

The Classic 'Y'



Issue No.178 February 2004

The Newsletter of The M.G. "Y" Type Register



M.G. Rover to Re-launch Y-Type?

Well, probably not...

The above photo (by Centre Press) appeared in *Auto Express* for 3rd December 2003; it was sent in to us by Jeff Jones.

The Annual "Stats"

Distribution of Y types 2002

Argentina 1
Australia 332
Belgium 3
Brazil 1
Canada 20
Channel Isles 4
Cyprus 1
Denmark 14
Eire 15
England 676
Finland 1
France 1
Germany 9
Holland 33
Hong Kong 2
India 3
Japan 5
Luxembourg 4
Madeira 1
Malaysia 2
Namibia 1
New Zealand 15
Northern Ireland 12
Norway 4
Portugal 2
Scotland 30
Singapore 5
South Africa 46
Sri Lanka 4
Sweden 4
Switzerland 31
Uruguay 2
U.S.A. 156
Wales 39

Unknown 15

Distribution of Y types 2003

Argentina 1
Australia 353
Belgium 5
Brazil 1
Canada 20
Channel Isles 5
Cyprus 1
Denmark 13
Eire 16
England 691
Finland 1
France 2
Germany 11
Holland 34
Hong Kong 2
India 4
Japan 6
Luxembourg 4
Madeira 1
Malaysia 2
Namibia 1
New Zealand 16
Northern Ireland 14
Norway 4
Portugal 2
Scotland 32
Singapore 5
South Africa 47
Spain 1
Sri Lanka 5
Sweden 5
Switzerland 33
Uruguay 2
U.S.A. 156
Venezuela 1
Wales 40

Unknown 15



Jack Murray,
Registrar.

M.G. Front Suspension Member

This front suspension member for the M.G.A. illustrates the company's approach to the production

Fig. 21 (right).—Production stages for M.G.A. front-suspension member

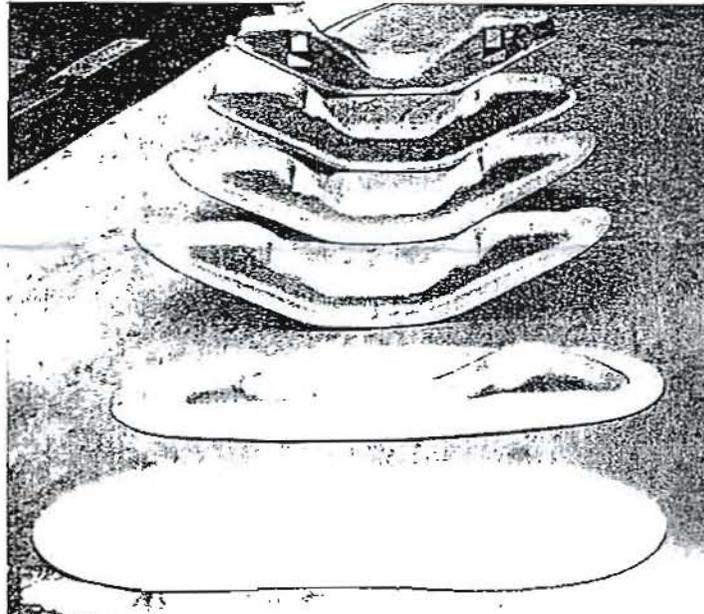
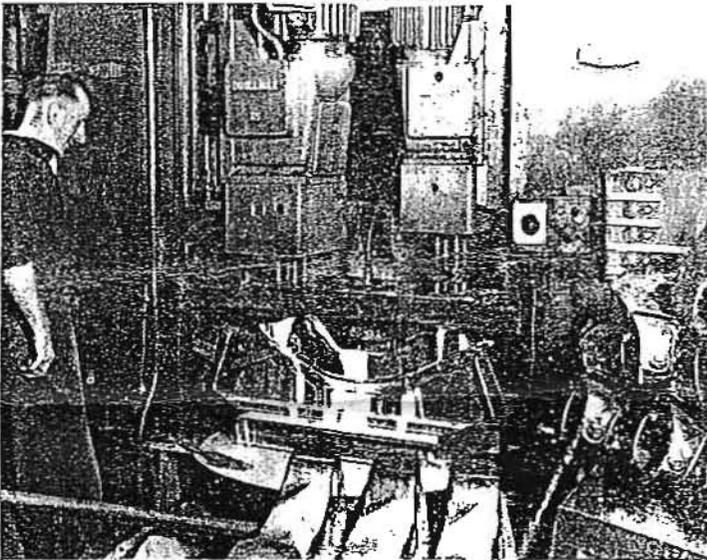


Fig. 22 (below).—Drilling and tapping M.G.A. front-suspension member on Brasshouse Drillmax equipment



of smaller complicated components. This type of member is required to be exceptionally rigid and dimensionally accurate, and usually comprises a deep pressing with solid-drawn ends to receive the helical spring mounting assembly.

The material used is pickled and oiled mild-steel sheet of extra-deep-drawing quality, the tensile strength being about 18 tons per sq. in.; the prime requisites of the material are high ductility and high surface quality.

end, are then jig drilled and top hole drilling and tapping follows. The machine used for this operation incorporates four Brasshouse Drillmax heads (Fig. 22) two heads being used for drilling and two for tapping. The jig holding the suspension member is rotatable to allow the two sets of operations to be effected without removing the member from the jig. After cleaning up welds, etc., the assembly is passed to a final checking fixture.

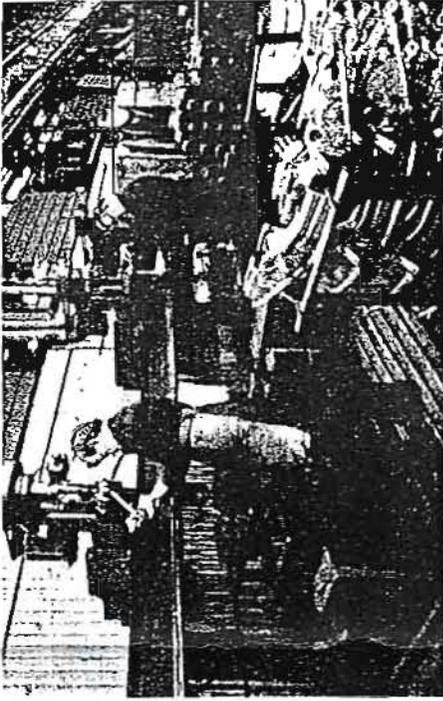
Fig. 21 shows the first six stages in the production of the M.G. member. The shaped blank is annealed after the blanking operation and then follow four pressing operations and a final crop, pierce, and side pierce operation.

The pressing is then jugged and strengthening plates for the wishbone locations spot welded on. A bottom plate is spot welded onto the flanges and small plates spot welded to the inside ends of the member.

The bottom plate is finally arc welded at certain points for additional strength, following which the assembly is passed to a checking and setting fixture.

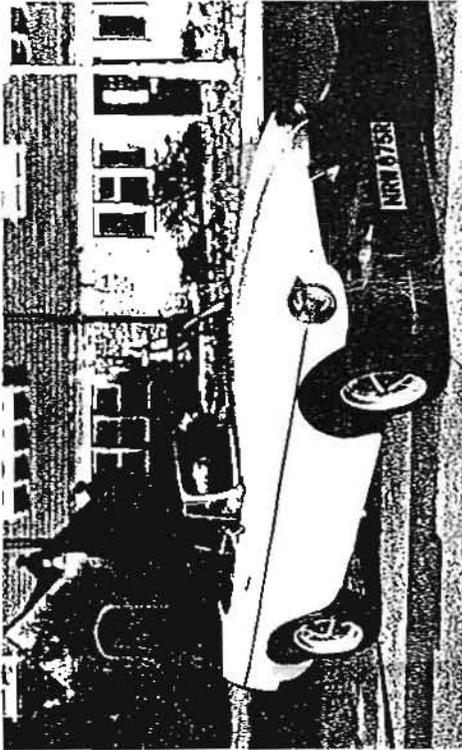
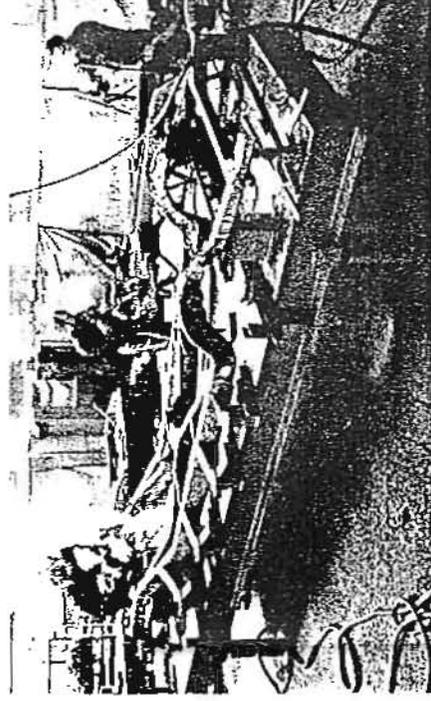
The base holes for the bottom wishbones, 6 holes at each

The text and illustrations on this page are taken from a booklet produced in 1961 by John Thompson Motor Pressings from a series of articles which first appeared in the monthly journal *Sheet Metal Industries* over the period October 1960 to August 1961.



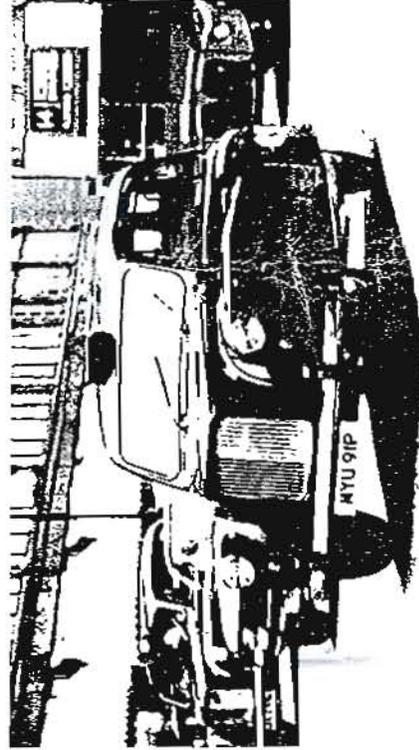
MGB crossmembers being drilled as part of assembly. Finished crossmembers can be seen stacked in the foreground.

General Assembly of an Austin Taxi frame, with drilling and welding operations being carried out.



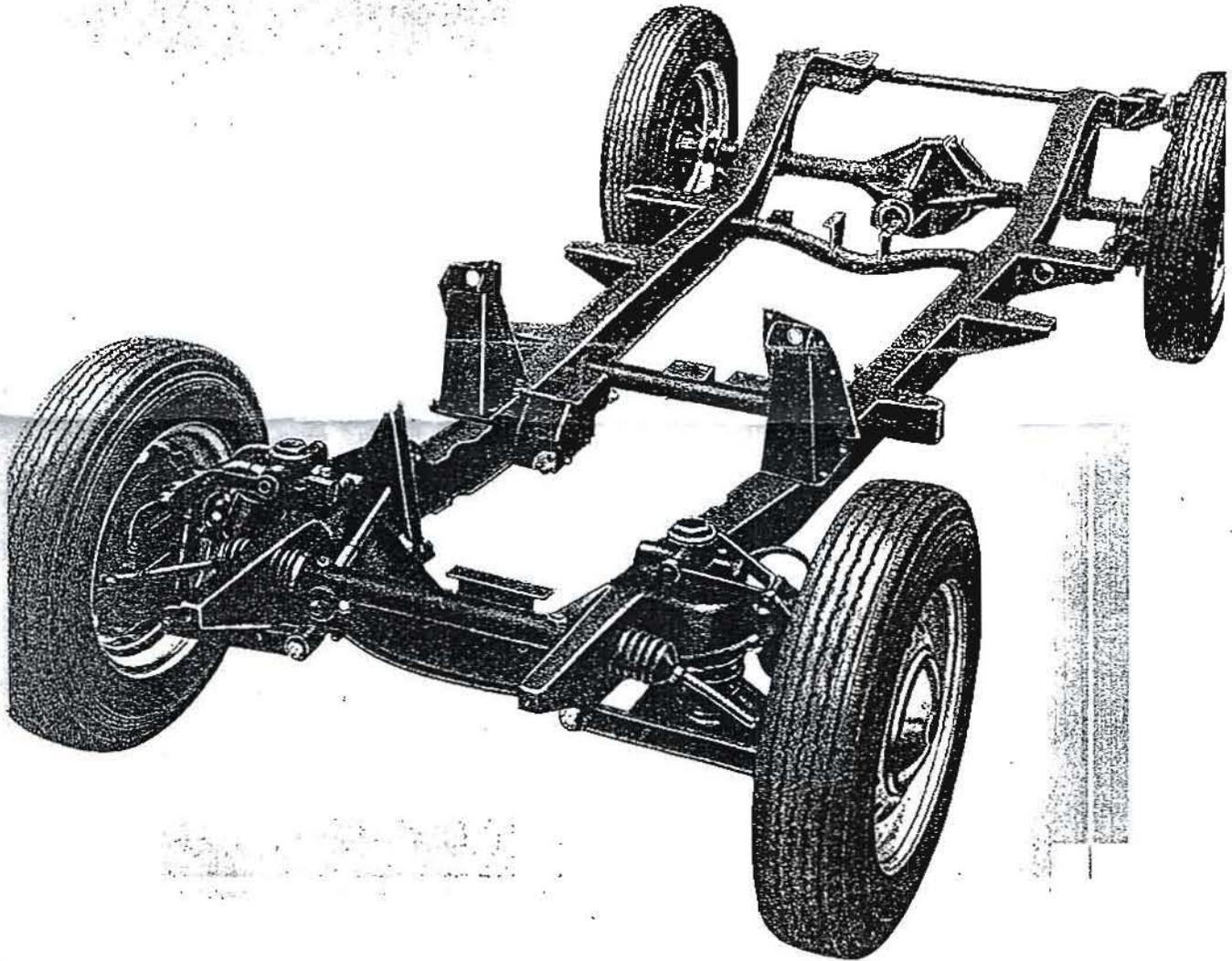
MGB Car.

Austin Taxi Cab.



The illustrations on this page are taken from a Rockwell Thompson brochure of around 1976.

This newsletter is produced using traditional (i.e., old-fashioned) cut-and-paste methods on extremely outdated technology.



This illustration of an M.G. TD chassis frame appeared in a John Thompson brochure *Car Frames For The Motor Industry* of around 1949. The corresponding Y-Type frame illustration can be found on page 4 of *TCY 177* (December 2003).

All the information on pages 3 to 5 inclusive was provided by Mr. Stanley Barnett, company historian of the John Thompson Group.

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INTERNET-FREE
ZONE



M.G. CAR CLUB 'Y' TYPE REGISTER

7th ANNUAL SPRING RUN

M.G.C.C. Nuffield Gold Cup
Winner 1997

On Sunday 18th April 2003 the M.G. Car Club 'Y' Type Register will be holding their 7th Annual Spring Run, to mark the beginning of the event season for 2004.

The event is to be held at **Rousham House**, which lies near Steeple Aston in Oxfordshire. You will find the property 9 miles southwest of Junction 10 on the M40 and 2 miles east of the A4260 Banbury to Oxford road. The house was built in 1635 by Sir Robert Dormer and still is in the ownership of the same family. The property is especially well known for its gardens; which were designed by William Kent, and represents the first phase of English landscape design and remains almost as Kent left it. The house and gardens are privately owned and access will be available to the house for around £3 each. The Register will have a stand and if you require parts that are easily transportable it may be possible for you to arrange to collect them [Please contact David Hague on [redacted] (Tel) or [redacted] (Fax) nearer to the event]

The event will include a run around the Oxfordshire countryside commencing from Rousham House at 11.30 p.m. to return by 3.00 pm. This should take no more than a couple of hours which will allow for lunch stops. At 3.30pm the awarding of the NTG cup (for YA s and YT s) and the Bill Atkinson cup (for YB s) will be made following a self-judging concours.

Please note, there are no catering facilities available at Rousham so please do bring a packed lunch etc., although I am hoping to have coffee/tea urns so that you will be able to have a cuppa before you start.

Could you please complete the following section and let me have a cheque for £8.00 (payable to the **MG Car Club Y Type Register**) to cover the cost of entry, (which includes rally board and route book) and an **A4** (to fit your rally board and route book in) stamped addressed envelope. All details will be posted to you **AFTER** the 4th April 2004.

Personal Details

Name
Address

'Phone/Fax

Vehicle Details

Model (YA/YB/YT)..... Chassis Number

Engine Number Colour.....

Registration Number Date of Registration.....

History/Interesting Information.....

.....
.....

Please return completed form with fee and SAE to:

Jery Birkbeck, [redacted] Warwickshire, [redacted]
(Tel: [redacted] (H) [redacted] (B) Fax: [redacted]