

1952 MG YB Saloon

I PURCHASED my MG YB in 1992 from a fellow MG Owners Club member. The vehicle, which had fire damage to the rear end and extensive corrosion, had been off the road for 15 years.

The former owner had begun restoration, but lost interest after taking the body off, sandblasting the chassis and lodging the body back in place with four fixings. After I loaded the car onto my trailer, he had second thoughts, saying he might like to finish it off after all. A



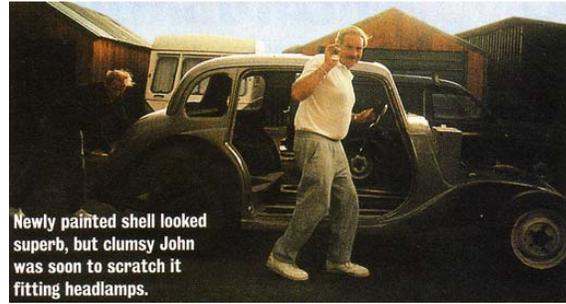
Once an abandoned project, MG is now the envy of its former owner.

John Cochrane, West Auckland, Co Durham

cup of coffee and much gentle persuasion saw me two hours later with the new project firmly in tow.

I removed the body and painted the chassis with Smoothrite. The suspension and brakes were overhauled and refitted to create a rolling chassis. I elected to fit the gearbox and rear axle without overhauling them, deciding that I would rectify any problems as they arose. The engine contained two inches of slime in the sump, but the bores were unmarked, so it was treated to a decoke, desliming of the oilways and new timing chain before being reassembled.

The bodywork was in a terrible state, requiring welding to the sills, floorpan and around the spare wheel well. Wings, running boards and door bottoms were repaired, as were door pillars. The whole body was sprayed in the original Silver



Newly painted shell looked superb, but clumsy John was soon to scratch it fitting headlamps.

Streak Grey Metallic supplied by ICI Archives information (01449 773497) and refitted to the chassis.

I made a new wiring loom and fitted it, along with water drain piping, to the newly painted shell. The interior was refurbished by a local upholsterer who used two hide skins for the seats.

Much of the brightwork was missing when I bought the car, but I used MG TD bumper bars, and repaired the overriders from a 1947 Ford Prefect. A local specialist replated all the chromework.

When refitting the grille with the centre shaft and headlamp fixings attached, the nearside fixing slid off the shaft and chipped the paint on the wing. In a rage I marched off to the pub

and didn't return to the car for a week, much to the amusement of my mates.

It was April 1996 before the car was finished, MoT tested and taxed. I have since completed 1500 troublefree miles in it, attending events and enjoying myself. At one meeting I met the previous owner who, on seeing the finished car, said he knew he should never have sold it. Poor chap.

'The engine contained two inches of slime in the sump'

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