

THE CLASSIC Y

The Newsletter of the M.G. 'Y' Type Register. Volume 13, No. 101. October 1990.

EDITORIAL

Back on 5th August, Miles Harris, from Ballyclare, won Best Newcomer's Award in the Northern Ireland round of the prestigious Benson & Hedges Concours with his newly restored 1953 YB. The car, in the state it was in when Miles acquired it, was pictured on page 67 of my book and in Issue No.83 (October 1987) of "The Classic Y". The car, as it is now, is pictured below. What a difference three years makes! Meanwhile, the YT pictured in the two lower photos on page 36 of my book more recently won a Concours award (best postwar car) at Tatton Park, Cheshire. What a difference six years makes!



cont'd overleaf....

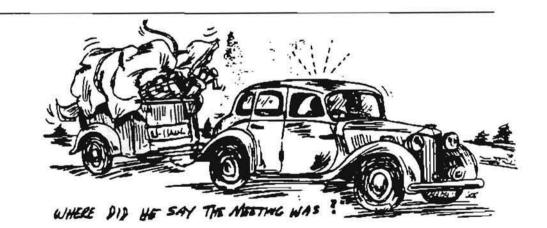
In Issue No.92 (April 1989), which contained the first up-date to my book, I said that Y0364 had been found to have body type B.280 (and not, as might have been expected, B.281) stamped on its identification plates. Well now, its neighbour on the production line at Abingdon forty-three years ago, Y0363, has also been found to have body type B.280. So here's a mystery! I would therefore be pleased to hear from owners of early 'Y' saloons (say, before Y1954) as to what their car's "body type" is. Any ideas about why the body type number should change? And would anyone who owns a YT please give me some idea as to the purpose of the strap which hangs down inside the boot from a centrally-mounted position (i.e., in addition to the two luggage strap fixing loops which are mounted either side).

I know where I might be able to lay my hands on several copies of that useful book for XPAG engine rebuilding, "Tuning & Maintenance of M.G. Cars" by Philip.H.Smith (published by Haynes/Foulis in 1978). So, if anyone is interested in obtaining a copy would they please send me a cheque (made out to "J.G.Lawson", please) for fi2 (this includes U.K. postage & packing). If I can get you a copy I will send it on, if not, I will return your cheque.

CARS FOR SALE:

- 907. "M.G. 1952 YB Saloon. Sound for restoring. No engine or gearbox. With V5. Could deliver. £950 o.n.o. Tel:
- 728. 1949 'YA'. £4,500. Tel:

249. "M.G. YT. 4-seater. Green with black rag top. Good running condition. \$15,000. Send I.R.C. or s.s.a.e. for pictures (50c. each). Contact: Andrew Smith, Massachusetts, U.S.A."



The cartoon above appeared in "The Wind Machine" (the newsletter of the Sorry Safari Touring Society of California) for March 1990.

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LETTERS:

Dear John,

I thought you and other enthusiasts may be interested in a few ways I have found to make rebuilding a 'Y' a bit cheaper and avoid what I think are exorbitant prices that N.T.G. charge and their policy of relentlessly increasing prices twice a year.

- 1. I have bought several brake and clutch parts from Autela (this firm is the outlet of Lockheed/Borg & Beck). They are mostly for the garage trade but still serve the general public. They have branches throughout the country. Perhaps the storemen in Sunderland are more helpful, but they rang up the technical department and got me a front brake hose, master cylinder repair kit, front wheel cylinder rubbers and an 8" clutch centre plate. They said they could probably get track rod ends and definitely clutch cover and bearing. They didn't list the 'Y' master cylinder or wheel cylinders. The parts I bought were quite a bit cheaper and there wasn't postage to pay. The parts came from the main warehouse in about three days.
- 2. I have bought oil seals for the rear axle (hubs and diff' pinion) from a bearing supplier in Newcastle. Also, a bronze clutch pedal bush. These parts were vastly cheaper than parts from N.T.G. (diff' pinion oil seal f1.93, N.T.G. f7.20). There are bearing suppliers in most places; just take the old oil seal or bearing along and they will measure them up.
- Pistons are easily available. I had the block rebored and A.E. pistons supplied. The pistons were £115 including V.A.T.
- 4. I stripped down the rear springs by removing the centre bolt and just had a top leaf for each spring made at a spring making company. Each top leaf was fil.50 including V.A.T. The old leaves under the top leaf were wire brushed, painted and the leaf re-assembled with a new centre bolt, a couple of cylindrical spacers top and bottom and new rubber interleaves between each leaf. I don't think the rubber interleaves are necessary, but I had bought them some time ago.
- 5. Gasket paper can be easily bought and many gaskets made by cutting out and laying the gasket over the part and knocking out the holes etc with the ball end of a ball pein hammer.
- 6. Many engine parts are much cheaper from Brown & Gammons.

I hope these tips may be helpful to other 'Y' Type owners.

Arthur Roberts. Tyne & Wear.

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REGISTER NEWS Recent Discoveries Register Number 916 Chassis Number Y0363 Engine Number SC/10131 Licence Plate MFC579 Body Number 59/211 Sub-Type YA Year of Manuf' 47 Owner's Name Randle S Owner Number 1033 Car Location Warwickshire BNG Exterior Colour Black Interior Colour R Register Number 541 Chassis Number YT3871 Engine Number TR/13738 Licence Plate n/k Body Number n/k Sub-Type YT Year of Manuf' 49 Owner's Maine Furler L Owner Number 1031 Car Location S.A. AUS Exterior Colour n/k Interior Colour Register Number 547 Chassis Number YT4061 Engine Number TR/13855 Licence Plate n/k Body Number 45347-676 Sub-Type YT Year of Manuf' 49 Owner's Name Koster S Owner Number 1036 Car Location NSV AUS Exterior Colour n/k Interior Colour 1080 Register Number YT4917 Chassis Number Engine Number TR/14794 Licence Plate n/k Body Number 53208-882 YT Sub-Type Year of Manuf' 50 Owner's Name Geduld CE Owner Number 1040 Car Location Swakopmund NAM Exterior Colour Green Interior Colour

36 -

Register Number 310 Chassis Number 15241 Engine Number SC/X15105 Licence Plate n/k Body Number 3997/3973 Sub-Type YA Year of Manuf' 50 Owner's Name Neal JS Owner Number 1041 Car Location Maine USA Exterior Colour t/t Gre/Black Interior Colour G

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Register Number 986 Chassis Number Y6446 Engine Number SC/16150 Licence Plate UMG308 Body Number 5046/5094 Sub-Type YA Year of Manuf' 51 Owner's Name Wells G Owner Number 1030 Yorkshire ENG Car Location Exterior Colour Black Interior Colour B

Register Number 1084 Chassis Number Y6471 Engine Number SC/X16298 Licence Plate n/k Body Number 5119/5624 Sub-Type YA Year of Manuf' 51 Owner's Name Swan P Owner Number 1039 Germiston RSA Car Location Exterior Colour Dk. Green Interior Colour N

Register Number 738 Chassis Mumber YB1257 Engine Number SC2/18135 Licence Plate 8142MG Body Number 6872/1070 Sub-Type YB Year of Manuf' 53 Owner's Name Heys D Owner Number 1032 Lancashire BNG Car Location Exterior Colour t/t Blue/Gry Interior Colour в

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The Autocar

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USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

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1950 Ford Reproduced Vistyle. excellent	1950 M.O. 11-dutre saloon. Sizek, red teather. WARWICK WRIDER, Ltd., 150. New Bond SL. W 1. Martatr 9761. (C4045	1950 M.O. T.D. 2-searce, black, spare usused, and the second condition throwshow, \$785: trade and the second difficult of throwshow, \$785: trade and the second difficult of the second difficult of the May law 6321.2.
Star Socia by courtesy of 1/3903. [Cons	WARWICK WRIGHT, Ltd., 150. New Bond SL. W 1. Majiair 9761. (C4045	1951 M.G. T.D. with loose covers. luggage rack. Colonial Motors. Ltd., 6,000 miles: £325British & Temple Res 1520
1A desert 1	JACA ROSE LOL. M.G. Azents. sde: -	
290 station : 0005, gass all mund, removable ised, excellent con-	1949 M.G. 14-ütte saloon, ilmust unmarked in- side and out, many extras, iccept \$750 Jack Rose, Ltd., Stafford Rd., Wallington, Surrer, Wallington 6677-8,	1951 (March) MG. 11. salcan. archite with fed miles: 2925Glosons Sports Cars (Christchurch), Ltd., Landhurg VA
dition; térmis, éx., 9-7 reet-days and SaturdaysRowlan, mosterad Hamosterad Tabet. Hamosterad 60-4. [C2018	Wallington 6677-8. ICS056 DARADE MOTORS (MITCHAM) offer:-	Lyndhurst Rd., Christchurch, Bants, Tel. 1881. (2769
LLOYD	1	
L LOYD 650. first registered 12-12-19, 12.000 miles. slean condition: £195Bishoosgate 7676. (2827	1939 T.B. M.G. 2-senter. B.R. green, new tyres. 1938 T.A. M.G., green, reconditioned engine not run 1938 T.A. M.G., green, reconditioned engine not run 1938 T.A. M.G. green, reconditioned engine not run	1937 M.G. TA 2-37. black with extras. excellent guinas invited.—G. P. Morley. Ltd., 54. Streatnam Hill, S.W 2. Tuise Hill 4488
LIOVO CARS WADIAG	1934 P.A. M.G., green, a specimen: £235.	
LLOYD. 12 good condition. for cashTel. Valetine	1935 Hotrod Special Magnette 2-seater; £195.	1949 M.G., green. 25.000 miles new hold, screens, etc., brazes reined, carrier, Windtonesi offers over 2525-Legge, 10. Adeuade Rd, Suroiton, Sim- bridge 4425.
MERCEDES PANTILES. Guildord 5326 See "Sports Care." (C3035	1939 Tickford drop bese T . 1.: 2355.	1949 M.C. T.C., Saisced green, beige interior, new byres, sootless condition throughout: CS45 Brosh & White (Leong, Lin, Roundhay Ra., Leong /.
Mercedes Cars Wanted	1933 J 2: E135. PARADE MOTORS (MITCHAM), L.d., 56-57. MONTRON DISCONTINUE AND LINE 1992	Bross & White (Leeds) Ltd., Routahar Rd., Leeds /. Tel. Leeds 43405 /4 (mes) (2554
PRIVATE bayer requires Mercedes (oursome drop mead: state model, price, full particulars, bistory [2599	GORDON CARS (LONDON). Ltd., for M.G.	XXX £430i946 (Julit M.G. T.C. sports 2-str.
MEDDED CR. DENT	1949 tro-seater. bite. 1.700 miles only: £695.	delightful oerformance: Stillen guarante, terms ex-
MERCEDES-BENZ (GL BRITAIN), Ltd., oder:- TYPE 170 V 14np Mercedes-Benz 4-door saloon, nght-	CORDON House, 373. Euston Rd., N.W.1. Euston 6611.	Source below Source exceptional 1949 (June) M.G. T.C. Sports 2-sector, green, red leather, red
L hand steering metalle green with bette cloth; this car has been conditions and (horoughly overhauled and is in homaculate conditions throughoutVictoria 3715.	() Chipiters Motors. Ltd. See our advertisement	
13043	1038 M.G. black salcon. 2-ittre. exit. condition; what	ummaculate appearance with outstanding performance. Choroughly recommended: written grarantee: C545, terms, exchangeH. P. Edwards, 200: Gt. Portland St., W.I Longham 0012.
Mercedos-Bon Spares and Service MERCEDES-GLAZ (UREAT BRITAIN), Ltd., Sales Service and Spares, III Grostenor Rd. S.W.1 Victoria 8715-9. Nigot Service: Victoria 3144, 13165	1950 aders?-Box 1328. 1950 M.G. sports 2-sester. 172e T.D. interally with-	St., W.I Longham 0012. (C2003
	MILLE & MUNDY, 280, Old Brompton Rd., S.W.S.	1939 Ili-ilitre M.O. saloon. reconditioned engine. exceptionally maintained: E385: also choice of 7 other 114- and 2-litre saloons and drop heads: also
SIMPSON'S Offer: -	A A.O. 14 Saloon, Jane, 1952, 1.500 miles; 2595	1959 LA GIOD BEAMSSpecialers. LIG., Horier 628, 1866
	191 Jones. 25. North Crescent, N.J. (2832 1950 M.O. 14-Utre soloon, black with red leather.	1952 (Jac) W.G. ¹¹ , Micon, gray, with red lather loose covers, encoded E.M.V. modio, twing horns, Rimbellisher, new: 61,025Gibsont Sports Carr (Christehurch), Ltd., Lyndhurst Rd., Christehurch: Rants, rei, 1681, 1004 (Jac) F.G. Januar, block holm short [2427
1947 Ford Mercury 2-door saloon. Bited with bester SIMPSON'S MOTORS (WEMBLEY). Ltd. (American Car Specialists). Tel. Wembley 8691-3903. (24015	1950 M.O. 14-litte soloon. black with ted leather. 1950 Addio very carefully used: 2795. H. A. SAUNDERS Ltd., Justin House. Castle St., (Ca005) (Ca005)	loose covers, carpets, etc., grannieed 3,000 mis, as new: £1.025Gibsons Sports Carp (Christchurch).
M.G.	1948 M.O. T.C., Orst-class condition recently over- izuded: 6500-Bot 3303.	Ltd., Lyndburst Rd., Christchurch; Hants, Tei, 1681. 1046 (Jace) T.C. 2 Jackson Mark Main and Mark
PC	1051 (May) M.O. 14-Hitre saloon. 7.000 miles -	1946 (Jace) T.C. 2-Sater. black belge upholicary. horma. (og and spot lamos. Bluemels steering wheel.
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M. 6. T.D. Tickford, 1930. 2375. 1950. 2535. 31.0. 1.A. M. 6. T.D. 2-seater constant, 1950. 2565: 3LG. T.A. 100. T.C. 2-seater conductor, 1939, 2757. M. 6. T.C. 2-seater conductors. choice of 6, 1945 to 0. 2002, 2375, 00 5225.	1952 Winchester. Tel. Winchester 4333. [C1010 1952 Douglas 2077. [2796] [2796]	1951 (Aord) M.G. Mark II T.D. carefully used in 14,000 genume miles for daily work and
	M.O. 8 J.2. In excellent condition. 1933: £200 0.4.0. M.2. Squirrell Cottages, Green St., Eastbourne, 12721	sometimes ralles not «thout success; teston tor sale is
3 A.G. 2-litre 18ho gros head foursame, choice of 2	1712. Squirreil Cottages, Green St., Eastbourne, 12721 DEARTS, of Kingston, M.G. specialists sales, partes, C repairs.—102. London Rd., Kingston, Tel. King 348.	2300 or nearest offer Bourne House, WinterBourne. (2673
M. G. P.B. 4 sealer, 1936. 2275: M.G. P.A. sho 2- caler, 1935, 2295. M.G. J.2 abo 2-seaters, choice of 3, 1933; £155 to £195.		M.C. Cars Wanted
M.G. J.2 3hp 2-seaters. choice of J. 1933; £155 to	M.G. NA Magnette, 1936: £135 o.n.o Spooner, Tres- sells, Marmaretting Tye. Inzatestone, Esser [2762	й
M.G. 8hp 4-scater, 1932, £95; M.G. N.A. 12h5 c-	1951 12,-Utre M.G., marcon, heater, 11.500 miles:	THE CAR MART. Lid., T.Sh to purchase M.G. Cars -
		1 520 Filston Rd. N.Y. Elston 1212 (0965/R
M.G. P.A. supercharged 2-sealer. 1331. 6225; M.G. 3hp M-Type 2-seaters (2). 1330. £95. DERPORMANCE CARS. Windmill Garage. Great West	1951 Halls (Finchlery, Ltd., Odeon, Parade, North	ROWLAND SMITT'S
M.G. 8hp 4-scater. 1932. 295; M.G. N.A. 12hp 4- Scater. 1925. 2245. M.G. P.A. supercharged 2-scater. 1951. 2225; M.G. Bhr. M.T.Y. 2-scaters (2), 1930. 295. DERPORMANCE CARS. Windmill Garage. Great West Rd. Brentford. Middlesex. Ealing 8341 (4 lines). West End Show Hall. 107. New Cavendish St., W.1.	1951 Halls (Finchlers Ltd., Odeon Parade, North Earthler, London, N.12, Tel Bulside 1044. [2910	ROWLAND SMITT'S
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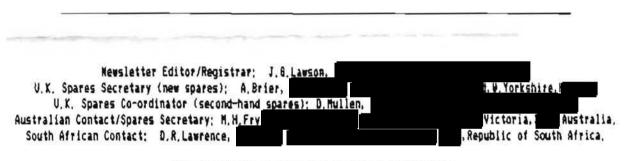
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MEMBERS' TIPS

David Mullen: Beware of overtightening bolts securing the timing cover to the sump as the threads are only soft aluminium and are easily stripped (the same applies to the bellhousing sump bolts). I know this from experience, having stripped one during my engine rebuild last year! It's very easy to do, so make sure the threads are clean and that you are fitting the correct bolt. Sometimes you find "odd" bolts fitted in these areas, where this has happened at some time in the past.

> Check that the two screws securing the distributor base plate are tightened down properly as mine had worked loose, causing the base plate to shift and inducing all manner of rough running as the points were affected. The two little bolts were the last thing I checked in trying to find the fault and as I had only just rebuilt the engine you can guess how my imagination was running wild with what had possibly gone wrong. "New old stock" distributors for the XPAG engine are now very expensive. Does anyone know of a more modern one that will do the job with perhaps minor modifications?



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