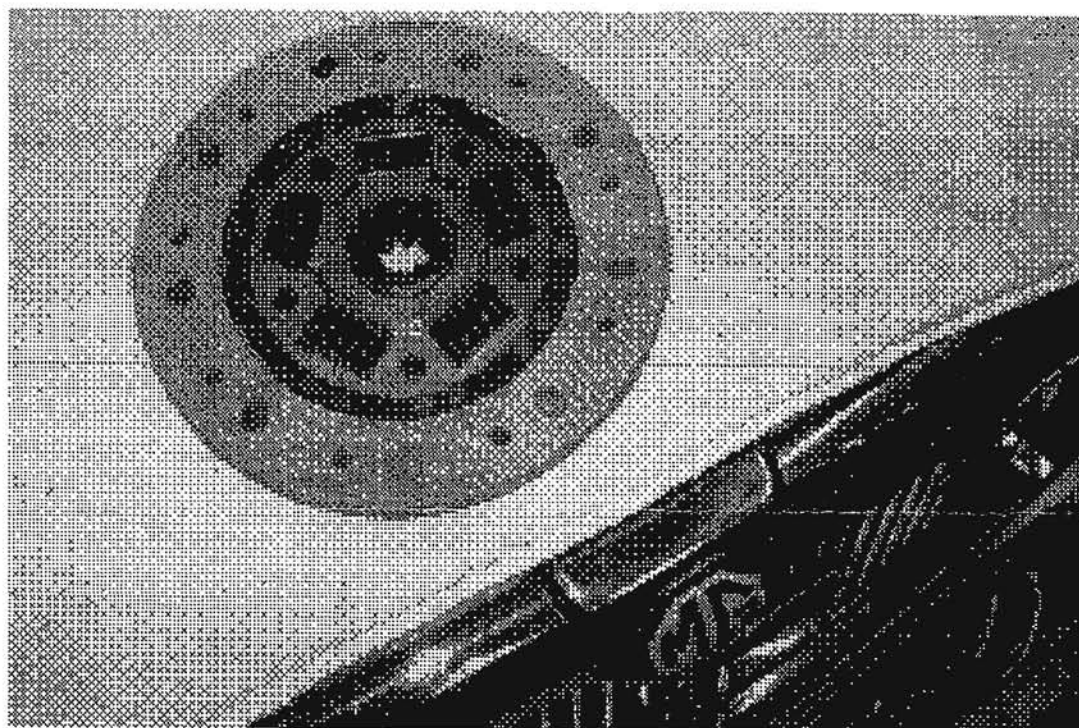


The Classic 'Y'



Issue No.146 October 1998

The Newsletter of The M.G. "Y" Type Register



In this issue, Neil Cairns shows us how we can have a brand new clutch like this
for around £15 or so....

Newsletter Editor/Registrar: J.G.Lawson, [REDACTED]

U.K. Spares Secretary (New Spares): A.Brier, [REDACTED]

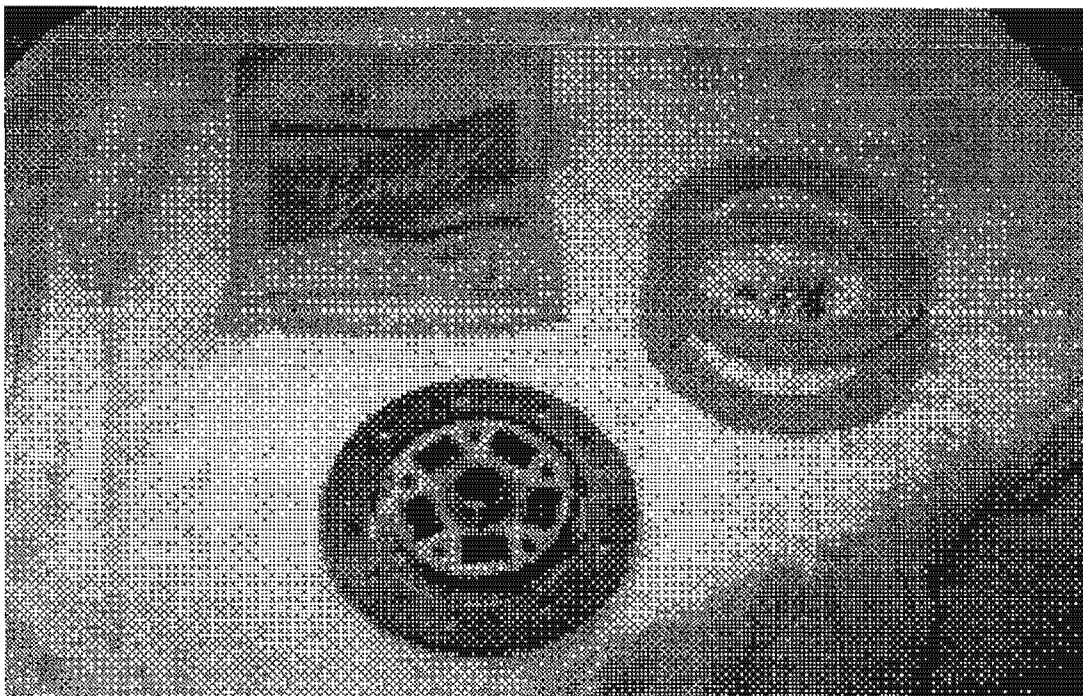
U.K. Spares Co-ordinator (Second-hand Spares): D.Mullen, [REDACTED]

The Classic "Y" is published by Skycol Publications

GET A GRIP!

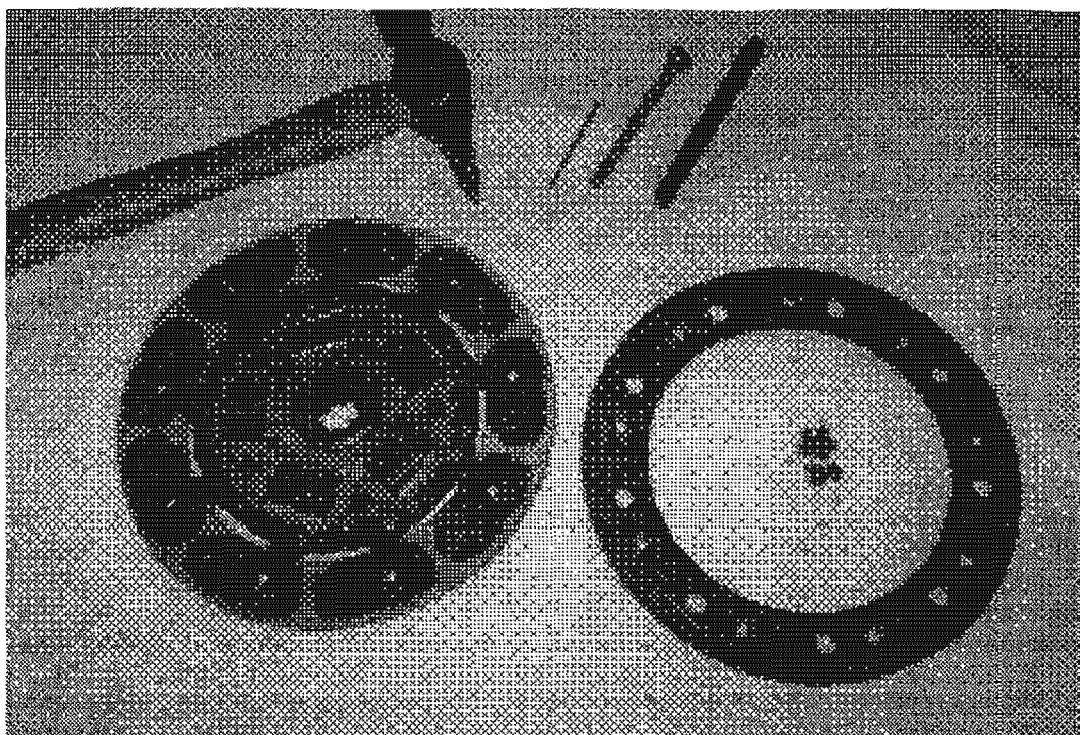
With clutch changes being offered by many garages just like fitting a new exhaust system (i.e., "Mr. Quick-Fit" type), you would expect a clutch plate to be quite cheap. I am told the current modern car market is flooded with cheap, good quality, new clutches. The "Y" Type, and its sisters the "T" Types, should be able to take advantage of this, you would think. At anywhere from £40 to £65, a clutch plate for an early post-war M.G. is about twice the cost of a modern version. If you are to renew the cover plate as well, the job will rocket to £120. £40 for the plate, £80 for the cover. So, how can we save money?

If your clutch is suspect, you have little time, and are none too technical, it would be advisable to buy the cover and plate above, and simply bolt it on to your car. But with a little investigation, the price can be cut right down to just £15. You simply check that the cover is fit for further use, as it often is in a well cared for car. If this is serviceable, clean it up and put it to one side. Obtain a copy of "CM&M Monthly" (you can subscribe to this excellent paper, that is FULL of spares, for just £7.95 a year, by telephoning 01204-657212), and find the Lancaster Vintage & Classic Supplies advert. Here, you should be able to find a clutch relining kit for your car. If in doubt, 'phone them on 01524-423453. They will need to know the diameter of your clutch plate (7 $\frac{1}{4}$ " for "SC" engines, and 8" for "SC2" engines), plus the number of rivets on the plate per lining. It would be foolish to try to rivet a 10-hole lining to a 12-hole clutch plate!! For just £10 I obtained a "Gandy of Cheshire" clutch lining kit (part number 3/H1/2) for a 7 $\frac{1}{4}$ " plate. It had two linings in it, with sufficient rivets to do the job. P&P made the price £15.



The old plate, with the new linings and rivets.

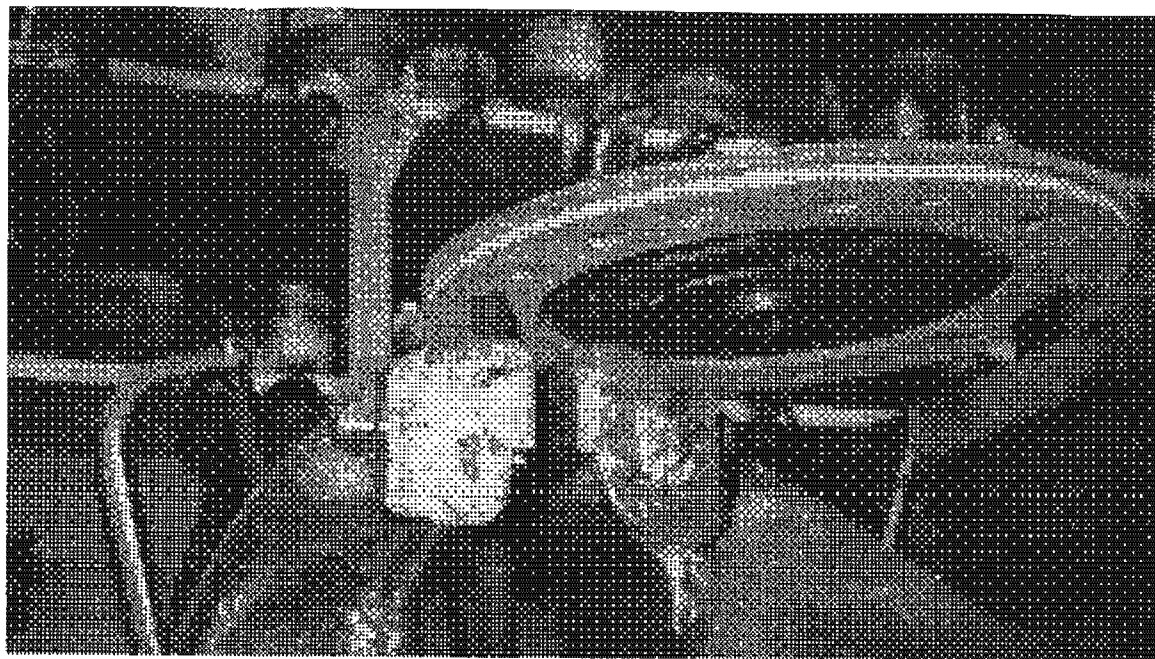
I drilled out the old rivets, cleaned up the plate, then carefully riveted on the new linings.



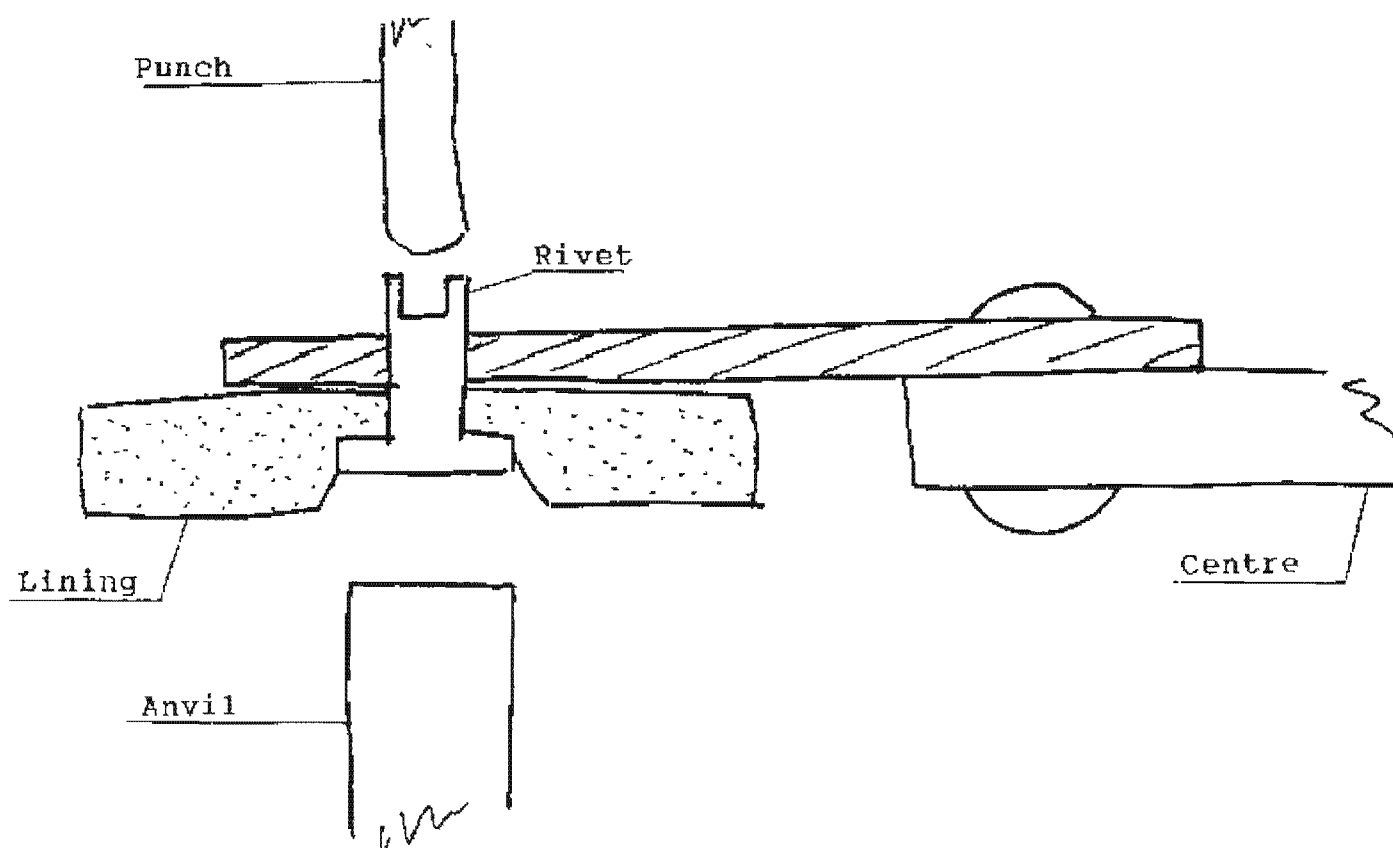
A lining removed by CAREFULLY drilling out the rivets.

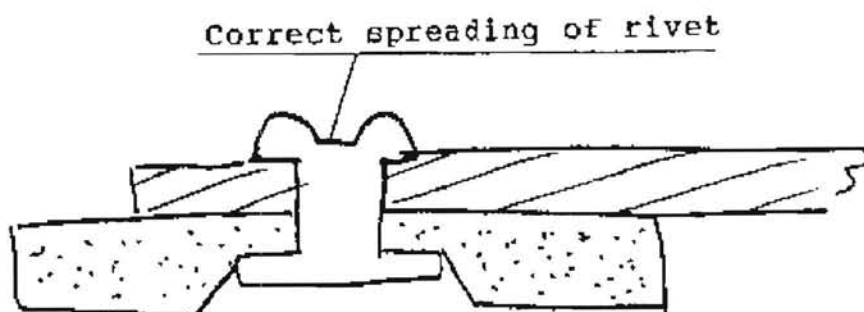
You will need a vice, a drill, a hammer, a $\frac{1}{4}$ " diameter punch and a $\frac{3}{8}$ " diameter anvil.... the anvil in my case was an old cylinder head stud from an old XPAG block, held in the vice. See sketch for clarification, but you simply put in a rivet, place the rivet HEAD on the anvil, and spread the other end with the hammer and punch (an old $\frac{1}{4}$ " bolt). Two good hefty blows were enough to sufficiently spread the copper rivet; do not overdo it (see the second sketch). The linings are accurately drilled, and line up easily. Rivet diagonally to ensure alignment (like doing up cylinder head nuts), or the last rivets will not go in. Keep any oil well away from the new linings. Old linings contain asbestos - wear a mask.

When refitting the plate, ensure you put the correct side facing the flywheel; this is often marked on the plate. If it is not marked, look at the plate centre, it will stick out more one side than the other. The side sticking out faces the gearbox. In my case I have a YB gearbox with a YA engine and flywheel, so I have a $7\frac{1}{4}$ " flywheel and clutch cover, fitting onto a bigger $\frac{3}{4}$ " first motion shaft in the gearbox. "SC" engines (most YAs) are $7\frac{1}{4}$ " with a $\frac{5}{8}$ " centre, "SC2" engines are 8" with a $\frac{3}{4}$ " centre. I found a suitable plate years ago at an autojumble, for just £1. With the original fitted, I rotate them, always having one ready relined. The 8" clutch with the $\frac{3}{4}$ " centre was fitted to many, many BMC cars up to 1971, so keep your eyes open at autojumbles.



Riveting up the new linings using a vice and stud as an anvil.





Once finished on one side, turn the plate over and repeat.

Neil Cairns.

Known stockists of "Let There Be Ys" so far include:

Motor Books, 33 St.Martin's Court, London, WC2N.4AN

Tel: 0171-836-5376.

Chater's Motoring Booksellers, 8 South Street, Isleworth, Middlesex, TW7.7BG

Tel: 0181-568-9750.

Motorbooks International, Osceola, Wisconsin, 54020, U.S.A.

WANTED

- 130898 A good pair of original front seat ashtray outer parts. Contact: [REDACTED]
[REDACTED].
- 270898 Steering wheel horn push and self-cancelling switch for direction indicators.
Contact: [REDACTED].
- 140998 Fog lamp glass for 1948 "Y". Contact: [REDACTED],
[REDACTED].

FOR SALE

- 270898 Instruments, windscreen wiper motor and assoc. parts, interior trim samples, bonnet, doors, most panels, chassis (Y/3274), most Jackall parts, boot lid (rusty), dynamo, spare wheel door cover (rusty) etc., etc. Contact: [REDACTED]
[REDACTED].

Send your Spares For Sale & Wanted lists to:

Dave Mullen, [REDACTED].

T & Y SERIES TOOL KITS AND ACCESSORIES

Still looking for that missing tool kit at your local autojumble? We supply carefully remanufactured, full tool kits to your original inventory for our special price of £195, delivered door to door. Drop-forged by our craftsmen, this fully functional 18-piece set is presented in a canvas roll painstakingly researched and cut to specification from original-style materials. We also supply a range of other items made from blueprint in original materials and quality, such as T-series/MGA jacks (£120), tyre pumps (£85), TC early "coffin-type" rocker-covers (not the cheap copies out there), and quick-release radiator caps, as well as rare second-hand Y and T parts. We supply wiring looms in the correct colour-coded cotton for all M.G.s, including pre-war.

TOOL KITS £175 WITHOUT THE ROLL for "Classic Y" readers

WE ACCEPT VISA, MASTERCARD & BANKCARD

and kits and accessories can be ordered (please add £15 p&p for tool kit or jack, £10 for any other item) by calling Australia (61) 29967-4945 or mailing your order to:

The In-Point,
P.O.Box 492,
Willoughby,
N.S.W., 2068,
Australia.

We will accept British cheques if made out to J.HAVARD.

GUARANTEE PLATE ISSUE LEDGERS

THE YBs - Pt.XII.

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/1268	SC2/18157 or '18151		YB/1282	SC2/18170	20/04/53
		09/04/53	YB/1283	SC2/18188	20/04/53
YB/1269	SC2/18189	09/04/53	YB/1284	SC2/18187	20/04/53
YB/1270	SC2/18183	10/04/53	YB/1285	SC2/18203	20/04/53
YB/1271	SC2/18182	10/04/53	YB/1286	SC2/18191	20/04/53
YB/1272	SC2/18178	10/04/53	YB/1287	SC2/18146	20/04/53
YB/1273	SC2/18172	10/04/53	YB/1288	SC2/18144	20/04/53
YB/1274	SC2/18179	10/04/53			
YB/1275	SC2/18167 engine changed to SC2/18244				
		10/04/53			
YB/1276	SC2/18160	10/04/53	YB/1289	SC2/18145	20/04/53
YB/1277	SC2/18169	14/04/53	YB/1290	SC2/18143	21/04/53
YB/1278	SC2/18164	14/04/53	YB/1291	SC2/18113	21/04/53
YB/1279	SC2/18166	14/04/53	YB/1292	SC2/18228	21/04/53
YB/1280	SC2/18200	14/04/53	YB/1293	SC2/18223	21/04/53
YB/1281	SC2/18201	14/04/53	YB/1294	SC2/18208	22/04/53

REGISTER NEWS

With the apparent demise of Tony Slattery's Australian "Y" Type Register, more Australian owners have been writing to me direct, of late. One such was Mr. [REDACTED] of [REDACTED], whose various "For Sale" and "Wanted" adverts you will come across elsewhere in this issue. During the course of "parting out" (as they say) Y/3274, he found several cars which turned out to be "new discoveries". He had been passing on details of these cars to someone in this country who gave him to understand that the data would be sent to the M.G. Car Club. He had then assumed, quite reasonably, that the M.G.C.C. would forward the details on to me, so that I could update my Register (*The Register*). Not so. Mr. Havard was somewhat upset and astonished when he found out that I had not received any of the details; he promptly went to much extra trouble, dug out his past correspondence, and send me copies. So, here's what I learned:

Y/0497	No.1308	Owned by [REDACTED], N.S.W. The earliest known "Y" Type in Australia. Being restored.
Y/T/3172	No.1306	Owned by [REDACTED] (Virginia, U.S.A.) and in a poor state after being reduced to spares by previous owners.
Y/3274	No.1301	Reduced to spares by [REDACTED] (see article in forthcoming "TCY").
Y/T/EXR 3585	No.1304	Owned by [REDACTED], N.S.W.
Y/T/3781	No. 720	Currently in the Sydney Motor Museum. Original engine was TR/13598 but now possibly has an XPAW fitted. No Jackall system, wrong rear lights, wrong colour carpets, wrong horn in wrong place, wrong hood! ex-[REDACTED], N.S.W.
Y/T/EXR 3863	No.1157	Current owner [REDACTED], ex-[REDACTED], Queensland. Undergoing restoration.
Y/T/EXR 3925	No.1305	Owned by [REDACTED], N.S.W.
Y/4647	No.1309	Owned by [REDACTED], N.S.W. In fair, roadworthy condition.
Y/4757	No.1307	Located in Brisbane, Queensland, Australia.
YB/0538	No.1280	Has moved from British Columbia, Canada, to Utah, U.S.A.
YB/0998	No.1303	Owned by [REDACTED] in Tokyo, Japan.
?	No.1302	Green car (green interior) with Body no. 4272/4241, located in U.S.A.?

Of note in the above is that the provenance of the YTs '3585 and '3925 has been compromised in the following way. '3585 was purchased by the current owner on 25th November 1969, its original engine number being TR/13442, its original body 45066/508. However, at the time of purchase, a seized Morris 10 engine was found to be fitted. [REDACTED] then approached someone who at that time was making fibreglass sports car bodies and fitting them to "Y" Type chassis (!). He obtained the body (45298/635) and the engine (TR/13752) from Y/T/EXR 3925 (the chassis of which presumably ended up under one of these fibreglass sports cars) and these have been/will be fitted to Y/T/EXR 3585, which is currently partly-restored.

Staying in Australia, [REDACTED] Sydney, tells me he now owns both Y/3190 and Y/T/EXR 3741. '3190 (No.1134) is ex-Mr.Beatty of somewhere in N.S.W., while '3741 (No.530) has a more interesting recent history. Ray bought it from [REDACTED] of Victoria in 1993 and engine TD/1726 came with it (the car's original engine was TR/13388). At some time before [REDACTED] owned it, the car was with [REDACTED] of Victoria. [REDACTED] then bought engine TR/13401 in 1995 from [REDACTED] of [REDACTED] N.S.W. [REDACTED] Y/T/EXR 3741 is currently undergoing restoration so, given the random way in which engines were allocated to cars by the staff at Abingdon, if engine TR/13401 ends up in a car which used to carry TR/13388 (only thirteen numbers away), reference to the car's documented history and our Register records could be all-important to a future owner who considers provenance important. Rather a repeat of the '3585/'3925 saga, above, really. Y/3190, by the way, is fully restored and roadworthy (black with a red interior).

Y/T 2425 (Register No.616) is being imported into the U.K. from Bloemfontein, where it was South Africa's only roadworthy YT.

YB/0883 (No.1099) is currently being restored in Devon by a father and son team (it has been in the same family since 1st January 1953). Bodywork, however, has been carried out by Classic Restorations of Burnham-on-Sea [REDACTED]. The original engine, incidentally (SC2/17767 - see TCY143, p.2), only accomplished 70,000 miles/10 years due to an assembly fault in the sum; it was replaced by E76179.

[REDACTED] [REDACTED], who looks after "Y" Type interests in Denmark, has recently bought a second example from England. The car in question is Y/1314 (Register No.1068). Of interest is the fact that this was originally an export car (its engine number is SC/X11037 and it was registered as "ZH9093..."). It has spent the last few years with [REDACTED] of Dorset and somehow acquired the British registration marks "YFO640" during that time (how?). As mentioned, the car has now been exported for a second time!

GUARANTEE PLATE ISSUE LEDGERS

THE YBs - Pt.XIII.

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/1295	SC2/18190	22/04/53	YB/1307	SC2/18221	01/05/53
YB/1296	SC2/18199	23/04/53	YB/1308	SC2/18224	04/05/53
YB/1297	SC2/18220	23/04/53	YB/1309	SC2/18226	04/05/53
YB/1298	SC2/18217	23/04/53	YB/1310	SC2/18222	
YB/1299	SC2/18210	23/04/53	YB/1311	SC2/18287	
YB/1300	SC2/18202	28/04/53	YB/1312	SC2/18236	
YB/1301	SC2/18207	28/04/53	YB/1313	SC2/18225	
YB/1302	SC2/18212	28/04/53	YB/1314	SC2/18219	
YB/1303	SC2/18198	28/04/53	YB/1315	SC2/18279	
YB/1304	SC2/18197	28/04/53	YB/1316	SC2/18276	
YB/1305	SC2/18196	28/04/53	YB/1317	SC2/18233	
YB/1306	SC2/18216	01/05/53	YB/1318	SC2/18241	