



THE CLASSIC 'Y'



Volume V. No. 54



December 1982

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

Hello again ...

We start this issue with a warning. Last time I gave you details of where you could buy Dow Corning 200 Silicone Brake Fluid, advertised as such by Namrick Ltd of Hove, Sussex. Shortly after the October magazine was finalised, Dow Corning announced that their "200" silicone fluid is not suitable for use as a brake fluid. We are sorry to have misled you all and this incident just goes to show how careful we should be about new "miracle" innovations.

We are thinking of producing a pocket-sized booklet in the future which will give all those vital statistics on 'Y' Types which you will need to have with you at all times. A significant part of this booklet should hopefully be a list of parts of other cars which are suitable for use on the 'Y'. Some of you have sent in information like this in the past and we have occasionally published it. Now we need to collect it all together for publication so, if anyone knows of any interchangeable parts (e.g., like the Austin A.35 starter switch, which is the same as that on the 'pull-starter' 'Y') will they please write to John Lawson at the address on the last page of this magazine.

Cyprus has at least three surviving 'Y's apparently, which is not surprising considering its good climate and previous British connections.

Marshalls of Cambridge are planning to celebrate their first 75 years by holding a motoring pageant at the East of England showground on September 29th & 30th 1984. They aim to feature one example of each model from every marque which came together to form BL Cars and Leyland Trucks & Buses! Needless to say, they will need a 'Y' (if not a 'YA', 'YB' and 'YT') so if any of you are willing to take part, please let us know. It should be an amazing show!

22nd November 1982.

Register News

Recent Additions:

Chassis No.	Year	Type	Engine No.	Colour	Owner
Y 0481	1947	YA.	SC/10256	Black	I. Young.
Y 1000	1947	YA.	SC/X10798	?	D. Gazzard.
Y 2492	1949	YA.	SC/12450	?	S. Warren.
YT 4167	1950	YT.	TR/14015	?	D. Gazzard.

Total cars on the Register as at 23rd November 1982: 838.
Made up as follows: YA: 413 YT: 157 YB: 195 YRC: 3
Composites/Specials: 4 Unknown (mainly saloons): 66.

New Members:

480.	D. Withington,	[REDACTED]
481.	R. Hilyer,	[REDACTED]
482.	I. Young,	[REDACTED]
483.	J. D. Howard,	[REDACTED]
484.	D. Ransome,	[REDACTED]
485.	T. V. Walker,	[REDACTED]
486.	S. Warren,	[REDACTED]
487.	Mrs. E. Warren,	As above.
488.	J. Kerry,	[REDACTED]
489.	F. P. Nankwell,	[REDACTED]
491.	M. Spencer,	[REDACTED]
493.	P. Linn,	[REDACTED]
494.	M. J. Adams,	[REDACTED]

Address Changes:

465.	T. G. Davies,	[REDACTED]
365.	D. Ardill,	[REDACTED]
353.	H. de Moss, (U.K. address)	[REDACTED]

Members Leaving the Register:

378. Dr. G. Farrell.

10 YEARS AGO

Colin Dye reflects on the acquisition of his 'Y' type and its subsequent spare...

On 16th June 1972, the following advert appeared in our local paper: "1951 M.G. 'Y' Series Sports Saloon. Good running order. 8 months M.O.T. £135". My father read out the advert and said, "Good little cars they were, the last of the real car-shaped cars". He had been a garage mechanic for a number of years and knew what he was talking about. Already he had discouraged me from buying a number of old cars, including a Citroen Lt.15 and a Riley 1½ litre, pointing out their various weaknesses. He was full of praise for the M.G., however, remembering that one had been driven nearly eight miles without any oil due to an error during servicing (too long to explain here). "Any car that can take that sort of punishment is really well built", was his comment. Without any more ado, I rang the number given and went to see the car. It was in basically good condition and mainly original. The obvious faults were a non-original front seat and missing front 'Jackall' jacks. With the owner's consent I drove it to the local garage and put it up on ramps to inspect the underneath. The chassis was in excellent condition, the only bad rot appearing to be the usual rear of the sills and the floor of the spare wheel locker. Of course, as soon as I sat in the driver's seat and looked down that lovely bonnet, I knew that this was the car for me. The lively engine, responsive steering and taut suspension just added to my conviction.

Up to this point I had owned a number of extremely rusty and rather unwieldy Vauxhall Victors and Ford Consuls, useful passion wagons (all bench front seats, umbrella handbrakes and column gear changes) but the sort of suspension that gives you sea-sickness. Anyway, after a suitable amount of haggling, the car was mine for the sum of £120 - approximately four times the amount paid for any previous car. Incidentally, a few weeks earlier I had refused the offer of an M.G. TF complete with a new hood and a year's M.O.T. for £200 as being too small and too expensive - well, we all make mistakes!

After driving around for a few weeks I became aware of a loud banging at the rear of the car whenever I drove over a large pot-hole or bump in the road. At first I thought it was the Panhard rod that was loose and making the noise so I took it off, but the noise continued (I still have not put it back and the car still handles well). My father and I puzzled over the cause of the noise for several weeks before finally solving it in the following manner. I removed the wooden floor in the boot and my father sat in the boot on the boot lid - rather like sitting in a dicky seat (in fact, ▶

I suppose with a bit of careful adaptation a 'Y' Type could be turned into a six seater car in this way (Any takers for a special conversion ?) Then I carefully drove around the bumpiest roads I could find while he listened for the noise. This procedure was extremely funny to the neighbours who thought that I was a loony anyway to own such an old car. Finally, after a few loud bangs had issued from the nether regions of the car my father called for me to stop and then climbed out of the boot and grabbed the rear end of the bodywork, lifted it an inch or so, then let it fall with a resounding crash. The riddle was solved. The rear mounting bolts had rusted through allowing the body to bounce up and down on the chassis, thus making the banging noise. I made some reinforcing plates and fitted new bolts and all went quiet at the rear end.

It became apparent after I gave the car a full service that the front suspension was in need of an overhaul and the car felt incomplete without the proper front seat and front jacks. At that time I had a girlfriend who lived near Portsmouth and reading their local paper one evening I saw another advert: "1951 M.G. 'Y' Series saloon, running order. £25." Thinking that it sounded cheap I went around to have a look. The reason it was so cheap was that the young man who owned it had found a small amount of rust at the rear of the bodywork and had then promptly cut the back end of the car completely off including the rear of the chassis and the bottom of the rear wings. Of course he had not taken patterns and he had then lost heart and left the car standing under a plastic sheet for six years; after he had torn out all the headlining (because it looked dirty !) and cut off all the sunshine roof channeling (because it looked as if it might leak !) It was a pity that he had done all this damage because the bodywork was almost rust free, much better in fact than the bodywork of the car I already owned. Apparently many people had come to look at the car and had immediately lost interest when they saw the back end. The usual haggling started and I managed to buy a complete car for £20 which had the correct coloured seats complete and working Jackall system and even the little bakelite ashtrays in the back of the seats - a rare find indeed ! Although the car had stood under a sheet for all that time, after turning the engine over, fitting a decent battery and priming the carb, the engine fired on the first pull and ran on the second pull of the starter. I wonder how many other cars could do the same. Despite the fact that the car was driveable, I decided to have it towed home. A friend of mine, called Bob, offered to tow it for me with his van, a large Bedford, and two evenings later we went to collect it. I told Bob to be careful as the car had stood for a long time and the brakes were probably useless. We set off with only a bare 15 feet of tow rope between us. Bob promptly drove off at a gentle 40 mph, braking sharply as he reached the first 'T' junction. "BANG" "CRASH !" One excellent radiator shell well and truly bent as I went straight into the back of the Bedford, having stamped on the

brakes with virtually no effect. Fortunately no damage was done to the van so we continued on our way at a somewhat slower pace. All went well until we reached a large by-pass leading out of Portsmouth. Seeing a straight piece of road, Bob started to put his foot down and off we went. I have no idea of the speed as the speedo was not working. Unfortunately, as I mentioned before, the sunshine roof panel had been cut out and as we bounded along, the sliding panel started to work loose and I had to hang on to its handle with my left hand and steer with my right. I couldn't think of how to let Bob know what was happening and as our speed kept on increasing, the wind pulled harder on the panel until the handle came adrift in my hand and the panel shot up in the air and crashed onto the road behind. As luck would have it, there was no other car behind and Bob saw the panel suddenly appear in his rear view mirror as it flew away. We stopped and retrieved the panel and as we started off again the tow rope snapped. After a great deal of struggling (I was never a Boy Scout, so my knot-tying was never any good) we slowly started off again with a meagre 10 feet of rope separating us. Dusk was starting to fall and as the 'Y' Type had no rear end, lights, brakes, M.O.T., tax, insurance etc, coupled with a few bald tyres, missing front floorboards and heaven only knows what else, I spent a very cold and nervous time as we slowly drove home. Every time I saw a pair of headlamps approaching in the rear view mirror I was convinced that it was a Police car and I thought up all sorts of silly excuses such as a Student Rag Week stunt, insanity etc. Thankfully we arrived home safely and I decided not to buy any more derelict 'Y' Types for a while. The nervous strain is too much !

After ten years of use (summer months only for the last five years) the car has only once let me down due to a broken half-shaft and that was fortunately near to home. I have driven it all over the place and it has always run smoothly with performance and handling perfectly adequate for modern traffic. For a while I ran it around the North Circular Road reasonably frequently in heavy traffic and it never complained, just getting a little bit hot in long traffic jams due to the fact that the radiator slats were not opened up enough. A few minutes with a screwdriver and pliers soon sorted out the problem by opening the slats out to let more air through.

The car has now covered a total of more than 320,000 miles on the original differential and gearbox. The engine is bored out to its limit and reground to its limit but it still uses no oil to speak of (approx 1,000 miles per pint) despite the fact that there is very little compression in any of the cylinders. I have started to rebuild the spare engine but there seems to be no need to fit it quickly as I feel confident that the original will last for years yet if treated reasonably. What more can I say about such an excellent and trustworthy little car except, "THEY DON'T MAKE THEM LIKE THAT ANY MORE !"



UMG 422 Y 7012 1951 YA L Blue Belonging to Cohn Dye and featured in the article '10 Years Ago'



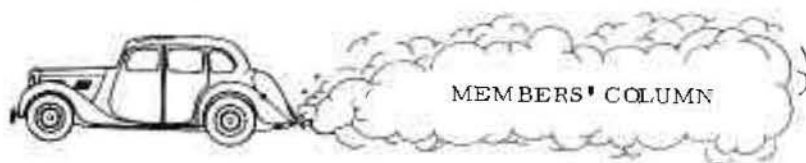
'Enterprize' — finished at last!
5th September 1982

Photos by John Lawson



All these photographs were taken by Stephen Thorpe at Brands Hatch on the 12th of September this year. Top Left: PPJ 945 YA shires green. Top right: LLN 993 YA? black. Centre left: FRX 211 YA shires green (note conversion rims to enable 7" headlamps to be fitted into 8" bowls. Centre right: JLV 949 YA black and Bottom right: UMU 879 YR blue/black





MEMBERS' COLUMN

David Mullen: Re; 'A Minor Contribution' in Issue 51. The Morris Minor master cylinder looks similar to that fitted to the YB but the internal diameter is probably different. The Morris Minor bore is 15/16", whereas that on the YB master cylinder is 7/8". YB Master Cylinders are still available from Automotive Products (Lockheed) via motor factors. The current part number is 88702. This replaced the original part number 88187. Current replacement master cylinders for YBs are slightly different from the original ones in that the push rod has to be shortened to obtain the 1/4" free play at the pedal. Part number for replacement rear wheel cylinders (YB) is 33668.

Harold de Moss: Re; 'A Minor Contribution'. Original YB over-riders are really not that similar to Morris Minor ones. The original 'Y' Type over-riders did not have 'lips' where they fit against the bumpers. Also the shape is slightly different so that the Morris Minor over-rider, if used, has to be filed somewhat so that it fits neatly. Also, original 'Y' Type over-riders were not nearly so sturdily made as the Morris Minor ones, & they were made out of much thinner metal.

Jarl de Boer: The 'YA' hubcaps presently available from M.C.Griffiths of Andover are quite difficult to fit to the wheels and need slight adjustment to facilitate easy fitting and removal.

Tory Skopecek: Two different aspects conspire to ruin walnut dashboards and window surrounds over the years. They are the ultraviolet rays from the sun and the moisture coming up through the wood. In these ways the veneer lifts off and flakes. To stop this happening again once your wood has been rejuvenated it is advisable to seal the inside surfaces of the wood, i.e., the rear of the dashboard. When fitting walnut window surrounds be careful not to tighten the fixing screws as far as they will go. The holes into which these screws go seem to be inclined from the vertical because of how they were drilled on the production line. Thus, each screw must be tightened a little at a time until they are sufficiently tight but not tight enough to pull the wood apart.

For Sale

Mike & Dave

Cars

819. YA. 'Complete, less engine and gearbox. For restoration or spares. Mr. Peter Linn, [redacted], Cambs, [redacted]. Tel: [redacted].
820. YA. 'Incomplete. For restoration or spares'. Address and telephone number as above.
821. 1952 YB. LWX 734. 'Major bodywork restoration undertaken to very high standard. Completely rebuilt engine and suspension. Reupholstered interior. All parts fully finished as original. Log book, manuals available. Two owners from new. £1,500 ono. Tel: [redacted].
822. 1950 YA. 'Very good condition. Taxed and MOT'd 'till May 1983. Good runner. Offers. Tel: [redacted] (daytime)'.
831. YA. BRG. 'Stored since 1968. Clutch jammed. Jacks work. Bodywork has very little rust. For sale at £800. P.P.Nankwell, [redacted], Kent.'
832. 1952 YB. 'Good running order with MOT. Recent engine rebuild. Sound chassis. Body reasonable but needs some attention. Offers around £950. Tel: [redacted].
836. 1953 YB. 'Used daily. MOT & Tax until February 1983. Recent rebuilt suspension and rear axle. £900 ono. Tel: [redacted].
837. YB. 'Complete and running but partially dismantled prior to restoration. £300. Tel: [redacted].
838. 1953 YB. BRG. 'Easy restoration. Very sound. £650. Tel: [redacted].

Parts

Two YA rechromed headlamp backs. £20 each. Contact Tony Brier, [redacted], W.Yorks.

Quantity of YB fittings (handles, knobs, headlamps etc). Tel: Dave Beere, [redacted].

Radiator, gearbox and other spares. Tel: [redacted].

AUSTRALIAN IMPORTS PART XVIII.

YT first owners....

Y/T/EXR	2620	Joseph.E.Larkin,	N.S.W.
"	3659	Norman.F.Jones,	N.S.W.
"	3868	I.Halwyn Kershaw,	N.S.W.
"	3874	Clyde.W.Fairweather,	
"	3875	Charles.M.Stroanider,	
"	3926	Allwyn.B.Robinson,	N.S.W.
"	3967	George.W.Patterson,	
"	3974	James.H.Shepherd,	
"	4062	Edward.W.Daniell,	
"	4114	Beryl.L.McAllary,	
"	4121	John.H.McCleery,	N.S.W.
"	4125	Anthony.N.Parsons,	
"	4166	Ailko Omlo,	N.S.W.
"	4171	Peter.W.Howard,	N.S.W.
"	4173	Alistair.H.Puxton,	
"	4213	Hilton.J.Horsley,	N.S.W.
"	4222	Bruce.S.Robinson,	
"	4261	Joseph.B.Parks,	N.S.W.
"	4318	Victor.M.Beale,	
"	4373	Bessie.C.Blake,	
"	4537	Ernest.R.Crick,	
"	4614	William.N.Prior,	
"	4781	Kathleen.C.C.Bryan,	N.S.W.
"	5156	Lola.M.Hickey,	N.S.W.

'YA's bought second-hand by....

Y	0590	Lt.Cmdr. John.E.Whyte,	
Y	0750	John.C.McPherson,	N.S.W.
Y	0948	John.B.Fox,	
Y	1000	Vivian.R.Mare,	N.S.W.
		(then to) John.L.Paine,	N.S.W.
Y	1007	Clive.V.Norris,	N.S.W.
Y	1011	Noel.M.McMichan,	
		(then to) Brian.E.Swire,	
Y	1046	Kembla Grange Timbers,	
Y	1060	Brian.W.Cobcroft,	N.S.W.
Y	1089	Howard.W.Christensen,	
		(then to) Edward.W.Carter,	
Y	1851	William.C.Petterson,	
		(then to) Lawrence.J.Kimber,	South Aust.
Y	1872	Howard.M.Rivett,	
Y	1874	Gordon Engleheart,	N.S.W.
		(then to) Lawrence Dunton,	
Y	1898	Cecily.M.Bartlett, c/o	

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

ADVERTISEMENTS

I have a vast quantity of piston rings, Metric and Imperial sizes. Cars, Motorcycles and Commercials. Send details of:

Bore size & Oversize.

Width.

Type (i.e., Compression, stepped, oil control etc)

and S.A.E. for immediate reply regarding availability and price, to: J. Featling, [REDACTED]

David Green for repair and restoration of your 'Y' Type. Mechanical, electrical, re-sprays (cellulose & synthetic), woodwork restored and reveneered etc. Call [REDACTED], (North London).

An offer to members: YA & YB clutch shafts £7 each plus £1.70 p&p. If members are interested in guarantee plates (£2 each) and I get enough interest I will organise a batch (instead of using TD ones with the 'TD' omitted). Also available: TC wheel cylinders in brass (these are the same as YA rear ones). Contact Tony Brier, [REDACTED], W. Yorkshire, [REDACTED].

Brake cylinders re-sleeved. For quotation send your cylinders and enough postage for their return (should it be impossible to re-sleeve them) to: Mr. Pollard, [REDACTED], Cumbria, [REDACTED]. (Unseized cylinders only, please).

Call the experts:
ROADSTYLES LIMITED
LONDON: 01-807 8000/8001
LEICESTER: (0533) 538441
BRISTOL: (0272) 518655/6
IPSWICH: (0473) 70587/73413 18 MONTHS GUARANTEE



REAR AXLES & DIFFERENTIALS
ALSO PROSHAFTS

EXCHANGE
REPAIR
UNITS OFF THE
SHELF, MOST TYPES
FREE DELIVERY NATIONWIDE



In the past months we have come across two useful spares suppliers. The first are A.T.O. & B.J.Parkin, who frequently attend autojumbles. They sell, for instance, new voltage control boxes (RF91/95 & RB106); SP80 Semaphore Arms; windscreen wiper blades; chrome bumper bolts; S.U. Fuel Pumps and a host of trimming materials, other electrical items and mechanical parts etc. They are worth contacting at 52 Beulah Road, Kirkby-in-Ashfield, Notts, NG17 7EL (see, please). Tel: 0623-752412. Secondly, The Vintage & Classic Car Spares Company have sidelamps, Lucas S700 headlamps and SFT 575 fog/spot lamps in stock, along with most other Lucas parts (see, please if writing to them). The company can be found at Lambert Works, Colliery Road, Wolverhampton, W11 2RD. Tel: 0902-55561; Telex 337529. They offer a world-wide service.



And finally:-

Well! The end of another year yet again, time to start on all those little jobs you've been leaving till the winter months. I must say I'm not looking forward to spending cold winter evenings in the garage, especially if last winter is anything to go by. I must be getting soft, or old, or both.

Anyway, on behalf of John L and myself, we would like to take this opportunity of wishing you and your families a very happy Christmas and hope to see you in the new year.

Until next issue,
Careful driving, John & John

Membership Secretary/Registrar

J G Lawson,

Magazine Printing

U.K. Edition

U.S. Edition

Magazine Layout & Cover Design

J R Sanderson/J G Lawson/G R J Chennell © 1978, 1981, 1982

U.K. Spares Secretaries

A. Brier

D G Green

United States Chapter:

Tory Skopecek & David Miller

Cars & Parts For Sale: Mike Dodd/David Mullen

The Classic Y is published by Skycol Publications & The Jenni Press

The content of the articles and the technical advice appearing in this magazine represent the views of the respective contributors and not necessarily those of the Editor or the publishers. The MGYTR cannot be held responsible for any loss or damage resulting from the implementation of any advice appearing in this magazine