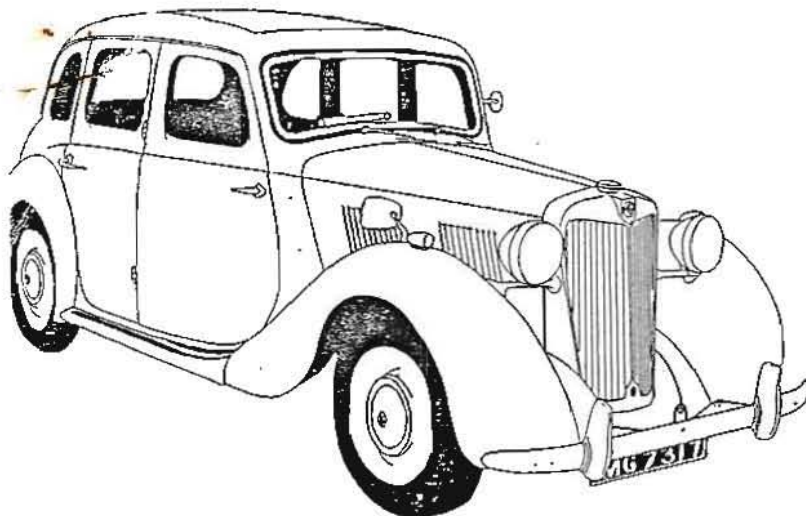




THE CLASSIC 'Y'

GMS

Volume 9. No.76.

The Newsletter of the M.G. 'Y' Type Register.

August 1986.

EDITORIAL

Evidence that maybe at last the 'Y' Type is beginning to be regarded on a par with other types of M.G. has come my way in the last couple of months. In early June Chris Cridland's 'PRB346' (which has also been extensively featured in 'Enjoying M.G.', the magazine of the M.G. Owners' Club) won the Naylor Brothers Concours at Harewood House. Then, a week later, 'YMG17', belonging to Geoff Tulley of Romford, Essex was adjudged the best overall car in the concours held at the finish of the Octagon Wings Run!! Some years ago I seem to recall, 'MYW10', an Old English White YB won the Naylor Brothers Concours; so it would seem that that particular competition has again been worthwhile for 'Y' Type owners.

Recently at an autojumble I bought a copy of the Morris 10 Series M Operation Manual. You will recall that the Morris 10 Series M featured the 1140cc XPJM engine which was later to find itself (in 1250cc form) in the 'Y' Type as the 'XPAG'. Now here's something which I, not being an engineer, find a little curious. The oil sump capacity for the 1140cc XPJM is given as 5½ pints, whereas late XPAG/SC2s had a capacity of 10½ pints. Why the enormous increase in oil capacity? Can anyone tell me?

1st August 1986.

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Cover artwork: Gary Mills,

Register Number 520

Chassis Number Y1552
Engine Number SC/11337
Licence Plate n/k
Body Number n/k
Sub-Type YA
Year of Manuf' 48
Owner's Name Chrzanowski J&V
Owner Number 815
Car Location Victoria AUS
Exterior Colour n/k
Interior Colour -

Register Number 203

Chassis Number Y1855
Engine Number SC/X11638
Licence Plate n/k
Body Number n/k
Sub-Type YA
Year of Manuf' 48
Owner's Name Bond W
Owner Number 814
Car Location Victoria AUS
Exterior Colour n/k
Interior Colour -

Register Number 1039

Chassis Number Y/T/EX(U) 3287
Engine Number TL/12952
Licence Plate n/k
Body Number 45075-419
Sub-Type YT
Year of Manuf' 49
Owner's Name Britt MB
Owner Number 824
Car Location N. Carolina USA
Exterior Colour n/k
Interior Colour -

Register Number 523

Chassis Number Y6412
Engine Number SC/16023
Licence Plate n/k
Body Number n/k
Sub-Type YA
Year of Manuf' 51
Owner's Name Newell R
Owner Number 818
Car Location Victoria AUS
Exterior Colour n/k
Interior Colour -

Register Number 522

Chassis Number Y6531
Engine Number SC/X16370
Licence Plate n/k
Body Number n/k
Sub-Type YA
Year of Manuf' 51
Owner's Name Magilton M
Owner Number 817
Car Location Victoria AUS
Exterior Colour n/k
Interior Colour -

Register Number 451

Chassis Number YB0398
Engine Number n/k
Licence Plate UMG631
Body Number n/k
Sub-Type YB
Year of Manuf' 52
Owner's Name Dawes J
Owner Number 825
Car Location Ayr SCO
Exterior Colour Black
Interior Colour R

Register Number 394

Chassis Number YB1296
Engine Number XPAW/20385
Licence Plate NOK92
Body Number 6917/1099
Sub-Type YB
Year of Manuf' 53
Owner's Name McKean RA
Owner Number 784
Car Location Paisley SCO
Exterior Colour n/k
Interior Colour -

CARS FOR SALE:

549 1951 YA. "Reasonable general condition. Offers from £1,800. Tel: Mr Holland on [REDACTED] (evenings or weekends)."

775 1948 YA. "Complete;needs rebuild. £550 ono. Tel: [REDACTED]"

CARS WANTED

YB wanted. Contact: Mr.O.Leleu, [REDACTED] Bristol [REDACTED]

CARS FOR SALE: (late addition)

18 1952 YB. YB0485. 'ECF764' XPAG/SC/17322. Black with red interior. Complete but needs total restoration. Chassis sound but sills and rear bodywork etc pretty dreadful. Engine runs smokily (130,000 miles). Spare glass and rear wings. Offers over £300,please (car will not be sold to someone who intends only to scrap it for spares). Contact: Mr.Graham [REDACTED]
[REDACTED],South [REDACTED]

PARTS FOR SALE:

"XPAG engine. Overhauled,crank grind,rebore,new bearings,pistons etc.,cylinder head,new guides,valves and springs. 2 x second-hand cylinder heads and bits. £250. Tel: [REDACTED] (after 5pm)."

"YA petrol tank £12; axle casings £8 & £12. Tel: [REDACTED] [REDACTED]"

YB chassis for sale. (YB 0651; Register #30). Contact: Mr.David Mullen, [REDACTED]
[REDACTED] Liverpool, [REDACTED]

Carreg Cennen Revisited

by David Mullen

Observant readers (that is no doubt to say,readers of 'The Classic Y') will have noticed that this magazine has reproduced a series of touring articles published between 1947 and 1954. In these articles by Michael Brown (where are you now?) of 'The Autocar' the car used is the 1½ Litre Series Y,'LPG796'. Occasionally he is accompanied by the 'Commodore' and their wives and such was the line-up for the convoy to the west of Wales back in 1953 ('Carreg Cennen Convoy' was reproduced in issue no.63 of 'The Classic Y' (June 1984) - ed.)

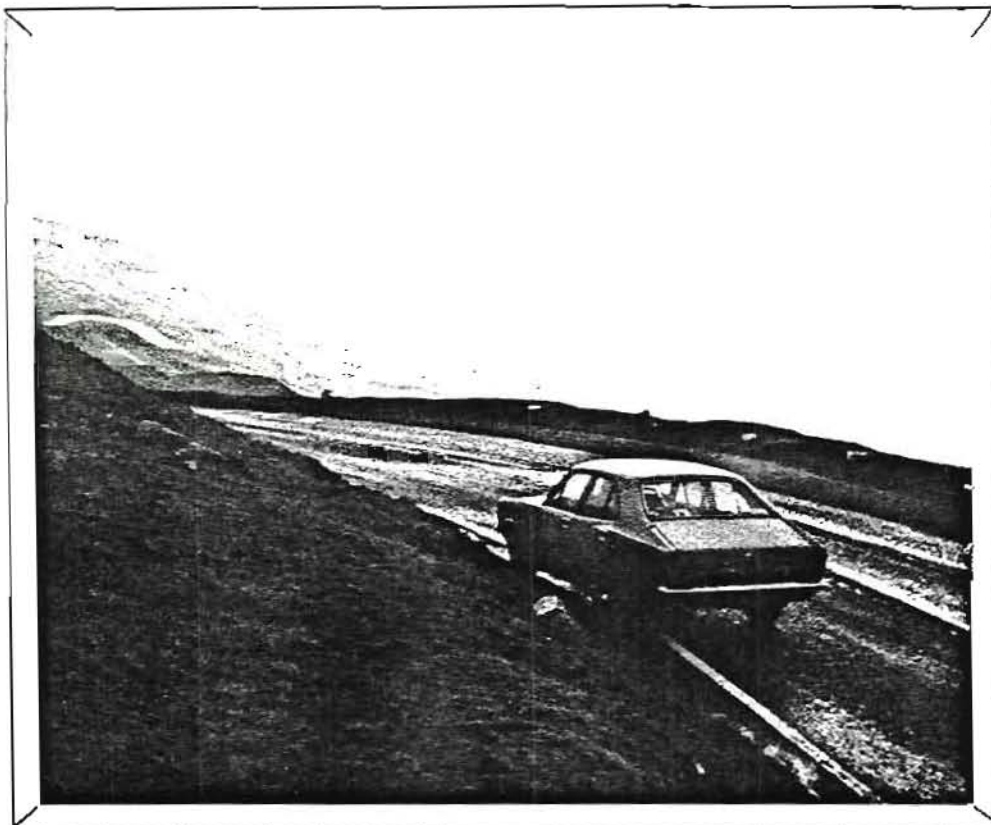
More observant readers will have noticed that as a regular contributor to this hallowed newsheet I am a true convert to the 1½ Litre Series Y (I own a 1952 YB) and was also recently married to the other love of my life,Colleen.

Well,suitably wedded on 12th April,we headed south to Wales from our home in Liverpool on the following Sunday. We were heading for Llanidloes in mid-Wales where we had hired a cottage for the week.

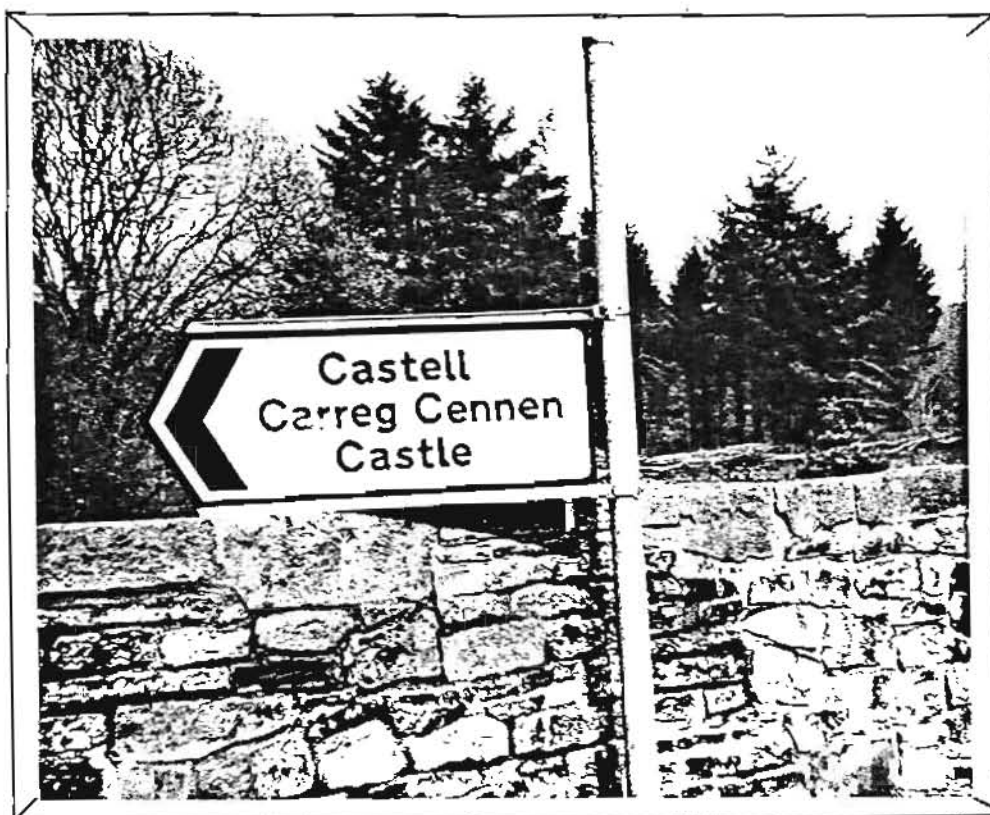
It was from this base that we could recreate that convoy of 1953 and head for Carreg Cennen (a ruined castle) via the routes (as far as possible) outlined in the original article. Unfortunately the Y type was off the road so the old Hillman Avenger had to do.

Having had a good breakfast (bacon and egg) we headed south from Llanidloes along the A470 to Llangurig (I should point out that I am unable to read and drive at the same time so Colleen navigated perforce) passing through lovely countryside with the rolling hills of mid-Wales much in evidence. From Llangurig we travelled further on the A470 to Rhayader where we followed the signs to Builth Wells,noticing AA box 159 about ½ mile before arriving. Still on the A470 we followed the signs at Llyswen for Brecon. Arriving in Brecon we lunched on some home-made sandwiches and away from double yellow (no parking) lines. We thus avoided any chivying policemen.

Now Brecon is the starting point where the reader can begin to refer to the 'Autocar' article (2nd October 1953). As in the article we travelled from Brecon to the beautiful Brecon Beacons where much snow was still in evidence near the summits. About nine miles out from Brecon,having viewed the scenery,we turned back and approached the junction of the A470 with the A4215,signposted to Defynnog. There is much in this little village that would have been around in 1953,although some improvements of the road are evident. From Defynnog we took the A4067 to Ystradgynlais,passing the picturesque Craig reservoir (there are a number of beautiful reservoirs in mid-Wales which are well worth a visit). We passed through a number of small villages much changed since 1953 and finally reached Ystradgynlais some 16 miles from Defynnog.



From here we took the A4068 to Bryn-amman, the rain now coming down and some dark clouds around. From Bryn-amman we crossed over the Black Mountains in black weather with a mist very much in evidence and the loneliness of what seemed like a very isolated area by comparison with Bryn-amman. Some lovely views could be seen from the top of these hills and we eventually reached the valley of the river Clydach. From here we followed the sign to Trapp (a sharp left turn) following a much lower road and then a fairly steep climb. There is room for one car only in many places. Then we saw a ghostly looking ruin high up and, lo and behold, after passing through two gates (shut behind us in good country practice) we reached a footbridge proving that we had followed the exact route as taken by Michael Brown and the Commodore.



As there was no flooding we continued on this road until we met another sign for Trapp. We then turned right, passing the Llwydewi Farm Guest House and finally the small village of Trapp where we noticed the Cennen Arms pub. From here the signs gave easy directions to Castle Carreg Cennen. Having arrived in a small car park, we could clearly see the castle. We parked the car and went through a gate, heading for a small farm where a fee of 75p is paid (it was 3d (old pence) in 1953). We then walked up the slippery green slope to the castle. Fortunately the mist had cleared and the sun was breaking through. As we reached the entrance to the castle, having passed through a few stray sheep, we found the Ministry of Works sign (as told in the 'Autocar' article) appealing to visitors to avoid accidents. The remnants of the castle are 13th century and little is known of its history. Walking over to the south-east side you begin to understand why you must avoid accidents as there is a sheer drop of some 300 feet and I was thankful that I was not back in the thirteenth century building the stronghold! To the left of you stands the iron gate mentioned in the article (all the Ministry of Works signs are still there) and down the steps past the gate are the walls dripping with water, as described, which make a narrow tunnel steeply descending with apertures on its right.

Further down a tunnel, hewn out of rock, eerily descends (there are torches for hire outside the castle where you pay your fee). At this point my wife declined to go any further so I proceeded alone, travelling about 70 feet diagonally down the cliff. At this point I decided that I'd best not leave my wife alone in this eerie place and so I was unable to reach the spiral staircase up to one of the towers (it's a spooky place to alone in!) We retraced our steps (carefully!) back to the iron gate and explored the rest of the castle which has few visitors, even in April.



So, there it was. We had revisited the castle which, back in 1953, Michael Brown had described (even if, by 1953, he had changed to an RM Riley; the Commodore still sticking resolutely to his green M.G.) The route from Brecon to the castle, as described, is a very interesting one in an area of Britain of outstanding beauty (as is most of out-of-town Britain).

From Trapp we turned right along a small road signposted to Llangadog and passed through Bethlehem and I realised that this is where many people go to post their Christmas cards at the small post office in this tiny village. From here we headed to the A40 and Llandovery and then the A483 to Llanwrtyd Wells. We left the A483 at Beulah and took the B4358 passing near Newbridge-on-Wye. Then we took the A470 back to Rhayader and finally 'home' to Llanidloes on the B4518, a lovely 'B' road passing St. Harmon and Pant-y-dwr.

If you are ever in this part of Wales you must motor down to the area where 'Y' types have gone before, follow in the footsteps of Michael Brown and the Commodore and enjoy recreating a little piece of history (at least to us M.G. 'Y' owners!)

Colleen and I hope to recreate other trips to Wales described in the 'Autocar'; particularly 'Making the Grades' of 9th January 1948 (how about 'Pleasant Places in Wales', if you can borrow a YT!? -ed) so, watch this space!

Happy Motoring,

David Mullen.

Next, the first part of an article by Tory Skopecek of California.....

The "Y"'s and Wherefore of Y5460 (UMG235)

I am, like some I presume, a late comer to the Y Type. This is not to say that I am unfamiliar with MG's. I have owned a '51 TD since 1958. Throughout this period we have gone through many rebuilds and various disasters, to the point that I became intimately familiar with her every nut, bolt and wire. In 1969 after putting 225,000 miles on her she was retired to the garage for a future restoration. My budget at that time was being eaten up by a wonderful Jag Mark VIII, and a new wife. Sadly due to pressures from the other side of the dinner table, the Jag was traded in for a new VW, and we moved 500 miles away from the TD.

In 1976 things changed, back home again, and newer wife. This particular "better half" believed in the smell of oil burning on the exhaust and things mechanical. Restoration on the TD commenced in earnest! Jan put in the new wiring loom, while I looked to the engine. It seems as though my sister's boyfriend (now husband) had taken the TD for a few hard runs through the hills with the boys, and also there was that fire in the supercharger she had in front of her school. There was nothing to be done but completely dismantle the car for a complete restoration. This is where she sits today, half assembled, sidelined by a XPAG powered flying box.

The first of the Y Types that I had encountered was in the late '60's. We had some friends in the State of Nevada who had a large cattle ranch. One of the younger boys had come across an abandoned MG that I found very odd looking. It looked like my TD but had two sets of seats. More the better for hauling things on the ranch. We had helped get and keep the motor running, and to my knowledge, it spent many a happy hour running across the flat grass lands, bouncing in and out of ditches. Many years later it turned up in California, a restored YT for which someone paid a pretty penny.

In 1981 with a new (3 month old) son, Jan and I headed for the vintage car races at Laguna Seca (Monterey). That year the organizers were honouring the MG Marque. Our vintage MG car club was going as a group and the one car not represented was a Y Type. Needing an extra seat for the smaller passenger I borrowed David Miller's 1950 Y. Once one became familiar with the different driving techniques required, 2nd and 3rd up hills and what an incredible lean on cornering, it was very comfortable. Needless to say, we fell in love with the car.

Returning from the race, we talked to David about the Y. How many were there around? What is a good price? Etc. David had owned one in Australia but this particular Y he had bought in the U.K. in 1975. Thus commenced the great search. We located a couple of "Y"'s in the Southern States and after much discussion decided to take a small side detour of a thousand miles or so to look at them while driving to the East Coast. Our arrival was greeted by a sad looking Y with crackle finish new paint. The interior was rotted out. The floor let in great amounts of light. Other cars on the property looked equally sad, an FI Magna with a small tree growing up through it. Disheartened, we pressed on to New York. Upon returning home, we discussed the situation with David and he recommended that we contact a Mr. John G. Lawson of Liverpool. Proper letters of introduction were sent and in due time we received a reponse from John. He recommended we contact Colin Dye. Colin had a number of "Y"'s and had one for sale. Colin had done some work on this car but was interested in getting on with other cars and things. After number of letters back and forth and a few phone calls, a deal was struck. Many months or an eternity later, the car was ready to ship.

Lesson #1- never trust a shipping export company. Arrangements were made with a reputable, international shipping company to pick the car up and place it in an overseas shipping container. I received a call from Colin some days later, he was very agitated. It seems that the export company, in its infinite wisdom, had sent a shipping container on the back of a large lorry to Colin's home. So how do you get it up on the lorry and into a container? Finally the proper arrangements were made and the Y was shipped out on a Swedish container ship. We had been told by others that unless we wished to wait two weeks for the car to clear the warehouses and customs agents, we should be prepared to act the moment the ship arrived.

One day while reading the ship arrival lists in the newspaper, we discovered Y5460 would arrive that morning. If you have not seen how fast a ship docks, unloads, loads and departs you would be amazed. The ship arrived at 9:30 a.m., the container passed through two bonded warehouses in the blink of an eye.. Each pass incurring a charge. It then came time to settle the bill with the exporter and customs. The exporters bill had inflated to double the original estimate. We were charged for the first pickup attempt and other so called expenditures. Our complaints in this regard fell on deaf ears. At this point, we informed the exporter that we were refusing the shipment and they could send the car back to England. Various overseas telexes resulted in a re-negotiated fee, and a check upon their behalf. Off to Customs and the bonded Warehouse! Over in a corner rested a very lost looking Y, in various shades of green, packed to the gunnels inside with everything Colin felt might get stolen in shipping. The Customs Agent could not believe that someone wanted that car, and would ship it to the U.S. Therefore he set a very minimum fee to clear customs. Thus began the great adventure.

To be continued next time with, perhaps, a photo or two....