

THE CLASSIC 'Y'

Volume V. No. 50



April 1982

Editors: J. G. Lawson and J. R. Sanderson

Hello again ...

This is our 50th issue! When I tentatively planned this magazine in late 1977 I considered that there could not possibly be in existence enough material to publish on the 'Y' Type to enable us to go beyond two years' worth of magazines (24 issues). Yet, here we are still with sufficient unpublished information to ensure, I believe, the existence of 'The Classic Y' up to the beginning of 1984. Not only that, but praiseworthy, and completely unprompted mentions in 'Practical Classics' March and April 1982 issues (the latter in that magazine's editorial) have given us well deserved acceptability and respectability.

So, enough of the self-congratulation. On with the news. I mentioned in the February magazine that I was well pleased with Vintage Supplies. Well, I am also pleased to recommend, once again, Woolies (I & C Woolstenholmes Ltd) of, off Blenheim Way, Northfields Industrial Estate, Market Deeping, Peterborough, PE6.8LD., for all your trim requirements. Carpet, underfelt and snap-on door edge trim was recently purchased from them for 'Enterprise' and it arrived by return of post and is of very nice quality indeed. Woolies latest catalogue costs 55p (incl postage).

Last year (in issue no. 45) we featured a local rally held at Maghull, Merseyside which two 'Y' Types attended. This year's event, the very similar 'Historic Vehicles Rally & Fair' takes place on Saturday 17th July. Entry is free, ten trophies are to be awarded and commemorative plaques will be given to each competitor. Entry forms are obtainable from John Lawson for completion and return by 15th June, if you wish to enter your car.

Lastly, I have heard from Colin Lloyd in Australia that his car (featured in 'Cream Crackers', issue no. 47) has been 'placed' on each of the three occasions it has been entered for the State Concours. The last event, held last December, saw the car come second after having been driven 60 miles through rain and straight into the meeting with no time for preparation!

26th March 1982.

Register News

Recent Additions:

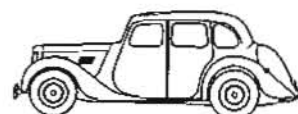
Chassis No.	Year.	Type.	Engine No.	Colour.	Owner's Name.
Y 1442	1948	YA.	SC/X11207	Maroon	R.S. & L. Parr.
Y/T/EXR 2745	1949	YT.	TR/12654	Red	C.O'Mahony.
Y 6420	1951	YA.	SC/16268	Green/Gold	K. Stokes.
YB 0414 *	1952	YB.	TD2/B55127	BRG	J.S.R. Bridges.
YB 0456	1952	YB.	185-GUH-613	(MGB) Black	P. A. Coopey.

* This is the car mentioned in the February Editorial, which won at Silverstone three years running.

Total cars on the Register as at 12th March 1982: 749.
Made up as follows: YA: 359 YB: 163 YT: 154 YRC: 3
Composites/Specials: 4 Unknown (mainly saloons): 66

New Members:

431.	J.S.R. Bridges,	[REDACTED] Sussex.
432.	R. E. Kaiser,	[REDACTED] California, [REDACTED].
433.	P.A. Coopey,	[REDACTED] South Glamorgan.
435.	I. Brown,	[REDACTED] Plymouth, [REDACTED].
438.	J.L. Abbott,	[REDACTED] Surrey [REDACTED].
439.	G.G. Moore,	[REDACTED] Colorado, [REDACTED].
440.	A. Doe,	[REDACTED] Lincs, [REDACTED].
441.	C. Harvey,	[REDACTED] Tyne & Wear.
442.	A. Dommett,	[REDACTED] Warrington.
443.	M. Wilson,	[REDACTED] Wiltshire.
444.	M. J. Simmons,	[REDACTED] London, [REDACTED].
445.	A. Ward,	[REDACTED] Derbyshire.
447.	P.E. Moorhouse,	[REDACTED] York, [REDACTED].
448.	K. Stokes,	[REDACTED] Aldershot.
449.	L. Jennings,	[REDACTED] Jersey, Channel Is.
450.	P. Elvy,	[REDACTED] Yorks.



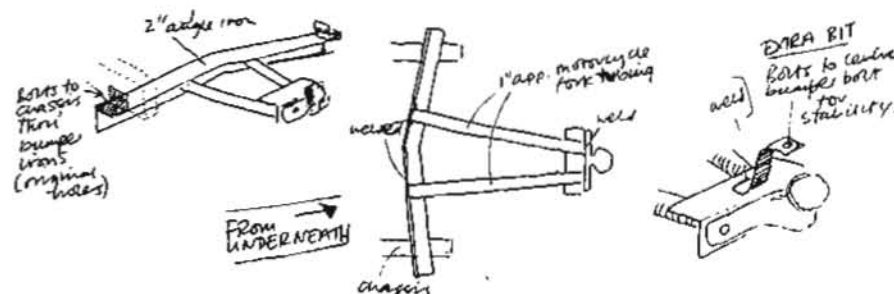
MEMBERS' COLUMN

Len Thorpe: Obtained new rear springs from Motobuild, [REDACTED] Middlesex. (Tel: [REDACTED]). They differ slightly from the originals in as much as the clips are different and there are no rubber strips under the leaves. The service is very good. Ordered, deposit paid and in stock in four days. They don't appear to stock many 'Y' spares though, but are extremely helpful. Price of springs with discount and including rubber bushes was £52 a pair.

John Watts: Original colours for the YT according to an original sales brochure are: Exterior - Shires Green; Regency Red; Black; Sequoia Cream; Clipper Blue. Interior - Shires Green; Regency Red; Vellum Beige. Hood and side curtains in fawn (subject to availability etc).

Stephen Davis: Those of you who have XPAW (Wolseley) engines fitted instead of the usual XPAG might be interested to know that the distributor clamp fitted to the XPAW differs considerably from that fitted to the XPAG. Instead of there being a small tapped hole in the distributor housing of the block, there is a single large hole, untapped, which goes about 2" into the block. A sort of cotter pin fits into this hole. It is a rod with a semi-circle machined into the middle of it. This goes into the block before the distributor is inserted. Tightening the nut on the end of the rod against the block presses the cut-out portion onto the distributor shaft and in this way the distributor is clamped.

John Turvill: Diagrams of the tow-bar fitted to Y5445 can be seen below. It was originally made up for a Ford Anglia and adapted for the 'Y' Type.

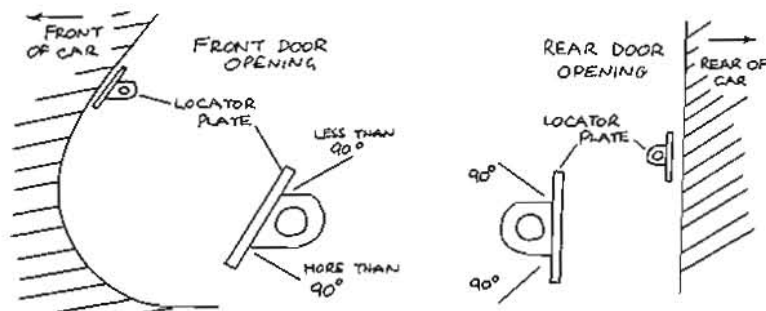


The RESTORATION of 'ENTERPRISE'



'Twas February 1980 and there were many little jobs to be done. Before all the floorboards were eventually fixed in the car, the pedal box was greased. Then, when the floorboards were in, all but one of the carpet retaining strips (see issues 42 & 46 for the saga of the missing carpet rail) were fitted. The back axle inspection hatch cover was cleaned, rustproofed and painted and the leathercloth covering was cleaned and recoloured. Since doing this I have seen one which has been stove enamelled and have to agree that this process provides the more attractive and durable finish.

The new exterior door handles were fitted to the doors (they have cardboard-like 'gaskets' which fit between the handles and the door panel). Similarly the door locator and striker plates also have cardboard 'gaskets'. These can be remade in new cardboard. This we did but, in the process of cleaning and refitting all the locator and striker plates, we discovered something which very few 'Y' Type owners seem to be aware of (not even N.T.G. were aware of this). The front door locator plates differ from those fitted to the rear doors. I can best illustrate this by means of a diagram:



In place of a very rusted front door locator plate I had, I had hoped to obtain from N.T.G. one in better condition. I pointed the difference out to N.T.G. and specified the door for which I wanted a plate. I received a rear door locator plate. In other words, despite being told, no one had apparently realised they were different. The plate I received (only 'used' ones can be supplied) was in as poor condition and the one I had so the existing plate had to be painted with silver paint (a

hardly adequate stop-gap measure). Incidentally, the rear (i.e. set at 90°) plates are the same as those fitted to Morris Minors. Visits to scrapyards are therefore useful here. Now I'll take a rest while you all rush out and check that your locator plates are fitted in the right way- Concours judges please take note. Most 'Y' Types I've seen so far show signs of tampering and swapping in the past.

Now, why did

I have pieces of felt-like material in my roof (between the headlining and the roof) and between the rear seat cushions and the seat well? For sound-deadening purposes only? I replaced the 'felt' with new similar material but a friend has used Bostik self-adhesive sound-deadening tiles in his YB. These are very neat and practical but must not be used in the roof as heat from sunlight might 'unstick' them and they may fall down onto the inside of the headlining - nasty! The opportunity was also taken at this time to clean the (roof-mounted) radio aerial. 'Enterprise' also has provision for a side, scuttle-mounted aerial (à la 'T' Type). Can anyone tell me why? Roof-mounted aerials were fitted to 'YA's too, by the way, in case you thought they were a late addition.

Two long continuing sagas commenced around the end of February. They were:

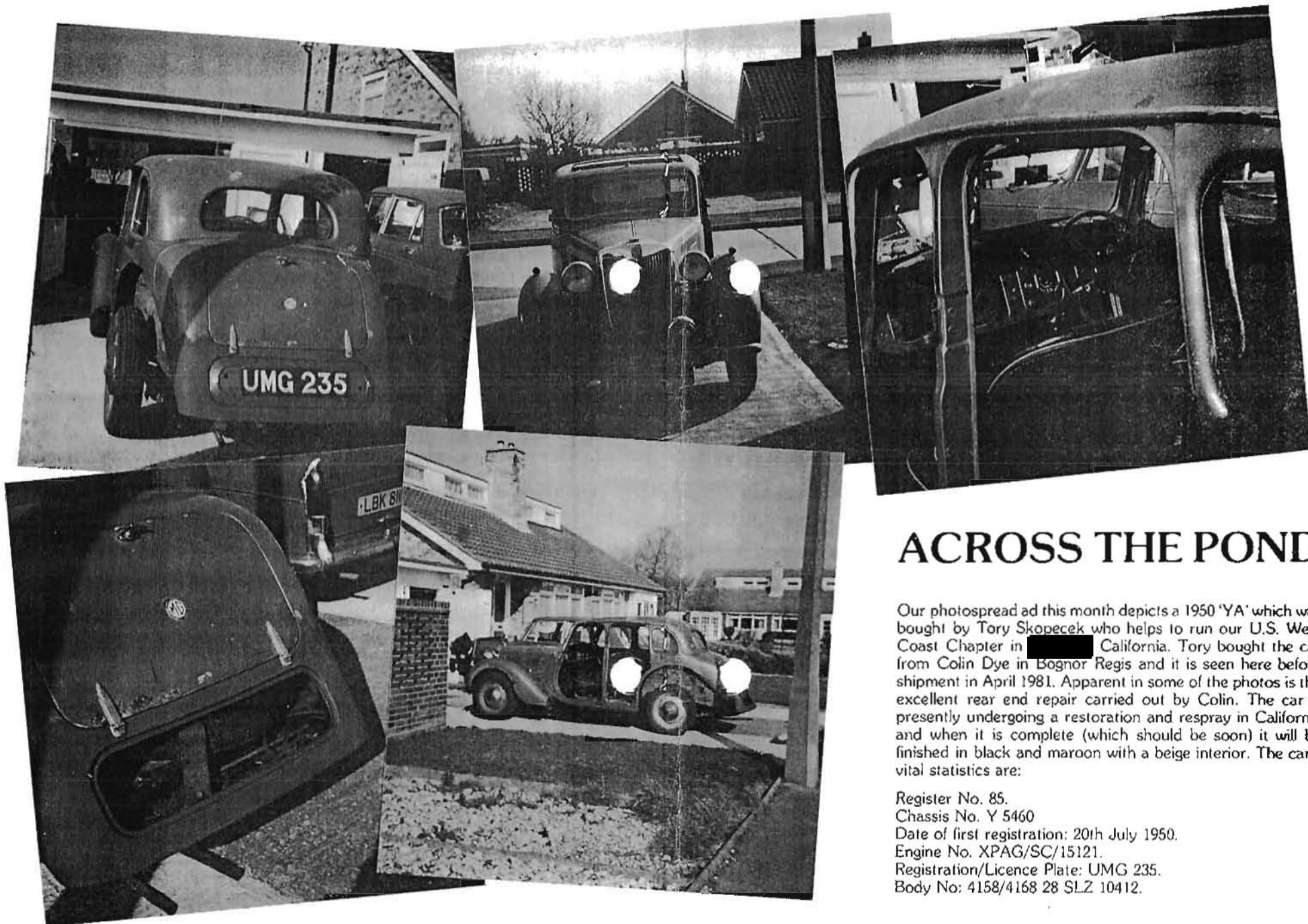
1. The interior light problem.
- & 2. The renewal of the sunroof drainage hoses.

A friend had rewired the car the previous summer. N.T.G.'s wiring loom (which we used) only supplies wiring to connectors located under the centre of the chassis. I had had to add wiring from that location up the centre door pillar, to the switch located just above the driver's door. The original wiring from the switch to the light fitting was to remain in the car. All was wired up (a simple circuit one might think) but the light would not illuminate. - despair!

- Step 1 Purchase new bulb and install (26.2.80) - Nothing!
- Step 2 Tested light without switch in circuit - O.K. - switch is faulty (1.3.80).
- Step 3 Tried to repair switch - unsuccessful (5.3.80; 9.3.80; 16.3.80)
- Step 4 Obtained second switch from member in Somerset (4.9.80) Fitted it (18.9.80) - Nothing!
- Step 5 Obtained third switch from YB 0991 (20.9.80).
- Step 6 Obtained fourth switch from a local autojumble, fitted it (18.10.80) - Still nothing!
- Step 7 After further inspection, refitted original light switch to car (19.10.80) - Success !!

Moral? - You tell me!

John Lawson.



ACROSS THE POND

Our photospread ad this month depicts a 1950 'YA' which was bought by Tory Skopecek who helps to run our U.S. West Coast Chapter in [redacted] California. Tory bought the car from Colin Dye in Bognor Regis and it is seen here before shipment in April 1981. Apparent in some of the photos is the excellent rear end repair carried out by Colin. The car is presently undergoing a restoration and respray in California and when it is complete (which should be soon) it will be finished in black and maroon with a beige interior. The car's vital statistics are:

Register No. 85.
 Chassis No. Y 5460
 Date of first registration: 20th July 1950.
 Engine No. XPAG/SC/15121.
 Registration/Licence Plate: UMG 235.
 Body No: 4158/4168 28 SLZ 10412.

AUSTRALIAN IMPORTS PART XV.

Continuing the listing of 'YA's sold 'second-hand' by Ron Ward's of Strathfield, Sydney.

Chassis No.	Engine No.	Ext. Colour	Int. Colour	Reg No.
Y 3266	XPAG/SC/X12713	Maroon	Red	CW 366
Y 3269	XPAG/SC/X13088	Maroon	Red	DC 084
Y 3305	XPAG/SC/X13364	Green	Green	ET 625
Y 3306	XPAG/SC/X13336	Green	Green	ED 824
Y 3365	XPAG/SC/X13308	Green	Green	JJ 150
Y 3567	XPAG/SC/X13411	Green	Beige	GR 088
Y 3576	XPAG/SC/X13419	Green	Green	BBH 986
Y 3577	XPAG/SC/X13465	Green	Green	EX 354
Y 3579	XPAG/SC/X13476	Green	Beige	FA 917
Y 3595	XPAG/SC/X13473	Black	Red	EY 813
Y 3601	XPAG/SC/X13455	Black	Green	EU 933
Y 3636	XPAG/SC/X13430	Maroon	?	DT 892
Y 3640	XPAG/SC/X13511	Maroon	Beige	DZ 777
Y 3852	XPAG/SC/X13638	Sun Bronze	Red	EN 835
Y 3855	XPAG/SC/X13675	Green	Red (?)	HK 928
Y 3935	XPAG/SC/X13706	Black	Green	FC 262
Y 3942	XPAG/SC/X13705	Maroon	?	FC 742
Y 4192	XPAG/SC/X13977	Black	?	HB 260
Y 4303	XPAG/SC/X13833	Green	Beige	FU 710
Y 4380	XPAG/SC/X14157	Sun Bronze	Red	GM 684
Y 4386	XPAG/SC/X14119	Grey	?	HT 450
Y 4400	XPAG/SC/X14205	Green	Green	VK 878
Y 4402	XPAG/SC/X14187	Green	Green	LZ 471
Y 4444	XPAG/SC/X14217	Maroon	Red	NT 947
Y 4513	XPAG/SC/X14296	Maroon	Red	AAJ 520
Y 4545	XPAG/SC/X14359	Black	?	JH 110
Y 4682	XPAG/SC/X14125	Green	Beige	PH 309
Y 4689	XPAG/SC/X14484	Black	Green	AKT 956
Y 5651	XPAG/SC/X15401	Green	Green	TK 075
Y 6004	XPAG/SC/X15810	Sun Bronze	?	TJ 471
Y 6209	XPAG/SC/X16102	Sun Bronze	Red	WD 083
Y 6283	XPAG/SC/X16064	Maroon	?	AAL 071
Y 6327	XPAG/SC/X16046	Black	?	AAU 159
Y 6481	XPAG/SC/X16318	Maroon	Red	AAH 949
Y 6765	XPAG/SC/X16600	Black	Red	WY 115

Credit: Noel Gerdes, M. G. Restorers' Association.

For Sale

Mike & Dave

Parts

'YA/B Front seat, radiator, windscreen and other spares. Reasonable offers. Tel: [REDACTED].

'YA/B Radiator grille cowl, rechromed as new. £50. Tel: John Monkman, Sheffield [REDACTED].

'A engine, gearbox, propshaft. £49. Tel: [REDACTED].



Cars

(724) 1953. YB., Green. '75,000 miles. Original leather interior. Driven daily. MOT. 1950 ono. With spares available. Tel: [REDACTED].

(728) YA. 'Rolling chassis. Very good condition. Including engine, petrol tank, bulkhead, bonnet, radiator and radiator shell with lights and horns. £200 ono, or may split. Tel: [REDACTED] (Clwyd)'.

(729) YB. 'Without engine and gearbox. Ideal for spares/restoration. £300 ono. Tel: [REDACTED].

(731) 1949? YA. LTJ 900. 'One owner from new. Tel: [REDACTED] for further details'.

32) 1947 YA. 'For further details tel: [REDACTED] [REDACTED]'.

(733) YB. August 1952. 'Derelict but complete. For restoration? Or for spares. £150 secures (or offers). Tel: [REDACTED] (evenings)'.

(734) YA. 'Chassis, engine block, gearbox, propshaft, back axle, chassis jacks. All need cleaning, but sound. £50. Tel: P. Scott, [REDACTED] (Cambridgeshire) [REDACTED]'.

(735) 1952 YB. YMG 10. 'Engine rebuilt, chassis bead-blasted. Just needs rebuild and bodywork. Open to offers, must clear. Tel: [REDACTED]'.

Letters

Dear John,

I finally managed to contact two previous owners of my car (YB 0485). It was amazingly simple, for all I did was to go to the last address on the buff log book and there he was, which may sound obvious but I had been led to believe that the two previous owners were in the R. A. F. (the log book gave one as a Wing Commander). A friend in the R. A. F. had tried in vain to find the previous owners, so I could not believe my luck to find him and, as it turned out, he had never been in the R. A. F. He was able to tell me a little about the car, although it was ten years since he had owned the car. He was not an enthusiast and simply used the car as his everyday transport. But in the winter of 1972 the battery gave up the ghost and he just left the car alone and bought a newer one. He said it was always reliable and enjoyable to drive but he just did not have the time to look after it.

According to the log book the owner before this one was the Wing Commander, who lived in the same village. Unfortunately he had moved - two days previously! However, the last owner was able to supply me with his new address and he replied to my letter. This owner was much more of an enthusiast and told me a little more about the car. Mechanically he had looked after it very well and the mileage I now have on the clock of 130,000 (as when I bought it) on an untouched engine, bears this out, even though it does burn a lot of oil.

All of this was very encouraging and made me eventually fetch the car from where it was stored to put it in my own garage. I set to and tried to remove a rear wing and began to realise that they don't make rot like they used to - it's going to be a long job!

Graham Eaton.

Help!!

Please may we send out an appeal for members to write in if they have found non-Y parts which are easily obtainable and fit Y types. One example, Chris Green says Triumph 2000 steering rack boots fit perfectly well, are readily obtainable and at half the price the specialists would like to charge us.

Or better still, could some dedicated Y owner come forward and take on the task of finding and compiling a list of these parts for our future reference.

John R. Sanderson.

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Alvis	E.R.A.	Lanchester	Opel	Talbot
Ariel	Excelsior	Lancia	Packard	Thornycroft
Armstrong Siddeley	Fantic	Land Rover	Panther	Triumph
Aston Martin	Ferguson	Lagonda	Perkins	Unic
Austin	Ferrari	Lambretta	Petter	Velocette
Bentley	Fiat	Leyland	Peugeot	Vauxhall
BMC	Ford	Lotus	Porsche	Villiers
Borgward	G.N.	Maserati	Renault	Voisin
BMW	Gordini	Meadows	Riley	Volkswagen
BSA	Greeves	Mercedes Benz	Rolls Royce	Volvo
Citroen	Hillman	MG	Rover	Wolseley
Chevrolet	Humber	Morgan	Royal Enfield	Yamaha
Commer	Hudson	Morris	Saab	
Coventry Climax	Jaguar	Moto Morini	Simca	

.....And Finally,

It's been quite a while since we've been able to give, in this magazine, details of any local meetings for members. Now we may have the possibility of two area get-togethers.

Lets Go...

WEST COUNTRY:

John and Joyce Randall [redacted]
[redacted] County of Avon, [redacted] would like to organise and hold quarterly meetings for any interested members in the Gloucestershire, Hereford, Avon, Somerset and Wiltshire areas. If you are interested, please write to them for further details.

KENT:

Mr. M.R. Bond (who owns YB 0305) is also a member of the Octagon Car Club. The Octagon hold regular monthly meetings in the area and Mr. Bond is inviting fellow 'Y' Type owners and members of the Register to attend. At present the meetings are held at:

'The Rising Sun',
Elmers End,
Nr. West Wickham,
Kent.

(1st Wednesday of each month).

This venue may well change during the summer. However, if you are interested in attending then please contact Mr. Bond at [redacted]
[redacted] Kent, [redacted] (Tel: [redacted]
evenings and weekends).

Until next issue,
Cereful driving, John & John.

Membership Secretary/Registrar:

J.G. Lawson, [redacted] Merseyside [redacted], England.

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U. K. Spares Secretary: A. Brier, [redacted]

[redacted], W. Yorkshire, England.

U. S. West Coast Chapter: Terry Skopceck & David Miller, [redacted]

[redacted], California, U.S.A.

U. S. East Coast Chapter: Walter, L. Genthner, [redacted]

[redacted], New York, U.S.A.

Cars & Parts For Sale: Mike Dodd/David Mullen.

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