



Y Type Register Mid-Year Spread

In my first 'Scribe's Notes', I mentioned that I would like to provide the reflections of some of the owners of these wonderful and now more highly rated sports saloons.

Richard Dick, who has owned his current 1953 YB for the past 24 years, sent me his background and his thoughts on Y ownership over more than 50 years. I, therefore, took the opportunity to visit him to take some photographs of both the car and its owner and these are outlined below.



Richard at the wheel of USV 420 in April this year

Background

Richard was a pilot during the Second World War and his thoughts on that topic alone could fill a book. He was and still is a very enthusiastic driver of high-quality sports and saloon cars.

In his own words, he has been 'devoted' to the Y ever since he purchased new his first one, PKJ 570, in 1952. He used the car not only for business purposes but also pleasure through extensive rallying. He became a member of the London Motor Club (you can see the badge displayed on the impressive badge bar on his current YB) and one of his ventures was on a LMC rally in 1953 that included timed acceleration and braking tests. This can be seen in Photograph 2.

Richard commented on the 'smart Turbo Disc wheels'. These were originally provided by Cornercroft of Coventry. I believe that these were also fitted to the MGA as an after sales market item. I am unsure whether these are available



USV 420 in April 2011 showing the quality re-spray and re-chroming undertaken 24 years ago

in reproduction form, though no doubt someone will be able to tell me.

A copy of an advertisement is included when they were being promoted at the Motor Show (presumably during the 1950s). At £4 - 19s and 6 pence a set, they weren't cheap when one considers that the average weekly wage was £10.00 in 1957! It's about 40 times that now!



Copy of a contemporary advertisement for Ace 'Turbo-trims'

The ACE Turbo-trim wheel trim rings are 'sister' parts to the ACE Mercury Wheel Discs. These parts are similar in construction, made of bright anodized aluminium and contain similar functional right and left-handed louver-type air scoops. The trim rings cover only the outer perimeter of the wheel so forced air

flow would be limited to slots in the wheel between the rim and the centre disc. There would be multiple part numbers for wheels of different diameter and with various wheel width and offset, depending on how much of the wheel rim would protrude outboard of the centre disc. Anyhow, this is a diversion as Richard continued to rally a range of cars, whether competitive or not, after selling his YB. These included Z Type Magnettes, Triumph TR2s, Sunbeam Alpines, Jaguars and many others over the next 50 years or so.

Searching for a replacement Y

Following retirement, Richard decided to see if he could find his original YB (PKJ 570) but this proved to be a fruitless search. He eventually came across his current YB in the late 1980s. This was a low-mileage black saloon. See Photograph 4.

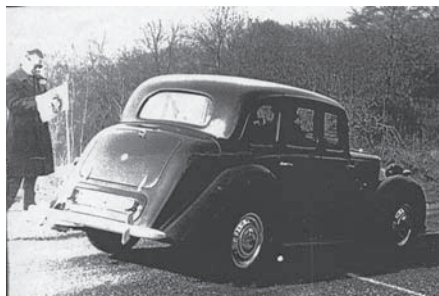
Chassis No: YB 1528

Date of Registration: 21 August 1953

Registration No: USV 420 (Original Registration LED 51)

USV 420 (originally registered LED 51) was purchased in 1987 and was discovered after having been in storage for over 30

years, the car had been on the road for little more than four years. It was very original, with the interior untouched and having only 30,000 miles on the clock when Richard bought it. He then had it resprayed and rechromed. The car was featured in *Practical Classics* in November 1994.



Richard's first YB PKJ 570, which he purchased new in 1952

Performance

Brian Cox's review of a Riley RM and Richard's YB published in the November 1994 issue of *Practical Classics* is worth noting and I share some of his opinions with regard in particular to the steering and suspension of the car. He mentioned that the rack and pinion steering 'is light and accurate' whilst the suspension 'allows little roll, but the ride feels decidedly firm on by-roads'. He goes on to add that 'When pressed hard, oversteer sets in, but handling remains predictable'. I agree with this, although for a number of years Richard has run the YB on radials and I found this is a marked improvement on handling compared with when I first drove the car in 1992 when it was fitted with cross plies. When Brian tested the car it was still sporting cross plies.

The YB runs well between 55–60 mph and the engine is a lively unit that responds well when applying acceleration. Brian Cox commented: 'This 1953 YB model settles down to a 55–60 mph cruising speed, thanks to a tough overhead engine which seems to thrive on revs'.

Brakes do require a heavy foot to stop in an emergency and this is indeed a common factor in Y Type motoring. However, the YB's twin leading shoe braking arrangement is superior to that of the YA. I can confirm this, but I own a TA and even though the car is much lighter it stops really well and its brakes are more or less the same as those on the YA. My YT's brakes (which are the same as for a YA) do very much require the heavy foot on occasions however well the brakes are set up.

In order to help improve the braking in modern traffic conditions I am aware that

mention has been made of fitting a servo to the brakes on Y Types and that one of our members is thinking of doing just that. We are hoping to get him to write up a 'how to do it' article commenting on the fitting and effectiveness of such a system.

Richard's YB contains the original gearbox which functions well, though I concur with Brian Cox's observation... (that)... 'the synchromesh doesn't like to be hurried' It would be interesting to hear from any of our readers of their experiences of fitting and using a Y with a 5-speed gearbox. I would say that I have had a very positive experience with a 5-speed box mated to a 1340cc XPAW engine on my TA. Certainly driving both Richard's car and my own YT,

I sense that the XPAG engine does benefit from the 5-speed box and that I am always fishing for that extra gear on the YT and also the YB. It not only provides that extra mph and enhanced fuel consumption but enables the engine to be run at lower revs and thus reduce stress on the unit.

The final thoughts on Y ownership are captured in Richard's words, which I am sure will resonate with many of those fortunate enough to have driven or owned such a model.

'USV 420 has been my pride and joy for the last 24 years and at the age of 87 pottering around our local lanes with the present (April) beautiful weather is the perfect way to enjoy fully my Y Type.



The impressive badge bar on the YB, Richard was a member of both the London Motor Club and the BARC



Richard and his wife, Nicole, with their YB in which they have travelled across England and Western Europe. They celebrated their Diamond Jubilee in March 2011

Developing the Spring Run through acquiring local knowledge

I have been fortunate enough to drive Richard's YB on a number of occasions, several of which have been long-distance runs. Richard has participated in many local events and became my guide in developing the Spring Run routes for nearly 10 years. Richard chose the route, whilst I acted as the interpreter and translated this into the route books that always form part of the events that Jo (my wife) and I have put together.

Richard's knowledge of the Cotswolds emerged from his weekly rambles over many years, following his retirement, when he selected the routes and led groups of enthusiastic walkers. Something that he still does. This intimate knowledge proved

to be a godsend in setting out our annual event. I owe Richard a huge gratitude in sharing his unique appreciation of this particular countryside and making the Spring Runs the success that they have become over the years.

PHOTOGRAPHIC GALLERY OF Y TYPES

Ted Gardner who expertly manages the Register's website (www.mgccyregister.com) recently introduced a very worthy section entitled 'The Black and White Era' from which I have included two examples. They provide a fascinating link with the past and are also of great interest to owners seeking any history about cars that they may have owned or known about.



Three sequentially registered Y Types used by the MG Rally Team in 1953. HMO 909 is now part of the BMIHT collection at Gaydon (Copyright MG Car Club)

If you have any examples that you would be willing to share with us then please either contact Ted through the website or myself.

THE MG ENTHUSIASTS' BULLETIN BOARD

I am sure that many of you who have access to the internet know of and maybe access and indeed contribute to the healthy debate on the Bulletin Board over a wide range of issues that affect the MG marque. The Y Type is amply covered and the variety of discussion threads posted on the Bulletin Board cover in some depth a variety of topics.

The reason that I mention this is because a number of our members either do not or choose not to have access to the wonders of the World Wide Web. If there is a problem with almost any aspect of restoring and using your Y Type it is highly likely to be found on the net and in particular on the Bulletin Board.

This is not provided or funded by the MG Car Club, any of its Registers, or other independent websites, though it can be entered via most of the Club sites. It is a standalone facility with free entrance to any user following a simple log-in procedure.

To give any of those who do not know of it this is a modified list of some of the topics that are 'live' at present: ST51 D Lamp Variations, Throttle return spring, Guarantee Plate Mystery, Body onto Chassis, Y Type boot handles – same as early Mini handles? Rear Axle – Questions? and the SPRING RUN 2011. A very eclectic range as I am sure you will agree. So if you don't have a PC then maybe you can ask a friend, neighbour or relative to help you. The board can be reached as a link through our own website –

www.mgccyregister.com

Below is an edited version of a posting on Throttle Return Spring. I have omitted the individual's name, although the site is in the public domain.

Question – Throttle Spring Return

'I recall some discussion about what parts to carry when travelling with a Y Type, but I cannot find it now. After having to be towed home at the weekend, I suggest that a throttle return spring might be added to the list.

I was driving along happily and thinking how sweet the XPAG sounded, when the accelerator pedal dropped away from under my foot and the car surged forward under power that I did not know it could muster. I turned off the ignition pdq and coasted to a halt at the side of the road. Failing to persuade my wife to part with the elastic from her knickers, I had to call the AA. The drivers do not carry any spare parts any more. I suppose that it is a sign of the times. The parts on modern cars are either bespoke or cannot be replaced without special tools – a far cry from the days when many parts were universal and could be fitted with a couple of bicycle spanners.

So it was a tow home. When we arrived, I dived into my garage, found a suitable spring and had it fixed in the time it took the tow truck driver to remove the straps securing the car, and drove the car away from the truck! The spring is a bit weak, but works. I have ordered two new ones – one to fit and one for the glove box.

Response

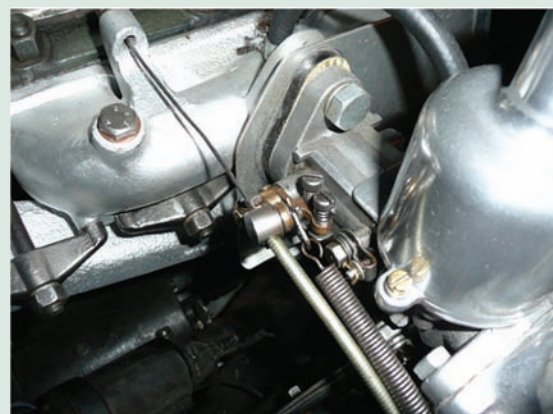
Can someone post a picture of how this fits and where the spring is obtained and how strong it should be etc as the one fitted to my YB does not work very well and I have had to modify the mounting of the spring to get the throttle to return properly.

Response

Go to the links page of the IMGYR and look for Burlen, they are in Salisbury and sell a pack of springs for a few quid.

Response

When you get your pack from Burlen, one end of the spring goes into the small tab on the side of the air cleaner tube (there is a small hole there for it) and the other should attach to a small, almost triangular, tab on the throttle spindle on the H2 carburettor. And here is how it's fitted! A few useful hints I am sure you will agree.



The Spring Run

This year is our 14th Spring Run and our 5th Spring Weekend and will have been over by the time you read this. Writing this less than a week before the deadline for entries, the numbers attending the run are disappointing. This maybe due to a range of factors – not the least being a shift to the north in the Peak District – and this was undertaken to encourage our Y Type owners in the north to join us. The others presumably include

the recession, the high cost of fuel and the lack of disposable income.

It is important for the membership to let us know what you want and expect of us in developing our social and events programme. We now have at least four annual events which are either exclusively aimed at Y Types or generally include the presence of a number of Y Types. These are the *Annual Spring Weekend and Run*, *Silverstone*, *Ripon*

Old Car Show and the *Autumn Run*.

Please phone, e-mail or write to me with your thoughts and ideas. My contact details are on the header page and you can write to: 22 Champion Terrace, Leamington Spa, Warwickshire CV32 4SX.

Contributions for the monthly Scribe's jottings and our next centre spread, which is in December, will be gratefully received.

Enjoy spreading the Y word!



Third International MG Monte Carlo Meeting September 30 to October 2 2011

We are pleased to invite you to our event:

The Third MG International Monte Carlo Meeting

MGCC MC is organising its International Meeting which will be held over the first weekend of October. The event is organised every three years in the little Principality. This time the magnificent Hotel Hermitage, located in the carre d'or of Monte Carlo, will be the focal point of the meeting together with exclusive dinners in the coolest place in Monte Carlo.

The meeting will officially start with a briefing on Friday September 30 before dinner, which will introduce all participants to the Monte Carlo atmosphere.

We look forward meeting you in Monte Carlo!

The MG Car Club Monaco Staff

All information and application forms can be downloaded at www.mgccmc.com or requested from the Club:
MGCC MC – c/o Nicola Parolin – 'Victoria',
13 Block F Blv Princesse Charlotte, 98000 Monaco
or by fax to +377 97703377, or by email to: president@mgccmc.com



The MG Car Club would like to thank the Y Register for the recent service they carried out on Little Gem. She now runs sweeter than ever before!