor Gala	West Park, Bognor Regis, West Sussex.
3/9	North Staffordshire M.G.O.C. Rally	Gawsworth Hall, Staffordshire.
9/9	Action Day	Mallory Park racing circuit.
9-10/9	Beaulieu Autojumble	National Motor Museum, Beaulieu, Hants.
1/10	Grand London Autojumble	Kempton Park Racecourse, Sunbury-on-Thames.

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# Shadetree Motors, Ltd.

VINTAGE  REPARATIONS

Engine & Component  
Restoration  
New and Used Parts  
And Accessories

April 25, 1989

SKIP KELSEY, Esq.

Mr. John Lawson  
The MG "Y" Type Register

Dear John:

In response to your inquiry about running "T" and "Y" types on lead free petrol. The answer is Yes! it does work, but with modifications as you indicated. We have almost no leaded petrol here in the colonies. What leaded that is left is so little, that it does no good at all. The answer is to cut out and replace all the valve seats and install hardened high chrome-moly seats. Note: Do not use stellite seats!! They have a tendency to come loose and cause disaster. Next, install silicone bronze valve guides, and use 21-4N stainless steel valves.

I also recommend polishing the combustion chamber to lower the chance of "hot spots". All the parts that I have recommended are readily available through a very reputable English Company: Brown & Gammons, Ltd., Roes Maltings, R/O 18 High Street, Baldock, Hertfordshire, SG7 6AS; Telephone (0462) 893914-894212. They are open Mon-Fri 8:15 a.m. - 5:30 p.m. and Sat 9 a.m. - 1 p.m. Both Ron Gammons and Jerry Brown are very nice people to deal with.

While you are at it this far, get a set of B&G's, 70 lb. valve springs and install at this time. They make all the tappet noise quiet right down and cuts the tappet and cam lobe wear almost to nothing. I highly recommend this procedure on any "T" or "Y" type.

I hope that this information helps. I have been doing these conversions for the past five years.

Octagonally,

*Skip*

Skip