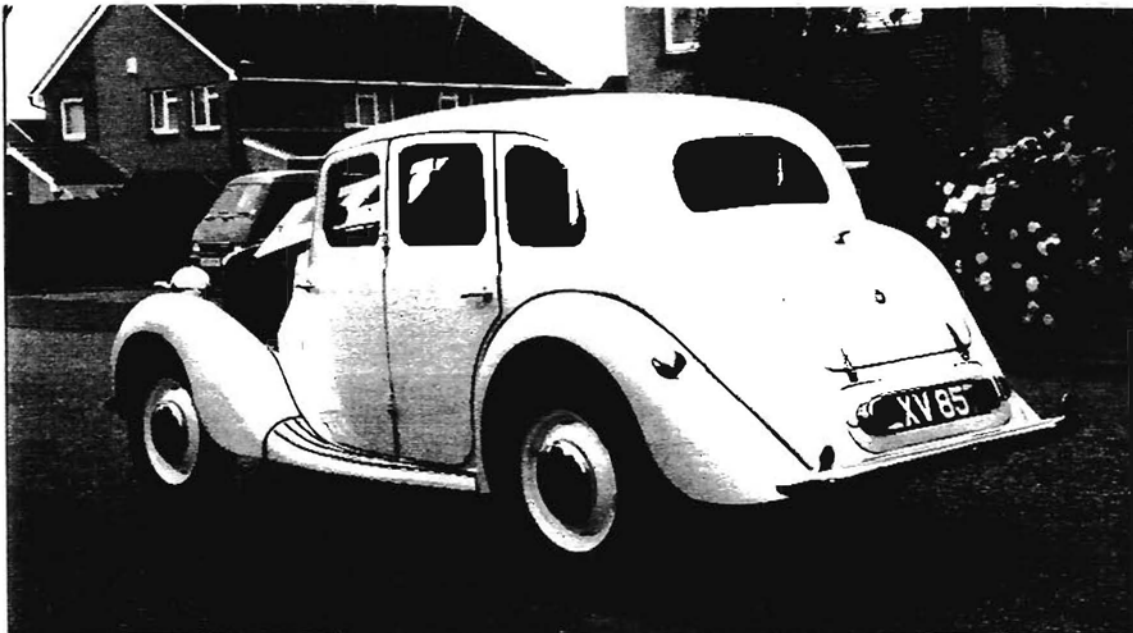


THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register,
Volume 15, No.113. October 1992.



This "Strathblair" star is for sale! See page 35.

Newsletter Editor/Registrar: J.B.Lawson, [REDACTED]
U.K. Spares Secretary (new spares): A.Brier, [REDACTED] York, [REDACTED]
U.K. Spares Co-ordinator (second-hand spares): D.Mullen, [REDACTED]
Australian Contact/Spares Secretary: M.H.Fry, [REDACTED] Victoria, [REDACTED] Australia.
South African Contact: B.R.Lawrence, [REDACTED] Republic of South Africa.

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LETTERS:

Dear John,

Our "Y" is now in many pieces all over the shop. Started last December tearing down to find all the damage etc. The major areas were: i) Engine needed total rebuild. Had been frozen (seized) at some point and some fine person used a punch and hammer on the little end of #4 rod, to free it up. All top rings cracked and bearings at outer limits of wear. The crank was Magnafluxed and checked out good, so the rebuild proceeded. ii) All four door bottoms were rotted right through due to the drain hole location which trapped the water and caused the rust. These are now all rebuilt with all steel inner and outer panels. iii) Boot lid and boot surround rusted through. Now rebuilt in steel. iv) Spare lid and spare surround same as boot lid. v) Rear wheel well arches up to the top on right side all cropped out and new steel let in. vi) Small areas where running boards and body meet, cropped out and new steel welded in. vii) Right centre post bottom - all cropped out and rebuilt. viii) Left rear body mount under rear seat rusted through into sill area - removed, rebuilt and replaced. ix) Numerous small areas in the body were also patched and welded. x) Front fenders: Car had been in at least two previous fender benders in front. Left front fender had been ground right through and patched with putty. Right front not much better. Cropped out, made new patches and welded all back together. xi) Rear fenders not bad but needed reshaping and small areas also cropped out and welded in where they attach to the body.

All doors and bonnet panels have been grit blasted (gently) to remove the 11 coats of paint and primer. It appears the car started life all black but was painted at the factory in Shires Green, then later grey (?) and later still in a duo-tone green paint job. Quite a history there and unfortunately the lady who owned the car from new is very old and can neither remember all of it or won't tell. Shame, as the history would most likely have been very valuable and interesting.

Body is off the frame now and ready for grit blasting and priming. Frame next - will receive same treatment. The plan is to have all the parts ready to reassemble over the winter and be back on the road by Spring '93. All the above work has been very slow as our weather has been unusually cold and wet here in the north-east U.S. Mt. Pinatubo seems to have been the cause. So I must wait for windows of dry weather to blast and paint. This tries the patience as you can imagine.

Observation: The factory welding was not all that well done. Found many cold and incomplete welds whenever electric stick welding was done. Interestingly, the welds looked good until grit blasted, and then it was obvious that the flux and slag were never removed prior to original painting. One other point which has slowed this rebuild is the very thick coat of undercoat sprayed over everything underneath the car. In places this stuff was over 1/4" thick. All of it is being scraped off by hand and heat gun. Very slow and tedious.

Steve Neal, [REDACTED] Maine (Y5241).

Dear Mr. Lawson,

If any of your readers know of the whereabouts of a set of wheel embellishers or trims (brass-plated or aluminium) for a 'E, I would be most grateful for the information. Secondly, what adverse effects, if any, have "Y" Type owners experienced with radial tyres?

Mr. J. V. R. Dick,

Warwick,

CARS FOR SALE:

160. "M.G. YA 1951. Cream. Seen at all the major Scottish rallies over the last few years (and now on T.V.) Alas now too small for growing family. Offers around £4,500. Contact Sandy Taylor. Tel: [REDACTED] [REDACTED] [REDACTED]".

REGISTER NEWS

Recent Discoveries

REGISTER NUMBER: 1105

Chassis Number:	YB0795
Engine Number:	SC2/17635
Licence Plates:	HMD174
Body Number:	n/k
Sub-Type:	YB
Year of Manufacture:	S2
Owner's Name:	Pinkham PA
Owner Number:	807
Car Location:	Essex ENG
Exterior Colour:	Green
Interior Colour:	Green

The above car is believed to have been owned by the M.G. Car Company for a year or so when new.

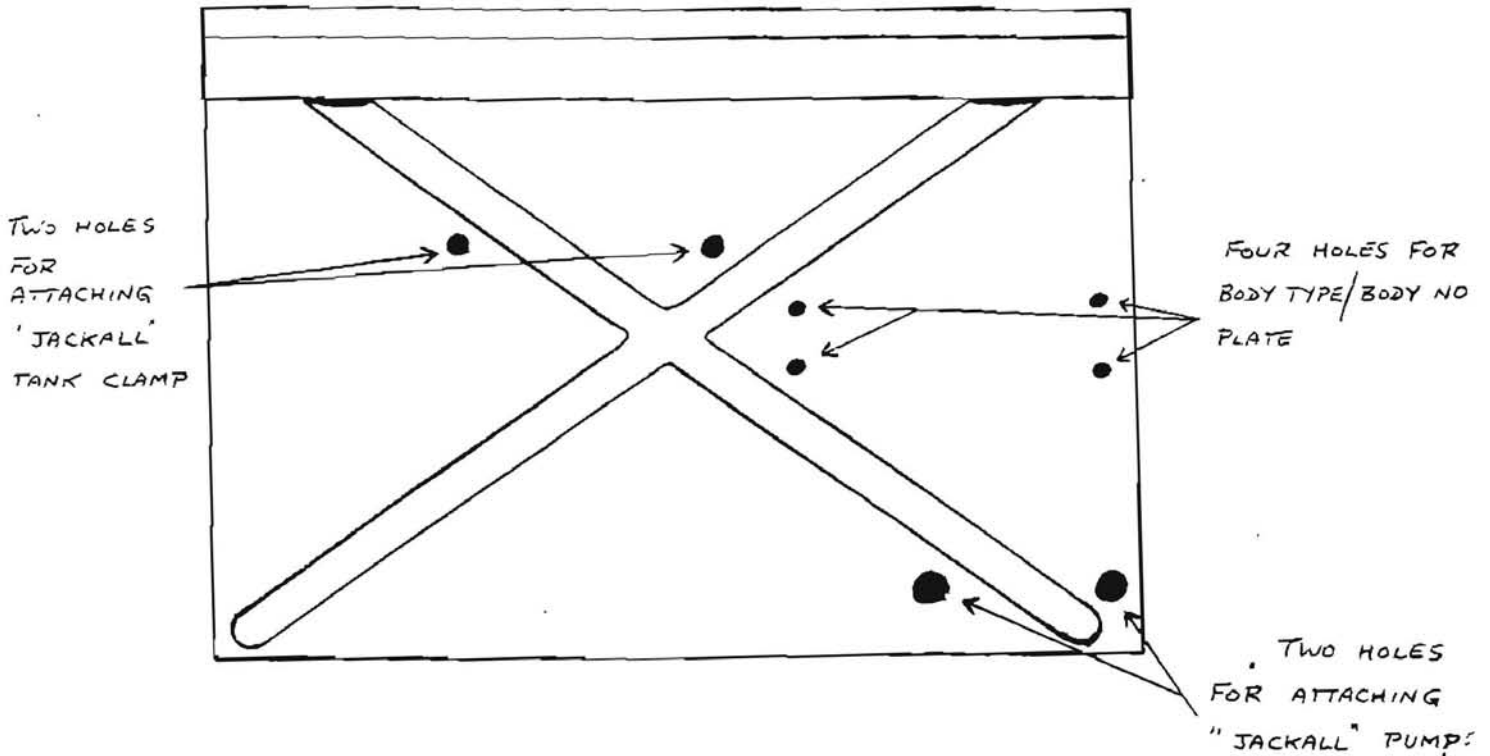
BATTERY BOX COMPONENTS, AS PER "PARTS LISTS"

	<u>PART</u>	<u>NO.</u>	<u>PART NO.</u>
<u>YA PARTS LIST</u>	BOLTS FOR BATTERY	2	A 1241
	BASE FOR BATTERY	1	S 68/47
<u>YT PARTS LIST</u>	NOTHING MENTIONED, THEREFORE AS "YA"		
<u>YB PARTS LIST</u>	BATTERY CLAMP BOLT	2	500355
	BATTERY CLAMP	1	500353
	BATTERY BOX CUSHION	2	133656
	BATTERY BOX BACKING PIECE	1	500357
	BATTERY BASE	1	99777
	SCREW - BATTERY LUG	1	186111

OBSERVATIONS

1. ON YA LIST, I DON'T KNOW WHAT BOLTS THEY REFER TO
2. ON BOTH, I PRESUME THE "BASE" MUST BE SOMETHING THE BATTERY STOOD ON.
3. ON YB LIST, I GUESS THE "CUSHION" MAY BE THAT FOAM RUBBER MATERIAL, THE REMAINS OF WHICH ARE STILL IN MY CLAMP.
4. THE SCREW, OR LUG, - I DON'T KNOW WHAT THESE ARE, UNLESS IT IS THE EARTH CONNECTION ?

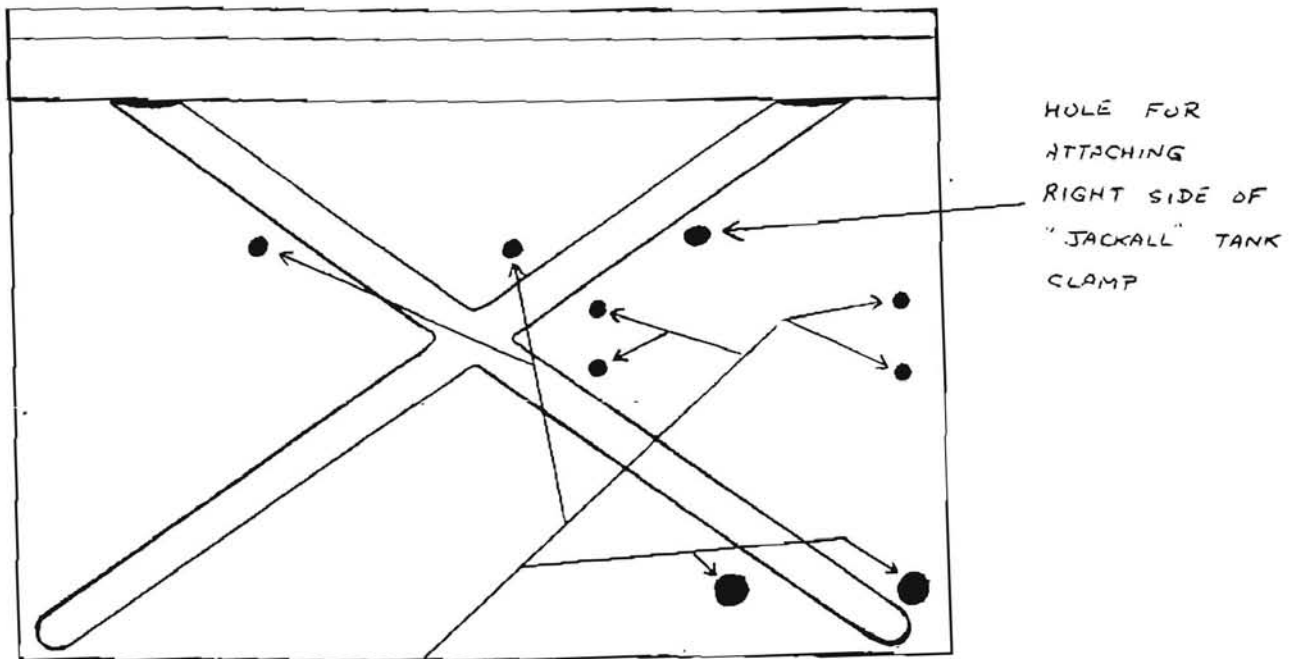
FRONT - "OFFSET" BOX ON YA



NOTES

1. THE ABOVE LABELLED HOLES APPEAR ON THE BATTERY BOXES THROUGHOUT THE WHOLE RANGE OF "Y TYPES", INCLUDING THE "YB." HOWEVER, THEY WERE ONLY USED ON THE "OFFSET" BOX, AS ABOVE.

FRONT - "CENTRAL" BOX ON YA
AND YT

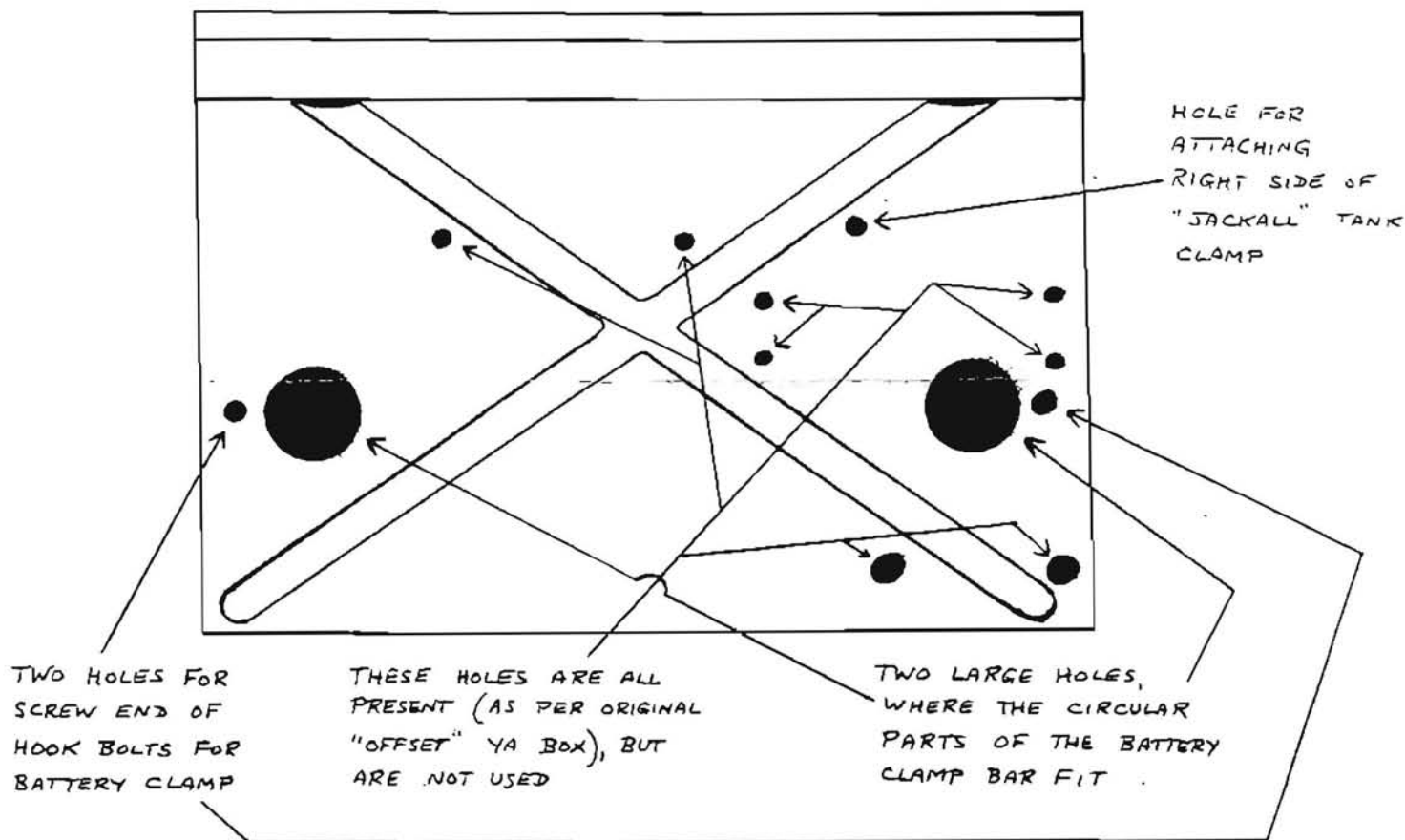


THESE HOLES ARE ALL PRESENT
(AS PER "OFFSET" YA BOX), BUT
ARE NOT USED

NOTES

1. ALL HOLES THAT WERE PROVIDED ON THE "OFFSET" BOX ARE STILL PRESENT ON THE "CENTRAL" BOX, BUT ARE NOT USED. THE HOLES FOR THE "JACKALL" TANK CLAMP ARE REPLACED BY THE ONE LABELLED ON THE ABOVE DIAGRAM (THE OTHER HOLE FOR THE CLAMP IS ON THE LEFT SIDE OF THE BOX). THE "BODY TYPE/BODY NO" PLATE IS NOW POSITIONED ON THE BULKHEAD, NEAR THE COIL, AS IS THE "JACKALL" PUMP.

FRONT - YB



NOTES

1. ALL HOLES THAT WERE PROVIDED ON THE ORIGINAL "OFFSET" BOX ARE STILL PRESENT ON THE "YB" BOX, BUT ARE NOT USED, (DETAILS BEING THE SAME AS FOR THE "CENTRAL" YA AND YT BOX).
2. THE TWO CIRCULAR PARTS OF THE BATTERY CLAMP BAR ARE HOLLOW, AND SOME ^{STILL} CONTAIN A KIND OF FOAM RUBBER MATERIAL. THIS MAY BE PART OF THE TWO "BATTERY BOX CUSHIONS" REFERRED TO IN THE "YB SERVICE PARTS LIST", AND THE REASON FOR THEM MAY BE THE ADVENT OF SMALLER BATTERIES, WHICH WOULD NEED RESTRAINING IN THE COMPARATIVELY LARGE BOX.



CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

COASTAL GLORIES

A Reminder of North Cornwall

[63177].—There have been some exceptionally fine illustrations (touring) in *The Autocar* of late. Michael Brown's photographs are always to be admired, and I was impressed by the pictures illustrating G. Douglas Bolton's article "Witchery of the Wye" (February 9)—they are decidedly unusual and a pleasure to look at.

But I have the impression that *The Autocar* has become a little "mountain minded"! Perhaps the Monte Carlo Rally has something to do with it, and the fact, also, that Lakeland is so (deservedly) popular. I don't know! The coast, however, seems to me to have been neglected. "Well, that is a summer subject," you may say. "The coast in winter is just a succession of gales and rain when nobody wants to see it." But the coast, and particularly the Cornish coast, can be attractive even in February, as witness (I hope you will agree) the enclosed photographs of Hell's Mouth, between Gwithian and Portreath, on the Sunday morning when the glass fell to 28in. We did not know what the glass was doing; all we knew was that we were enjoying brilliant sunshine (quite warm, through the car's windows, too) and Cornwall was a good place to be in. The M.G. later took a little-known track over the moor from Pantera Bridge, below Warleggan, to rejoin A30 near Four Hole Cross, some of it was more like a river than a road (the M.G. decided it was best taken in low gear, to save its springs), but up on the moor—there was just the world to ourselves, with Rough Tor and Brown Willy in the distance, and we were glad we came that way.

Hell's Mouth is National Trust, but one wishes they had placed the notice board in a less conspicuous position. The smaller view is that seen from the edge of the cliff, a few yards distant from the car.

Well, you may like to give your readers a breath of ozone for a change—hence this letter.

Incidentally, with regard to The Scribe's paragraph headed "Priority" (February 16), I think I may say that the B.M.A. are not so irresponsible as he fears they may be in sponsoring

Hell's Mouth,
Cornwall (see
letter 63177).

a member's claim for a new car. The B.M.A. send you a form to complete, and, if they think fit, will forward the form to your local distributor, but point out that they (the B.M.A.) cannot promise early delivery. Your need for a car, or a car in replacement, determines the date of delivery, and your place on the list is decided by the distributors. At least, that is my experience. My M.G., which is new, is in use every day and in all weathers in a country practice, but I cannot hope to replace it for at least four years—so I am informed. By that time it will have covered some 50,000 miles (of muddy lanes and farm tracks) so I think one can fairly ask for a replacement then. Our pleasure use of it is very little indeed. I have had two weekends since last July; not excessive, I think.

On our recent trip, we left home after visits on Saturday, at 2.30 p.m., arrived Penzance at dinner time, and were back home again on Sunday evening. But the M.G. gloried in the freedom, and so did both my wife and I!

G. C. ELLIS.
Cullompton, Devon.

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