

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 14. No.108. December 1991.

EDITORIAL

I'd like to hear your experiences with the new M.O.T., please; your thoughts on whether "Y" Types are likely to have any trouble conforming to the new emissions regulations, whether your "Y" has recently (since 1st November) failed on the emissions part of the test and what you had to do/have done to ensure that it passed!

MAY I ALSO WISH ALL MY LOYAL READERS
AN ENJOYABLE CHRISTMAS AND A HAPPY NEW YEAR!

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REGISTER NEWS

Recent Discoveries

Register Number 156

Chassis Number Y0572
 Engine Number SC/10304
 Licence Plate 6AA146
 Body Number n/k
 Sub-Type YA
 Year of Manuf' 47
 Owner's Name Hunt B
 Owner Number 832
 Car Location Dorset ENG
 Exterior Colour l/t Green
 Interior Colour -

Register Number 688

Chassis Number Y1467
 Engine Number SC/11325
 Licence Plate JYK840
 Body Number n/k
 Sub-Type YA
 Year of Manuf' 48
 Owner's Name Wood CJ
 Owner Number 1131
 Car Location Suffolk ENG
 Exterior Colour Black
 Interior Colour R

Register Number 1131

Chassis Number Y2311
 Engine Number SC/B81399
 Licence Plate 5726DA
 Body Number 1961/2017
 Sub-Type YA
 Year of Manuf' 49
 Owner's Name Nevitt AJ
 Owner Number 1130
 Car Location Worcestershire ENG
 Exterior Colour Green
 Interior Colour G

Register Number 1121

Chassis Number Y2399
 Engine Number SC/12310
 Licence Plate n/k
 Body Number 1923/2082
 Sub-Type YA
 Year of Manuf' 49
 Owner's Name Bacher GJ
 Owner Number 1118
 Car Location New Delhi IND
 Exterior Colour Green/Cream
 Interior Colour -

Register Number 1120

Chassis Number YT2548
 Engine Number TR/12398
 Licence Plate n/k
 Body Number n/k
 Sub-Type YT
 Year of Manuf' 49
 Owner's Name Pullen B
 Owner Number 1117
 Car Location New Delhi IND
 Exterior Colour Red
 Interior Colour -

Register Number 594

Chassis Number YT/EXL/3620
 Engine Number 3L/13074
 Licence Plate n/k
 Body Number 45227-544
 Sub-Type YT
 Year of Manuf' 49
 Owner's Name Welch P
 Owner Number 1121
 Car Location British Columbia CAN
 Exterior Colour n/k
 Interior Colour -

Register Number 728

Chassis Number Y4839
 Engine Number SC/14610
 Licence Plate UMG159
 Body Number 3671/3656
 Sub-Type YA
 Year of Manuf' 50
 Owner's Name Hayward HG
 Owner Number 1115
 Car Location Dorset ENG
 Exterior Colour n/k
 Interior Colour -

Register Number 312

Chassis Number Y5084
 Engine Number SC/X14815
 Licence Plate n/k
 Body Number 3883/3859
 Sub-Type YA
 Year of Manuf' 50
 Owner's Name Davis P
 Owner Number 1133
 Car Location West Virginia USA
 Exterior Colour n/k
 Interior Colour -

Register Number 1122

Chassis Number Y6527
 Engine Number SC/16207
 Licence Plate UN6323
 Body Number 5176/5136
 Sub-Type YA
 Year of Manuf' 51
 Owner's Name Platt TW
 Owner Number 1119
 Car Location Staffordshire ENG
 Exterior Colour t/t Green
 Interior Colour 6

Register Number 446

Chassis Number Y7036
 Engine Number SC/B98985
 Licence Plate UN6426
 Body Number 5637/5634
 Sub-Type YA
 Year of Manuf' 51
 Owner's Name Eastburn P
 Owner Number 1129
 Car Location W. Humberside ENG
 Exterior Colour Cream
 Interior Colour R

Register Number 1132

Chassis Number YB0697
 Engine Number SC2/17570
 Licence Plate MON880
 Body Number 6284/524
 Sub-Type Y8
 Year of Manuf' 52
 Owner's Name Booth NH
 Owner Number 1132
 Car Location Essex ENG
 Exterior Colour Dk. Green
 Interior Colour R

Register Number 1133

Chassis Number YB1146
 Engine Number SC2/18032
 Licence Plate 0YD932
 Body Number 6755/959
 Sub-Type Y8
 Year of Manuf' 53
 Owner's Name Rowe JA
 Owner Number 1134
 Car Location Middlesex ENG
 Exterior Colour n/k
 Interior Colour -

Register Number 1127

Chassis Number YB1214
 Engine Number n/k
 Licence Plate FTK184
 Body Number n/k
 Sub-Type YB
 Year of Manuf' 53
 Owner's Name Winks PA
 Owner Number 1122
 Car Location Essex ENG
 Exterior Colour Green
 Interior Colour 6



Main street
 parking at
 East Dereham



See page 48...

2.

P.J.Hollingsdale, [REDACTED] [REDACTED] [REDACTED] [REDACTED] Ross-shire.
Telephone ([REDACTED]) [REDACTED]

WANTED YA/YB

YA OR YB, CONDITION 2 WITH CURRENT MOT, MINOR WORK NOT
OBJECTED TO. GOOD PRICE PAID.
IF YOU CAN HELP PLEASE EITHER 'PHONE OR WRITE TO ME:

JERRY BIRKBECK, [REDACTED] [REDACTED] [REDACTED]
WARWICKSHIRE, [REDACTED]

TELEPHONE: BUSINESS
HOME

CARS FOR SALE:

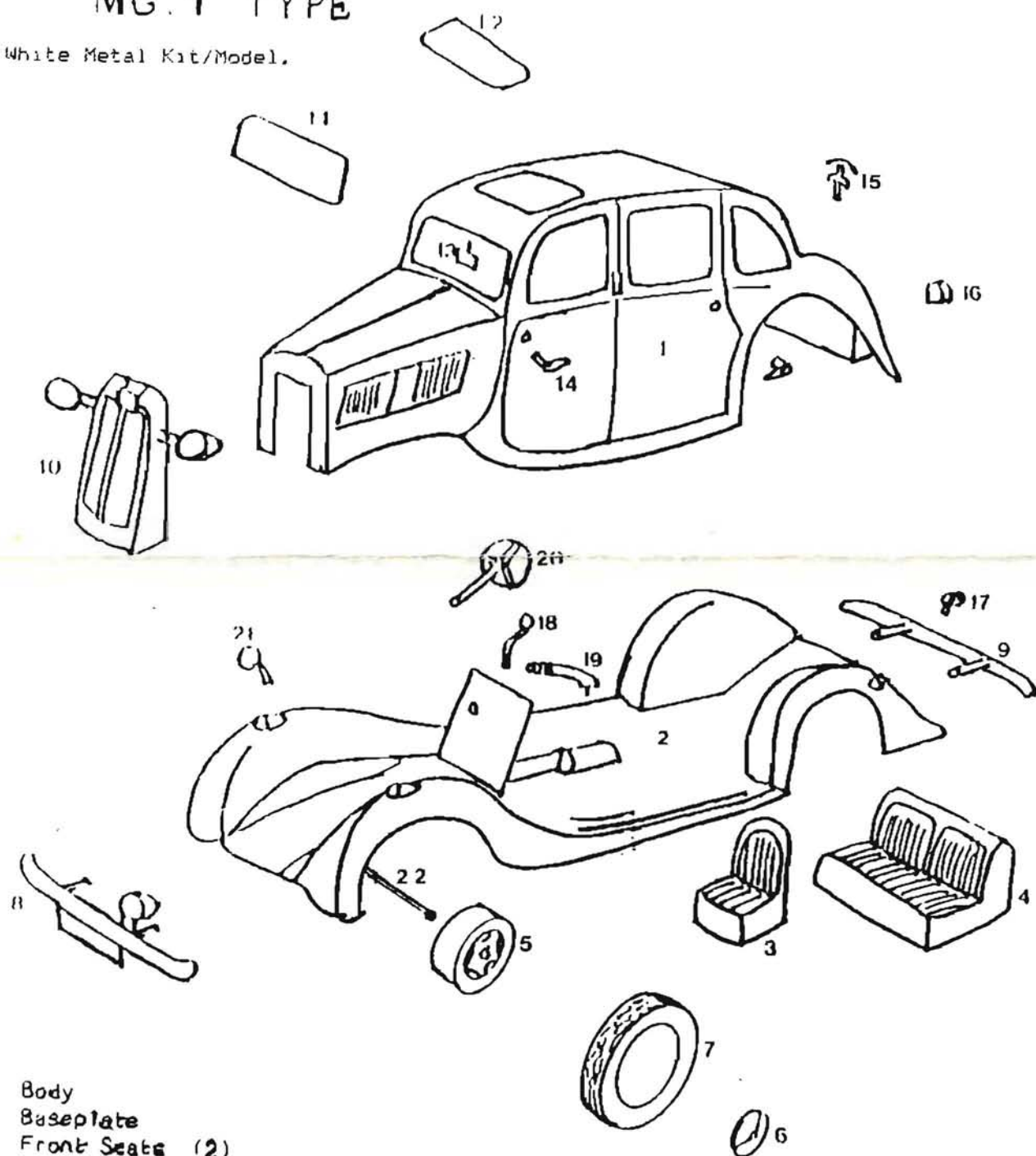
1124. "M.G. YB, 1952, reg no UM0805, black, must be the finest original car in existence, present owner 24 years, detailed maintenance records, genuine 79,000 miles, £7,500. Tel: [REDACTED] [REDACTED] [REDACTED] eyes. Private sale."

Spares News

Member Allan Bolt, he of the door repair panels, has found a supplier of piston rings for "Y" Types. They are Piston Services (Dudley) Ltd., Unit 5, Corbett Trading Estate, Cinder Bank, Netherton, Dudley, West Midlands, DY2.9BG (Tel: 0384-254159). They say that the compression rings do not have a groove in them unless they are the Cord replacement rings, but that this can be overcome on standard rings by grinding a slight chamfer around the top edge. Compression rings are £2.75 each and oil scraper rings, £3.25 each (both prices plus V.A.T.). Rings can also be specially made at a cost of £6 each + V.A.T. When ordering rings, please quote bore size (std. or plus), width and depth of rings and/or grooves.

MG.Y TYPE

White Metal Kit/Model.



SOMETHING FOR YOUR CHRISTMAS STOCKINGS!

Both David Mullen and Allan Bolt have sent in details of this new "Y" Type model by R.A.E. Models of Unit 2, Service Road, off Corrie Road, Addlestone, Surrey, KT15.2LP. They retail for around £19 in kit form or £40 fully made-up and are, I believe, to 1/43 scale. As is usual with this type of kit, the castings need some sanding/filing down and the holes for some components need chasing out.

1. Body
2. Baseplate
3. Front Seats (2)
4. Rear Seat
5. Wheels (4)
6. Hubcaps (4)
7. Tyres (4)
8. Front Bumper
9. Rear Bumper
10. Radiator & Headlamps
11. Windscreen Surround
12. Sun Roof (2)
13. Rear View Mirror
14. Door Handles (4)
15. Boot Handle
16. Rear Number Plate Lights (2)
17. Fuel Filler Cap
18. Gear Stick
19. HandBrake
20. Steering Wheel
21. Wing Mirrors (2)
22. Axle Rod
23. Acetate Sheet
24. Transfers
25. Base Plate Screws (2)

PREVIOUS MONTE CARLO RALLY WINNERS

GENERAL CLASSIFICATION

		From
1911	Turcat-Méry	Paris
1912	Barillet	Berlin
1924	Bignan 1,975 c.c.	Glasgow
1925	Renault 9,121 c.c.	Tunis
1926	A.C. 1,990 c.c.	John o'Groats
1927	Amilcar 1,098 c.c.	Koenigsberg
1928	Fiat 990 c.c.	Bucharest
1929	Graham-Paine 4,710 c.c.	Stockholm
1931	Invicta 4,467 c.c.	Scavanger
1932	Hotchkiss 2,475 c.c.	Umea
1933	Hotchkiss 3,485 c.c.	Tallinn
1934	Hotchkiss 3,485 c.c.	Athens
1935	Renault 5,540 c.c.	Scavanger
1936	Ford 3,622 c.c.	Athens
1937	Delahaye 3,553 c.c.	Scavanger
1938	Ford 3,622 c.c.	Athens
1939	Hotchkiss 3,485 c.c.	Athens
1940	Delahaye 3,557 c.c.	Athens
1941	Hotchkiss 3,485 c.c.	Lisbon

COUPE DES DAMES

		From
1927	A.C. 1,990 c.c.	John o'Groats
1928	Talbot 1,672 c.c.	Bucharest
1929	Talbot 1,998 c.c.	Berlin
1930	Chenard-Walcker 2,470 c.c.	Tallinn
1931	Rosengart 750 c.c.	Scavanger
1932	Lancia 2,570 c.c.	Scavanger
1933	Triumph 1,018 c.c.	Umea
1934	Peugeot 1,465 c.c.	Tallinn
1935	Peugeot 1,465 c.c.	Bucharest
1936	Ford 3,622 c.c.	Palermo
1937	Chrysler-Plymouth 3,302 c.c.	Tallinn
1938	Peugeot 1,465 c.c.	Helsinki
1939	Hotchkiss 3,485 c.c.	Umea
1940	Ford 3,920 c.c.	Athens
1941	Ford 3,920 c.c.	Athens
1942	Ford 3,920 c.c.	Monte Carlo



Two teams are entered for the Coupe des Dames: (1) Miss Betty Haig and Miss Barbara Marshall in their 1½-litre M.G.,

SOUTHWARD

ZERO HOUR APPROACHES FOR MONTE CARLO COMPETITORS

BY now 308 cars and their crews are on their way to their starting point for this year's Monte Carlo Rally which promises to be one of the best ever run. Seventy of these competitors are starting from Glasgow (the majority of these, of course, are British, but there are several foreigners among them), and on Sunday evening they will commence their dash across England to catch a boat at Folkestone early on Monday morning. For the benefit of those who would like to sacrifice part of the night's sleep to watch them pass, the first competitor from Glasgow will leave at 4.11 p.m., and he is scheduled

THE SIX ROUTES

LISBON—Madrid — San Sebastian — Bayonne — Tours — Rheims — Paris — Nevers — Lyons — Valence — Digne — Grasse — Monte Carlo.

MONTE CARLO — Grasse — Digne — Grenoble — Geneva — Berne — Strossburg — Luxembourg — Liège — Venlo — Amsterdam — The Hague — Brussels — Rheims, then as from Lisbon.

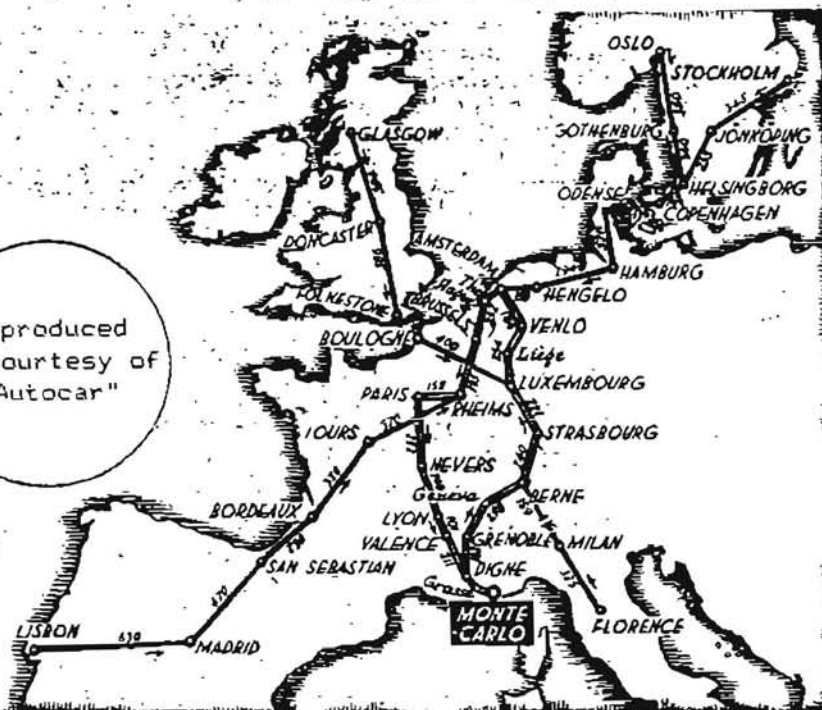
GLASGOW — Doncaster — Folkestone — Boulogne — Luxembourg — Liège — Venlo — Amsterdam — The Hague — Brussels — Rheims, and then as from Lisbon.

STOCKHOLM — Jönköping — Helsingborg — Copenhagen — Odense — Hamburg — Hengelo — Amsterdam — The Hague — Brussels — Rheims, and then as from Lisbon.

OSLO — Gøteborg — Helsingborg — Copenhagen — Odense — Hamburg — Amsterdam — The Hague — Brussels — Rheims, and then as from Lisbon.

FLORENCE — Milan — Berne — Strossburg — Luxembourg — Liège — Venlo — Amsterdam — The Hague — Brussels — Rheims, and then as from Lisbon.

Reproduced
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"Autocar"



This map shows the routes to be covered by competitors from the six starting points. It must be remembered that the distances as quoted above are in kilometres, not miles.

THE CASE OF THE BUBBLING "Y"

by David Mullen.

"You really must oil those window winding mechanisms in your front doors, Watson".

His statement took me by surprise for I had ceased working on the "Y" for the day and was relaxing with a well deserved cup of tea.

"Good Grief, Holmes," said I. "How could you know?"

"Elementary, my dear fellow. I noticed the many small scratches on the backs of your hands and wrists and the traces of oil between your fingers which no amount of Swarfega could remove. Any 'Y' Type owner with such wounds must have had his hands inside the front doors trying to replace the chain that keeps coming off its sprockets. When the door mechanism has been allowed to wear through lack of lubrication and the chain has jumped off, it's the devil's own job to get it back. What clinched it of course was seeing you motoring to the garage this morning with your front door glass completely down; and in the pouring rain, too. When I saw your hands it was obvious what had befallen your poor old 'Y' Type Watson."

Before I could reply, he had waved his hand to show me a letter which had been delivered that very morning.

"Here's a pretty problem," he continued. "A certain Register member whose YB has suddenly taken to boiling over after a few miles. In here are all the details and the steps taken so far. Fan belt, water pump, thermostat, ignition timing, coolant level - all have been checked. Yet the overheating persists."

Holmes rose to his feet and looked out of the window.

"What worries me, Watson," he continued. "Is that our friend has taken his YB to Moriarty Motors."

I gasped. "Moriarty Motors! That most devilish chain of arch-soundrels in Britain. Any 'Y' Type owner who found himself in the clutches of that"

"Precisely," said Holmes, as he watched the look of horror on my face. "We do not have a moment to lose. Moriarty Motors suggest they fit a new radiator, top and bottom hoses, and force flush the block. To make matters worse, they are trying to convince our friend that a new water pump be fitted and the cylinder head be removed for de-coking. Unless we can stop them, the work will be carried out by tomorrow and our client will be the poorer by as much as £350 and Moriarty will have claimed another victim."

I sat heavily at the table and poured myself another cup of tea. As I sipped the brew, I hit the solution. "The weather, Holmes, the weather! Hottest summer for some time apart from the shower this morning."

"Won't do, Watson. 'Y' Types are notoriously cool runners and our client always keeps his radiator topped up."

I sulked for a minute or two and then tried again. "Leaking core plug, that's it. It's a slow leak and not noticeable when the car's standing; but on a run! And particularly if it's one of the more inaccessible ones!"

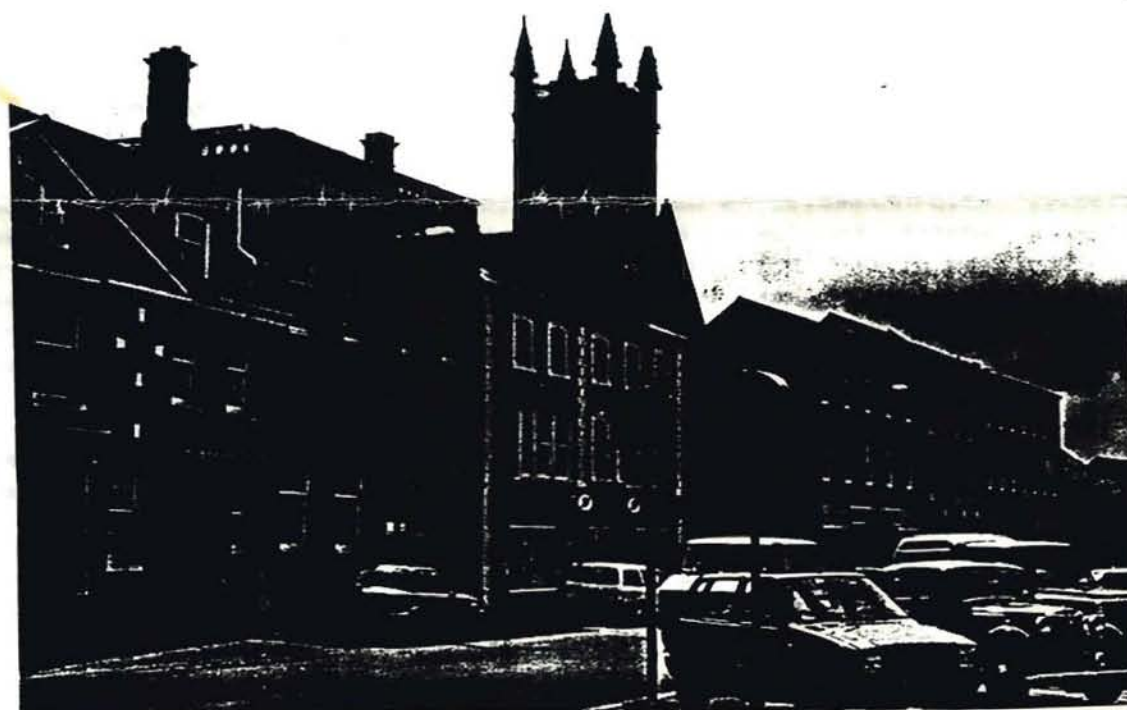
"Bravo, Watson! You're completely wrong; but you've put me on the right tracks. It can't be the core plugs as our friend had the engine out last year and made a point of replacing all the core plugs; it's quite a job replacing them with the engine in. As I recall, the engine was out for some time and the radiator and surround had been removed and allowed to stand in the corner of the garage where they remained, drying out, for the best part of the summer. All that sludge that's collected in the cooling system over the years has settled, gone hard and blocked the radiator."

He scribbled a telegram and with not a moment to lose headed for the post office. The following day, two letters arrived at the apartment. One from Moriarty Motors with the words "You swine!" on it in red fibre-tip; the other from our client who had treated his radiator with a proprietary flushing agent. It said, "Much sludge removed. Running a lot cooler now."

Holmes sat back in his chair. "Another satisfied client," he smiled.

"And a lucky one," said I. "It can be a devil of a job to remove dried-in sludge in a radiator from an old car such as a 'Y' Type."

"Indeed so," said Holmes. "Ethylene glycol-based anti-freeze, renewed each year - that's the best way of keeping corrosion at bay and, if you're taking the radiator out for any time, reverse flush it before the sludge has time to settle and go hard. And now, about those front door window regulators....."



East Dereham Market Place 1950 and 1991 - both featuring 'Y' Types! And surprisingly, the Barclays Bank is still there too!