

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 15. No.111. June 1992.

EDITORIAL

Some comment on the cars featured in "Recent Discoveries" over the page wouldn't come amiss...

The four Danish cars are all left-hand-drive, even though Y6180 doesn't seem to exhibit an appropriately designated engine or chassis number, as do the other three. Y4640EXL has body type B.281EXL, even though the Official Parts List says it should be B.283. Thanks are due to Frank Neumann for telling me of these LHD "Y"s. Meanwhile, Huub Gelissen and Wiard Krook were responsible for unearthing YT2659.

YB1385 is very interesting. It seems it was probably one of the eight YBs supplied to the Republic of Ireland in "completely knocked down" form for local assembly. Owner Mr.J.S.Lamont says it does not have the Jackall system installed and he thinks this might have been an "extra" on such exported cars. The supplier in Dublin was T.J.Kavanagh M.I.M.T. of Phibsborough Road, as evidenced by a plaque on the dash. Each piece of window glass has a shamrock symbol with the words "Lancegaye Toughened", further suggesting Irish assembly. The YB was imported into Northern Ireland in 1957.

Finally, YB0499 is in a museum in Devon.

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Register Number 829

Chassis Number	YT2659
Engine Number	TL/12155
Licence Plate	n/k
Body Number	n/k
Sub-Type	YT
Year of Manuf'	49
Owner's Name	Wingate DE
Owner Number	175
Car Location	New York USA
Exterior Colour	n/k
Interior Colour	-

Register Number 798

Chassis Number	Y3181
Engine Number	SC/LHX/12369
Licence Plate	n/k
Body Number	2564/2566
Sub-Type	YA
Year of Manuf'	49
Owner's Name	Petersen P
Owner Number	474
Car Location	Fredericia DEN
Exterior Colour	Red
Interior Colour	R

Register Number 1060

Chassis Number	Y4125
Engine Number	SC/LHX/14232
Licence Plate	n/k
Body Number	4466
Sub-Type	YA
Year of Manuf'	49
Owner's Name	Mosegaard L
Owner Number	1161
Car Location	Spottrup DEN
Exterior Colour	Black
Interior Colour	R

Register Number 1061

Chassis Number	Y4640EXL
Engine Number	SC/14429
Licence Plate	n/k
Body Number	n/k
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Madsen AB
Owner Number	1162
Car Location	Glamsbjerg DEN
Exterior Colour	t/t Green
Interior Colour	G

Register Number 1154

Chassis Number Y6143
Engine Number -
Licence Plate LXB899
Body Number 4815/
Sub-Type YA
Year of Manuf' 50
Owner's Name Bolt AJJ
Owner Number 943
Car Location Perthshire SCO
Exterior Colour Green
Interior Colour B

Register Number 1062

Chassis Number Y6180
Engine Number SC/15973
Licence Plate n/k
Body Number 4851/4849
Sub-Type YA
Year of Manuf' 50
Owner's Name Pramming J
Owner Number 1163
Car Location Espergaerde DEN
Exterior Colour Green
Interior Colour G

Register Number 271

Chassis Number YB0499
Engine Number n/k
Licence Plate UMG680
Body Number n/k
Sub-Type YB
Year of Manuf' 52
Owner's Name Sheelds W
Owner Number 1181
Car Location Devon ENG
Exterior Colour Silver
Interior Colour -

Register Number 243

Chassis Number YB1385
Engine Number SC2/X18205
Licence Plate ZU1142
Body Number n/k
Sub-Type YB
Year of Manuf' 53
Owner's Name Lamont JS
Owner Number 1174
Car Location Co.Antrim NI
Exterior Colour t/t Blue
Interior Colour B

CARS FOR SALE:

106. "M.G. YB 1½L 1953 Saloon. 30,841 miles. Black, green leather interior. Very good condition. M.O.T. Full workshop manual. Unique reg' YMG124. Original logbooks. £4,500. [REDACTED] [REDACTED] [REDACTED] [REDACTED]"

317. Y5174. 1950 left-hand-drive "Y". Engine no. SC/X14975. Body no. 3938/3910. Running when dry-stored undercover. Engine turned every week or so since. Needs brakes, rear axle seal, new headlining, rubber seals etc. \$4,800. Contact [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED], Michigan, [REDACTED], U.S.A. Tel: [REDACTED]."

322. 1948 YT. Restored. [REDACTED] [REDACTED] [REDACTED]

LITERATURE FOR SALE:

One "Y" Workshop Manual (press-stud cover), one YB Workshop Manual, one "Y" Owners' Handbook. All in excellent condition, but covers somewhat faded. Contact [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED] [REDACTED]

Selected Spares from "THE SHED"

1	x	TC front/YA,YT rear wheel brake cylinder	New.*	£40.00
6	x	TA,TC front/YA,YT rear wheel cyl. repair kits	New.*	£ 3.50 ea.
2	x	Instrument panels (for restoration)	s/h.	£ 5.00 ea.
1	x	Rocker box cover (tappets .012")	s/h.	£ 6.00
1	x	Steering wheel (bakelite cracked at spokes)	s/h.	£ 7.50
1	x	Lucas windscreen de-mister (à la Betty Haig/Barbara Marshall!)	s/h.	£ 6.50

* These are Moss (Naylor Bros.) brand new parts and were purchased with £95-worth of gift vouchers I received for having two articles published in the U.S. edition of "Moss Motoring". These parts are therefore offered to you here at a considerable saving.

Prices include U.K. postage. Write to: J.G.Lawson, [REDACTED] [REDACTED] [REDACTED],
[REDACTED] [REDACTED] in respect of any of the above spares.

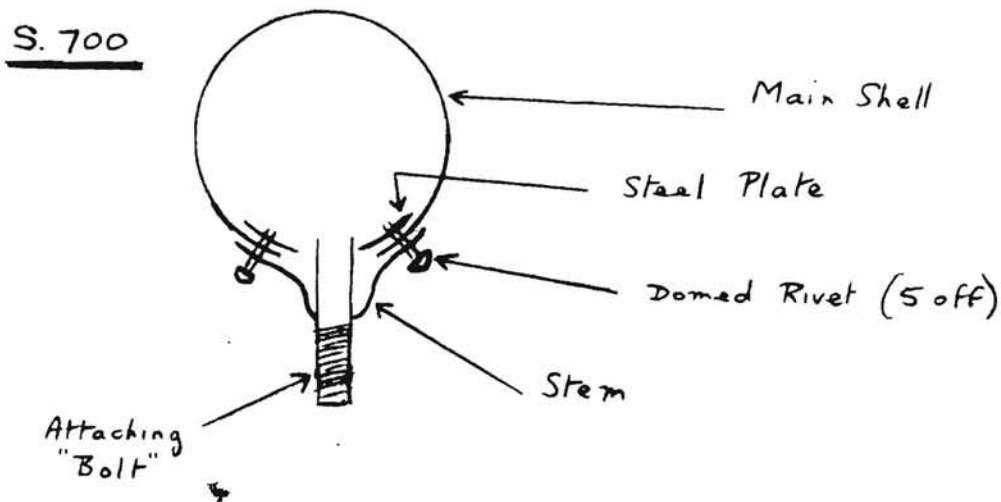
LUCAS SEVEN-INCH HEADLAMPS

by Dave Lawrence.

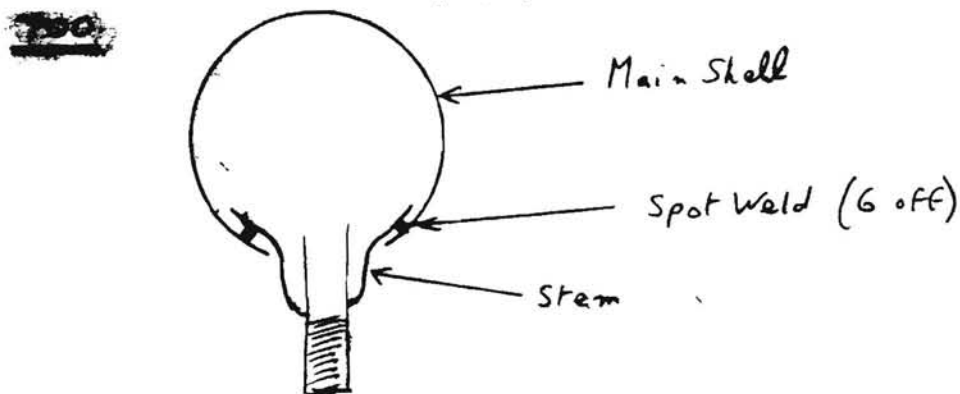
I have a "Lucas Electrical Equipment" manual (a very general one and not too useful) and, though they don't quote actual numbers, they do refer to the "Flush fitting type" (F.700 presumably), and the "Stem mounted" (S.700 presumably). And these appeared in the Mk.I, Mk.II, Mk.III and Mk.IV designs (or, at least the F.700 did).

However, things don't seem to be as simple as this (are they ever?). There is another type - the "Lucas 700" (i.e., with no prefix letter). This is also stem-mounted.

Now, the Type S.700 is all brass (except some internal parts), and the stem is rivetted to the outside of the main shell with five rivets, usually domed. Inside there is a steel supporting plate, also held by the rivets; this is usually very corroded - because of water ingress and maybe the presence of dissimilar metals.



The Type 700 is at first sight similar. However, the stem is attached to the inside of the main shell by six spot welds.



The Type 700 is made of steel, with brass rims usually. I have checked a pair of "700s" from a 1952 Morgan and have a pair, ex-YB. Both pairs do not have "King of the Road" badges. I also have one other, with a "King of the Road" badge (brass), but with a steel rim! Maybe the rim is not original to that particular lamp. This one, and the Morgan 700s, also have an interior earthing clip rivetted directly on to the main body, whereas the ex-YB 700s have this on the inside part of the stem (presumably so as not to disfigure the main shell with a rivet head!).

There are other minor variations between the S.700 and 700 concerning the internal clamping of cables etc.

Both S.700s and 700s come with and without the "King of the Road" badge, and both have their Type No. stamped underneath, on the main shell, just forward of the stem.

Where does this leave us as regards "originality" on "Y" Types?

The YT Parts List actually specifies "Type S.700". The "YA" Parts List does not specify, but has the same part numbers (for cars from Y4760 onwards, of course). "YA" part numbers change again at Y6611, and these agree with some numbers in the YB Parts List, though other numbers here confuse things a bit. Anyway, at this stage it seems safe to assume that late "YA"s, all YTs and YBs had the Type S.700 headlamp.

Cars actually checked have revealed the following:

1. YB0752 (mine) S.700 (chromed), without K of R badge.
2. YB (ex-David Mullen) Appears to be S.700 (painted), with K of R.
(a spare light, supposedly from this car, is Type 700, with K of R and painted backshell).
3. YB (ex-Tony Brier) Type 700, painted, no K of R. (may not be original to car?)
4. Y5165 S.700 with K of R (chromed).
5. Y6471 S.700 with K of R (chromed).
6. 1952 Morgan 700 without K of R (painted).
7. Spare lamps in my possession:
2 x S.700 (chromed), without K of R, and one S.700 (chromed), with K of R and with five flattened rivets (don't know what types of car these came from).

Now, we come to the headlights on my YT. Remember, in the various Parts Lists, only the YTs were specified as having S.700s. However, the lights with my YT are more like the Type 700, in that the stem comes through from the inside, but is held by five domed rivets, like the S.700. Also, they are all brass, and there is no number at all stamped on them! They do have the "King of the Road" badge, though.

I would have perhaps thought that my lights were of some obscure non-standard type, but the lights from YT2389 are the same!



SILENT HERE.—This pleasant pool, bordered with silver birch and firs, lies by the quiet way near Easthampstead.

GOING WEST QUIETLY

An Out-of-the-crush Journey to Devon

GORDON MARSHALL, in his article "An A90 on A30," which appeared in "The Motor" last autumn, described that road as "the most congested of them all." In this he spoke no more than truth for, although I am familiar with A30, and have used it scores of times, I know of no other way which induces to such an extent that state of nervous irritation which causes one to do silly things. And that is in normal, work-a-day times. On a fine Bank Holiday week-end, conditions become even more intolerable.

Thus it was that, having a job of work to do in the West Country during Easter, efforts were made to find some alternative way which, though it may take a little longer, would at least enable one to progress pleasantly and at one's own speed. Happily, a set of those excellent "Quiet Way" routes, which Price's, the oil people, used to issue before the war (unfortunately they are no longer available), came to light, and the one leading from London to Barnstaple, so far as it suited our purpose, was the route decided upon.

A Guide to Others

Realizing that there must now be many motorists who do not own these maps and who may like to try the way we went, the publishers have kindly given me permission to reproduce the route card, which I do, as far as Taunton. The road numbers given are those pertaining

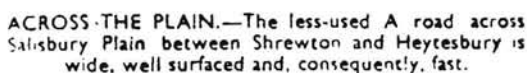
by E. H. Row

to 1939, but, while no very careful check was kept, it was found that they remain about the same to-day.

With the whole of Good Friday to get from London to Exford, on the Devon and Somerset border, there was no need to hurry, although the means of transport—a 1½-litre M.G. saloon—is a car in which one can motor quite rapidly when occasion demands. Occasion did, in fact, demand during the first short leg along the Great West Road which, perforce, one had to take to get out of London. Fortunately a lively engine, happy choice of gear ratios and general handiness got us through this section more speedily than most and thereafter pace was governed by the inclination of the moment. Did a particularly photogenic piece of countryside inspire the manipulation of cameras, we could stop without fear of causing congestion. On suitable stretches the M.G. could be given its head unobstructed by "Aunties in Anglias" and Sammies in Sevens. Did the inclination arise to dawdle between primrose-lined hedges, one could do so without the accompaniment of exasperated hootings from behind—a pleasant way to travel for those to whom time is of little moment.

Windsor Great Park was a deserted expanse; Ascot,

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basking in the spring sunshine, showed few signs of life and the drive along the Nine Mile Ride, between pine woods in which gangs of woodcutters eased their backs to watch us pass, on through Eversley and over Heckfield Heath, was through an almost deserted countryside. In fact, at one point where navigation went slightly awry, it was quite some time before anyone appeared who could help us back on our way.

To my mind, no way, however quiet, can be said to be perfect that has no good hostelry en route, and it was pleasant to stop at the "Wellington Arms," on A33 at Stratfieldsaye, where drinks of the right sort were served in a cool and attractive bar. As we were carrying a picnic lunch, there was no need to stop for a

It was this picnic business that caused at least half an hour's delay. We had pulled into a field through which led a track but, when ready to leave, found our exit blocked by a lorry on to which faggots of bean sticks were being loaded. We could, I suppose, have requested the men to move the lorry. Instead, we stayed to watch the loading and marvel whence comes the increase in price from the 2s. 6d. per faggot which these people get, having cut, trimmed, bundled and carried their faggots, to the amount one has to pay buying them from a normal retailer.

(Continued on page 439)

Road No.	London (Hyde Park)	Miles	Road No.	North Hildworth
A4	Great West Road	—	A138	Turn L
A331	Cross roads	18		At Im. near R.
	Turn L			Buford Camp
	DATCHET	1½		Turn R
	Turn R			Buford
A332	WINDSOR	1½	A3048	Turn L then R
A329	ASCOT Turn R	6½		and again R
A3018	BRACKNELL	7½	B3086	Durrington Down
	Turn L			SHREWTON
	Farnhamstead	1½	A360	Junction of roads
	Cross roads	1½		(Shrewton)
	Turn R along Nine Mile Ride		A344	Turn R
	At 5m turn L			Fork of roads
A327	Cross roads	6½	A36	Bear L
	Turn L			Junction of roads
	Exeter, Turn R	5	B3095	Turn R
	Cross roads	5		Junction of roads
	Turn R, Cross			Turn
	Branshill Common			LONGBRIDGE
	Heckfield Heath			DENFRILL
A33	Junction of roads		A350	MAIDEN BRADLEY
	Turn L	3½		ARETON
	Sherfield-upon-Loddon			At end, near I
	Turn R			Im. on turn R
	Brimsley	3		Cole
	Sherborne St. John	2½	A371	Halspen, Turn R
	Wootton St. Lawrence	2½		Cross roads
	Turn L			Turn R
B3400	Junction of roads	1	B353	At Im. turn R
	Turn R			Turn L
A103	WHITCHURCH	8½		Kepton, Manoeuvre
A142	ANDOVER	7		Somerton, Litching
	Weyhill	7½		Turn R
	Keen L			SOMERTON
A308	LEWIS ROAD	4	B3513	Turn R
	Keen			at cross-roads
			B358	to LINDEN

Leave London by the Great West Road. At At Colnbrook Bypass, where turn R. along A131. At 1 m. beyond, turn R. to the where turn R. for Windsor. Here turn L. along A132 then at 1 m. keep R. and cross Windsor Great Park. At about 1 m. along A132, where turn L. By station, turn L. then bear R. along A132 1/2 m. past Earthamstead, turn R. along Nine Mile Ride. At 5 m. and 1 1/2 m. further, again turn L. to Exeterbury where turn R. and again turn R. Cross Bramshill Common and Heckfield Heath to where turn L. to Sp. rield-upon-Loddon. Turn R. and 2m. on to crossing to Bramley. Keep L. to Sharnbrook. Turn then at L. to join A1400, where turn R. and keep R. to Whitechurch to join A101. At 1 m. beyond, turn R. to Ludgershall. Keep L. along A1026 to North Tidworth where turn R. railway bridge ahead, bear R. At Bulford Camp turn R. and at R. L. then R. and again R. along A1028. Cross Durrington Down where, on entering, turn L. At end, turn R. along A160 for 1/2 m. then along A144 and on joining A16 turn R. to Heytesbury. At 1 m. along A160 turn R. to Longbridge Deverill where turn R. along A160 to Cross. Turn L. to Maiden Bradley. Cross B1012 and 2 1/2 m. on, by pass under railway, turn R. At Bruton, join A159. At 1 m. beyond, turn R. to Corfe then at Haulton, turn R. on R. through Dorchester, and turn R. to join A151, where turn R. At Somerton Erleigh, turn R. then in Somerset, turn L. then R. to Llanthony and Taunton.

