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# Welcome to the Y Type Newsletter

Our Spring Weekend will have been and gone by the time you read this – there will be a report next month. Now it's June I am hopeful that you will all have been exercising your Ys. A few reminders of events this month. The most significant is MGLive! June 20-21 with the MG Y Type AGM at 2.30pm in Garage Zero, beneath the Race Control on the Saturday at Silverstone.

I have included a rather diverse set of photographs and information drawn in part from our website and others from photographs that I took last year.

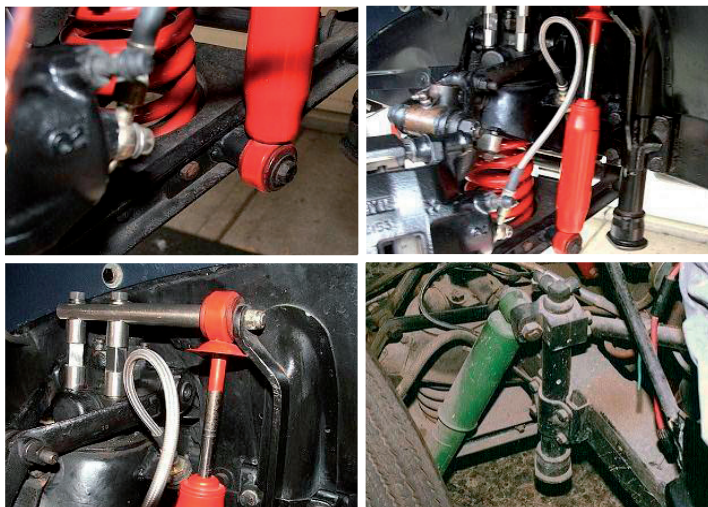
Neil Cairns, our informative and very knowledgeable Technical Guru has added a great deal of really useful articles to the Register website. I thought it might be handy to promote this to a wider audience of Y owners – not all of whom necessarily have access to the World Wide Web.

I have chosen the topics at random and the first is a look at fitting disc brakes to a Y. We are all only too aware that the braking systems of our cars, whilst efficient, are occasionally tested! Neil has written an excellent article on fitting disc brakes (What – on a Y?) which some of you might like to comment upon. This is followed by a 'How to fit telescopic dampers' with photographs from the late Alf Luckman.

## Telescopic dampers on a Y Type

These four photos are from Australian Y Type enthusiasts, collected by the late Alf Luckman. They are to give you some idea of how to fit them should you want to. You would need to remove the valves from the front suspension lever-arm damper to make the damper into just a well lubricated upper wishbone. Failure to remove it will give you almost solid front suspension. Cut off the bit with the springs on it, making the valve into a simple 'plug', and refit it once you have filled it with SAE 20 oil. The rear lever-arm one would need removing completely. **Such a modification would need your insurance informing, who might insist upon an engineer's report as this is quite a primary safety issue for them.**

Telescopic dampers do improve the suspension but it is up to you if you think the expense and work are necessary. No one sells kits to be able to fit these dampers, so you have to fabricate your own brackets and fixings.



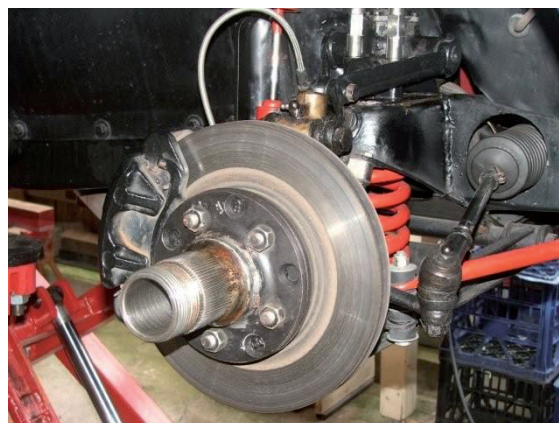
## Fitting disc brakes to a Y Type

For a change this is quite an easy modification. You will need the suspension from an MGB, the damper, king pin and lower wishbone. These items will line up with your YB and you get the disc brake free! The YT and YA have a different geometry and will require the extra lowering bracket that the inner end of the spring pan bolts to. If you want to go really posh and have ventilated discs, find an MG RV8 as those bits also fit as a whole unit. You will require a brake servo to operate the 'harder' disc pads and a bigger fluid reservoir to cope with the extra that fills the pistons in the brakes' calipers. Your normal master cylinder volume is totally insufficient. Alas you can now only fit 14" MGB wheels as the stud spacings are wrong on both YA and YB hubs, and the wheel dish will not clear the calipers. (An MGB rear axle is not difficult to fit to our springs, though you may need to move the spring pads).

Of course as Neil mentions the change means you can now only fit 14" MGB wheels as the stud spacings are wrong on both YA and YB hubs, and the wheel dish will not clear the callipers. However, it is a route, should you follow it, to fitting wire wheels, which would totally transform the appearance of the Y. An example

can be seen on Richard Prior's Y on the IMGY Register Ys on Parade site.

Your views and examples of any folk who have undertaken such a conversion, we would love to hear from you. (Contact me by email or phone me – see my contact details on the header page.





## Ys alive!

I include a number of photographs of Ys taken over the last year. This selection of photos was from three events held in 2014 where there was a presence of Ys – the bi-annual Churchill Classic Car Show, MGLive! and the Classic Tour of Mid Wales.

Peter Sharp reflects on the early stages of the 2014 MGCC Y Register Summer gathering Classic Tour of Mid Wales, whilst Dave Jones fettles in the background.



'Now where did I put the fizz?'

Jo looking for a certain bottle for guests Ian and partner Nita as they await their lunch during the Churchill 2014 event.



'It's going really well and it's great to see so many Ys over the weekend'



A set of Ys leads the invasion of the French Coast for the Brittany 2012 trip



'It's not that far Keith to base – and they do a jolly good tea!'

Jo Birkbeck discussing how to get back to base with Keith Harris in his wonderful YB on the Mid Wales Jaunt

## Y Type AGM

Will be held at 12:30 on Saturday June 20. At MGLive!, Silverstone in pit garage zero under race control.

### Agenda

1. Apologies for absence
2. Minutes of 2014 AGM
3. Matters arising from 2014 AGM and adoption of minutes
4. Chairman's report
5. Treasurer Report

6. Registrar's report
7. Election of Officers
8. Election of Committee members
9. AOB

Nominations and motions for debate, duly proposed and seconded. Should be forwarded to; The Secretary, Chris Callaghan, 16 Cherry Tree Close, Southmoor, Oxon. OX13 5BE. To arrive no later than 1 week prior to date of meeting.

Victor Rodrigues surveys the scene before returning to Switzerland at the end of the Brittany 2012 Trip



## Robert Taylor's YA



My name is Robert Taylor. At the beginning of June this year, I bought YB0640 UMG 804, from Andrew Maxey. The car was meant to be a prop; we, that's my wife and I, are into the vintage scene, be it fashions, dances or re-enactment events, even bric-a-brac for the home. The car has joined the valve driven wireless, the Wurlitzer juke box, the GPO landline telephone, one of those finger dial contraptions that doesn't have touchtone technology, and a whole plethora of other stuff. The pre-war push bikes are always a talking point. We go to retro weekend events like the Twinwood Festival. Google it if you haven't heard of it.

Owning a vintage classic is something new to us, and as such, we have started going to one or two classic shows. At first I thought that it was the car that was turning heads, but later realised that no-one gets dressed up in a vintage double breasted suit, completing the outfit with two tone shoes and fedora hat. Fancy upstaging a classic MG, who would have thought?

## One of Neil Coombes' YTs

Many Y followers will know, or know of Neil Coombes. Neil is a serial collector and ongoing restorer of a number of Ys and YTs in particular. I have lost count of those that he repatriated from the US. This YT is an example, straight out of the container, that he is currently involved with. I never cease to be amazed by the range of very diverse skills that some classic car owners have. Neil is an example of one such individual. We are hoping to see the outcome of his work either later this year or early next year. Well done Neil!

