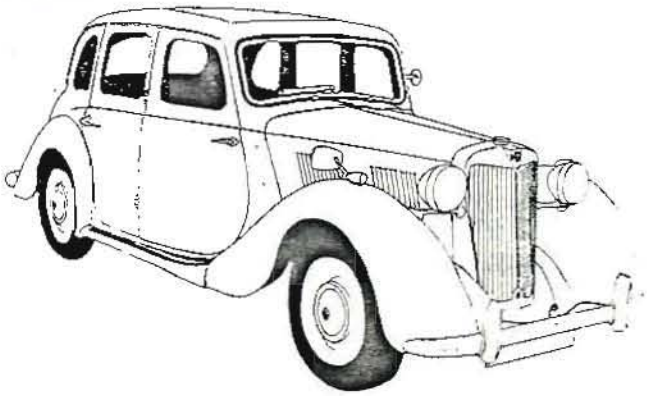


THE CLASSIC 'Y'

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

Volume 8. No.70. August 1985.

EDITORIAL:

How do you like the new drawing of the 'Y' Type at the heading to this page ? It's much improved over the original version which was drawn in somewhat of a rush from a fairly poor photograph at the end of 1977. The drawing above is the work of Gary Mills and we hope to be bringing you more of Gary's talented artwork to brighten up future magazines. Additionally,Gary is able to produce personalised drawings of your own 'Y' Type given a good photograph to work from. The drawings are nicely wood framed and special non-reflective glass is used. A 16" x 11" framed drawing will cost £9 plus postage and the car featured will,of course,be your own,complete with actual registration number. Gary says he has one smaller framed drawing immediately available at £4 plus postage. I can assure you that I am very pleased indeed with the one he did for me of 'Enterprise'. The address to write to is: Gary Mills, [redacted],Merseyside,[redacted]

Talking of drawings,prints,posters and the like;many of you will have seen the superb print of the YA that was entered in the 1950 Monte Carlo Rally and crewed by Betty Haig and Barbara Marshall, 'OWL 543'. I was pleased to discover recently that Miss Betty Haig is still very much alive and owns a 1938 B.M.W. 328 and a 1935 M.G. PB which are on display in the Doune Motor Museum,Perthshire.

Also whilst I was in Scotland recently I took to measuring the length of 'Y' Type bonnet panels,spurred on by Sandy Taylor. It seems he has a spare bonnet whose panels are all ½" longer than those of the bonnet on his 1951 YA. Why ? I want you all to go out and measure your bonnet panels,please,and let me have your findings together with suggestions which might solve this riddle.

Now vandalism is something quite abhorrent but,a few months ago, David Mullen,who lives in the much-vandalised Liverpool suburb,[redacted],was able to see for once a more lighthearted side to it. The sign above a local taxi firm's premises used to read 'ODYSSEY CARS'. It had recently been attacked and now,having lost its 'ODYSSE' reads, 'Y CARS'! Well,at least someone's showing some taste at last ! Furthermore,David continues his remarkable talent for spotting 'Y' Types appearing in films. Latest is 'Dance With A Stranger' which, he says,is worth going to see if only for the mouth-watering selection of late forties and early fifties cars. The film is about Ruth Ellis who shot her car-mad boyfriend. There must be a moral there !

David Ransome of 'Whyparts' continues as dynamic as ever and can now offer a repair service for the channeling on which the 'Y' Type's windows rest. Telephone [redacted] for further details about this and other work which he is now able to carry out.

9th August 1985.

CARS FOR SALE

1950 MG 1½ Litre Y (Chassis Y5330, Reg. no. MTB 132)
Black with maroon interior. Subject of major renovation programme though not to concours standard. Rewired, new door surround trim, new wool headlining, lighting to original spec., recently reconditioned engine, overhauled/new braking system, body repaired with metal where necessary, new wooden floor panels, etc., etc. Rapidly appreciating in value, the car will be supplied with 12 months MoT when sold.
Bargain buy at £2250.00 o.n.o.
Please contact me for further details.
D. Ransome, [redacted], Cheshire, [redacted]

784. 1950 YA. Y4361 XPAG/SC/14095 'UMG 113'. "Family death forces sale of ~~restoration~~ project. Rolling chassis/engine completed. ~~Body/interior/~~ancilliaries dismantled and in need of ~~complete restoration~~. Bills for over £500. Must sell. Please ~~contact~~: Mr.J.M.Depner [redacted], Surrey [redacted]
SOLD

958. 1949 YA. Y2710 XPAG/SC/15411 'OSV 528' "Some work done. Body removed and partly welded. Contact: Mr.M.Coan, [redacted] Norfolk, [redacted].

161. 1952 YB. YB0593 XPAG/SC/17472 'UMG 695' "Superb condition. Virtually original every way. Low mileage. Not a restored wreck. £4,000. Contact: Mr.G.D.Parsons, [redacted], Kent, [redacted].

399. 1948? YA. "Complete but in need of restoration. Believed 1948. £350 ono. Tel: [redacted]

159. 1951 YA. "Unfinished rebuild. Complete. Dash rebuilt by hand in solid walnut. £900. Tel: Maxine on [redacted].

PARTS FOR SALE:

Don Fry of [redacted] Manchester, [redacted] has many 'Y' Type spares for sale including two cylinder heads.

1950 YA less engine and gearbox. Rolling chassis restored and much other work done besides. £300. Contact: Mr.Graham [redacted] Sussex. Tel: [redacted].

3 x doors complete with glass and trim; one front and one rear wing; one petrol tank; one radiator; one tramsmission tunnel; one bonnet; one bootlid; one front seat in poor condition. £100 the lot. Contact: Mr.R.A.MacGillivray, [redacted], Lanarkshire, [redacted]. Tel: [redacted]

ORIGINAL SALES BROCHURES & OWNERS' HANDBOOKS:

From Les Wilson Automotive Memorabilia Catalogue:
Order No.1031 "1950 TD & 1½ Litre Saloon".Part colour folder.8½"x5½". 12 pages. £15.00
1032 "1950 The New 1½ Litre".Part colour catalogue.11"x8½". 12 pages plus illustrated card covers. £20.00
1246 "1947 The M.G.Directory. Small red booklet,6½"x4½".8 pages and embossed card covers. Lists M.G. personnel and model identification list. £6.00
All the above from: Les Wilson, [redacted] Manchester, [redacted]
(prices include U.K. postage)

From J.G.Lawson, [redacted]:
YA Owners' Handbook 1/47 print. £20.00 incl' postage.
YA Owners' Handbook 10/50 print. Export edition (includes YT supplement) £20.00 incl' p.
YA Workshop Manual MGOC reprint. £10.00 incl' postage.

Autocar
9 1947
NEW CARS DESCRIBED

Quiet good taste marks the appearance of the new M.G. On acquaintance this car proves to have an exceptionally pleasant behaviour on the road.

MEET A NEW M.G.

Most Attractive 1¼-litre Design with Excellent Road Manners: Independent Front Suspension and a Stiff Box-section Frame

EVERY keen motorist knows the M.G. Midget, now the TC Type, by sight, by reputation, and perhaps by personal experience. It is quite in a class by itself. Now it is to have a sister car, the 1¼-litre M.G. saloon, which, it may be expected, will exercise an equally strong appeal in a somewhat different category. The "Midget" is the open-air man's speed hunt, the car with a thrill, and at the same time small enough to be economical and for one's self to look after. The 1¼ M.G. saloon will call to the man who enjoys performance, but wants it plus saloon comfort and space, and still with economy.

Members of *The Autocar* staff who have already had the pleasant experience of driving the new 1¼-litre are unanimous in awarding it full marks for the outstanding quality of its behaviour on the road. A Road Test of the car will be found on later pages. The car has a character entirely its own, quite different from that of the "Midget" but alluring in another way. Appeal in a car is not unlike appeal in a human being, something rather indefinable, but often a combination of individuality with irreproachable manners, the best of which is modesty. It is just so with the M.G., for it accomplishes so much and makes so little to-do over it.

That facility is very evident when judged by the best measure of a modern car, the ease of the average speed over a long journey. Some cars make a good average only if you drive them to it. They are the ones with indifferences in some aspects of their road behaviour. Other cars waft you over the growing total of miles in times so short as to surprise you. Those are the cars with irreproachable manners, and they are usually large and expensive. So to find a small car with the behaviour of a large one is a matter for marvel. It is true that some of the smaller modern British cars are exceedingly good in this respect; even so the 1¼-litre M.G. excels. It is lively; it is fast; but it is also genuinely quiet running, most comfortably suspended, and light as a feather to drive. To maintain a carefully timed average of 40 m.p.h. over a long journey is quite easily within its reach, asking no special effort from the driver, who as a result reaches the journey's end without feeling tired. Even more than that is within its capabilities.

It handles so easily because the steering is unusually light and direct; the gear control is a lever ready to hand for snappy changes; the car holds the road admirably; the engine is brightly brisk without being in the least rough or noisy and the controls operate precisely. The performance over a well-known road is such as to provide a definite surprise to anyone accustomed to making that particular journey on a larger and more powerful car. This is definitely a car to arouse

SPECIFICATION

Engine.—10.97 h.p. rating, four cylinders, 66.5 x 90 mm, 1,250 c.c. Overhead valves operated by push rods. Counterweighted crankshaft in three steel-backed bearings. Duplex roller chain camshaft drive with hydraulic tensioner. Controlled expansion aluminium alloy pistons. Force-feed lubrication with full-flow oil filter.

Coil ignition with automatic advance. Single S.U. semi-downdraught carburettor with air cleaner and silencer. S.U. electric fuel pump. Pump water circulation with thermostat and fan.

Transmission.—Dry single-plate clutch. Four-speed gear box with synchromesh on second, third and top. Overall gear ratios: top 5.143, third 7.121, second 10.646, and first 18 to 1. Hardy Spicer needle bearing open propeller-shaft to spiral bevel final drive in steel axle case with three-quarter floating shafts.

Suspension.—Independent front suspension of lateral wishbone type with coil springs. Underslung half-elliptic rubber-mounted rear springs. Luvax-Girling hydraulic dampers. Rubber-mounted anti-sway bar.

Steering.—Rack and pinion, direct coupled. Adjustable steering wheel.

Brakes.—Lockheed hydraulic four-wheel brakes. Central hand lever operates rear brakes independently by cable.

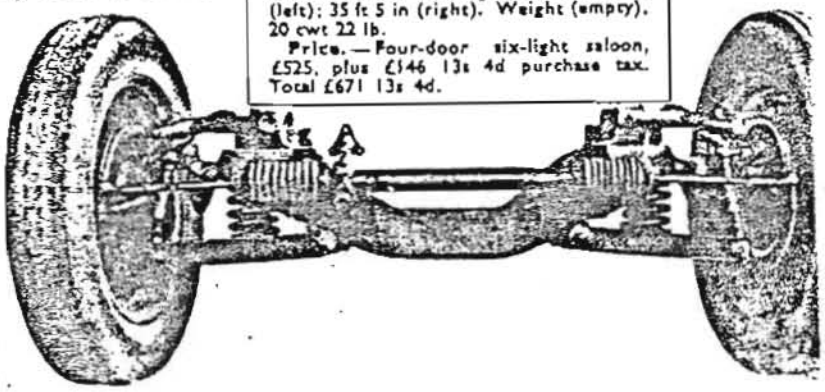
Electrical Equipment.—Lucas 12-volt with automatic voltage control. Twin tail lamps and stop lamp. Automatic reversing light.

Wheels and Tyres.—5.25 x 16 in. Dunlop E.L.P. tyres on disc wheels.

Jacking System.—Jackall, inbuilt hydraulic.

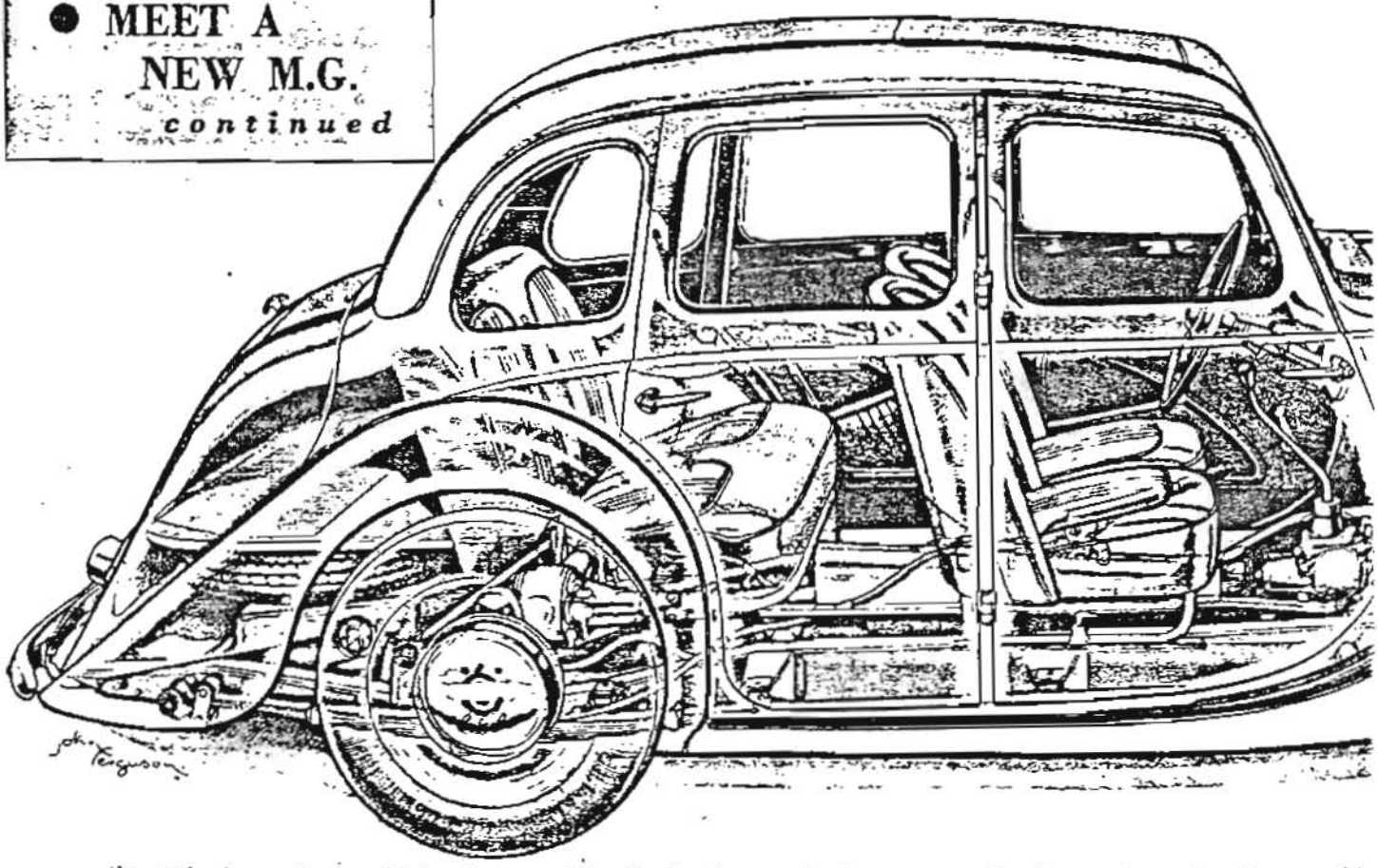
Main Dimensions.—Wheelbase 8 ft 3 in. Track (front) 3 ft 11¼ in; (rear) 4 ft 2 in. Overall length 13 ft 5 in; width 4 ft 10½ in; height 4 ft 9 in. Ground clearance 5 in. Turning circle 34 ft 10 in (left); 35 ft 5 in (right). Weight (empty), 20 cwt 22 lb.

Price.—Four-door six-light saloon, £525, plus £146 13s 4d purchase tax. Total £671 13s 4d.



Here is the new independent front suspension, with lateral wishbones hinged to the front end of a particularly sturdy frame. Coil springs are used, and the steering gear is a direct coupled enclosed rack and pinion system.

MEET A NEW M.G. *continued*

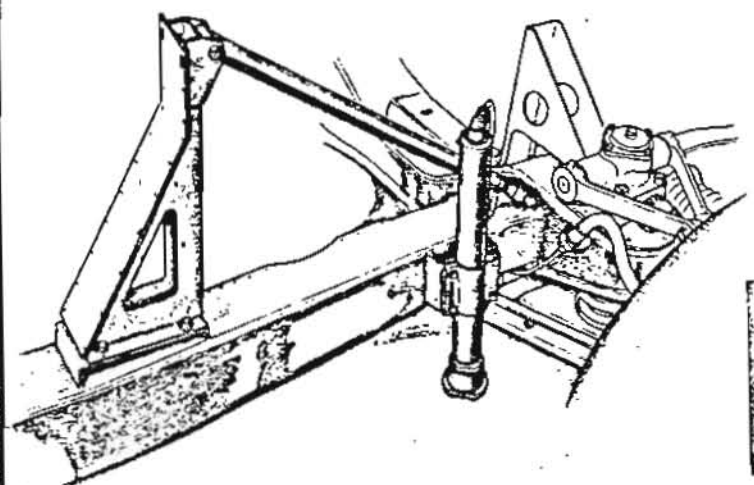


the enthusiasm of any old hand at sampling cars. It has much of the zip of the Midget, discreetly concealed in a most cosy little saloon.

There is nothing fortuitous about the reasons for the attractiveness of this newcomer. It is good because it is well designed. The structure starts with a remarkably stout frame, of extra deep box section light gauge steel from end to end. Then at the front there is independent front suspension on a stout base, with lateral wishbones and coil springs. Underslung half-elliptic springs are used at the rear.

The engine and gear box unit is mounted fairly forward so as to give good weight distribution and at the same time bring the rear seating position within the wheelbase, as well as allowing plenty of room for the bodywork. Thus it will be seen that the car makes the right start for its purpose in life; a rigid frame, i.f.s., and even weight distribution permit of a reasonably soft suspension but maintain the ability to hold the road well.

As the engine and gear box unit is similar to that of the TC Midget, except for a modified camshaft and a single carburettor, description of the chassis may be best started at the frame. For a car of this size the frame looks massive, because the box sections are large, yet it is not actually heavy because light gauge steel is used, on the principle that a hollow beam with thin walls farther away from the neutral axis gives greater rigidity than a hollow beam with thick walls close to this axis. In short the weight of metal is better disposed to meet the loads it is intended to bear. The side members are fairly straight, and are underslung at the rear. They are joined together by a series of tubular cross-members, and the items of the structure are welded together.



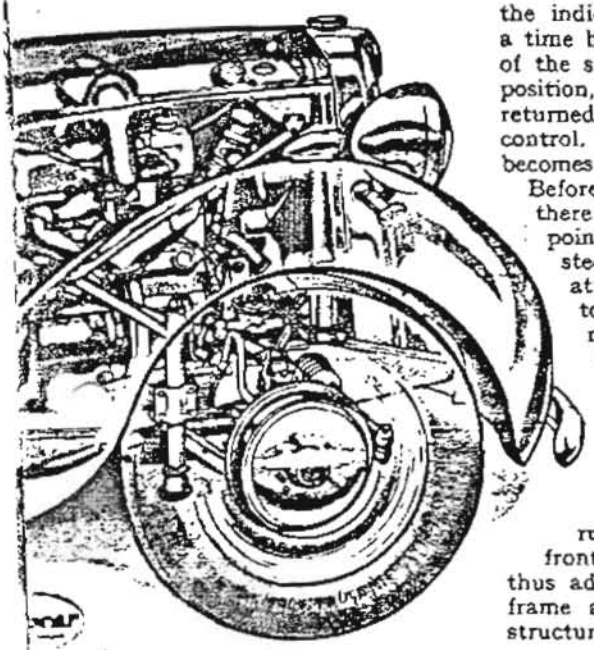
The scuttle structure of the body abuts on to stout brackets on the frame, from the top of which tie-rods lead to the front cross-member. One of the Jackall hydraulic jacks is also shown.

At the front of the frame there is a deep down-dropped box section cross-member which affords a stout mounting for the independent suspension. This is of the lateral wishbone type. On each side, below the level of the frame, is anchored on rubb bushes the base of a long and wide triangulated lower wishbone. Th apex of the triangle, or the point of th wishbone, carries a bearing for the foo of a long swivel pin to which th steerable stub axle is attached. At th head of the swivel pin is a beari which connects it to the point of shorter wishbone, which has its fulcru within the casing of a special Luva Girling hydraulic damper m- t above frame level. The unde- a part of the deep steel housing whi carries the hydraulic damper provid the head seat for a vertically plac coil spring. The lower end of the sprir rests in a pan about half-way along th lower wishbone. An interesting poi is that the thrust bearings for th swivel pins are of the screw threa type, offering increased area of conta in a small space.

Rack and Pinion Steering

Steering is the next feature of inte est in the front of the chassis. Th layout is one of simplicity. There only one link on each side, which ru direct from a ball joint on the steeri arm inwards to a universal joint the adjacent end of a modern desi of rack and pinion steering gear. Th steering proves to be unusually lig and direct-acting. The rack and pini gear is contained in a housing attach at two points to the front cros member, and the universal ball join are completely enclosed in rubb bellows to retain lubricant and exclu

...ground of it" is the atmosphere conveyed by the ... are well within the wheelbase and ... frame is underslung at the rear. ... is a coil spring system of independent ... produced by the famous Abingdon firm for the first time.



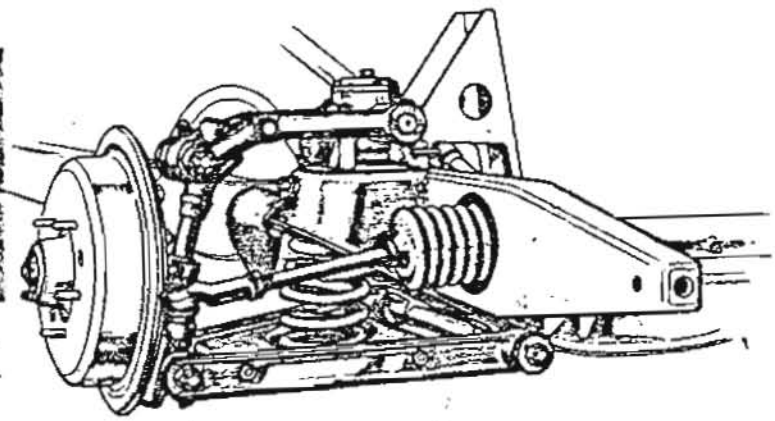
mounting. At the head of the column the spring-spoked 16½in steering wheel is telescopically mounted, and provides for a reach adjustment of three inches.

In the centre of the wheel are electrical contacts for the horn and traffic indicators. The last-named control takes the form of a knurled disc, and the indicators are self cancelling on a time basis instead of by the return of the steering wheel to the straight position, though they can also be returned by manual operation of the control. This is a feature to which one becomes accustomed.

Before leaving the front of the frame there are two other constructional points to note. One is a pressed steel bracket which provides the attachment for a rubber-mounted torque-damping tie bar in connection with the flexible rubber mounting of the engine and gear box unit; the second is the triangular box section pressed steel brackets which carry the forward end of the body and which also are provided with tie rods running from their peak to the front end of the side members, thus adding to the stiffness of the frame at a point where the body structure has little bracing effect. These two points are clearly seen in one of the sketches, which also shows the mounting of one of the front Jackall hydraulic jacks. The rear jacks are attached to the rear axle, and the jack control valve and hydraulic pump are placed ready for convenient action on the scuttle structure under the bonnet on the near side.

At the rear end of the frame are long half-elliptic underslung springs, which are interleaved with rubber and have rubber-bushed eyes and shackles. Running across the car just behind the steel banjo-type rear axle is a rubber-mounted lateral control link, connecting one end of the axle to the opposite side of the frame, which stabilizes the car against swaying. The rear springs are controlled by Luvax-Girling recuperation chamber hydraulic dampers. An eight-gallon fuel tank is carried within the tail of the frame.

...k type ... has ... with ... bushed at ... The ... of the top ... operated by ... damper, ... the outer ... steering ...



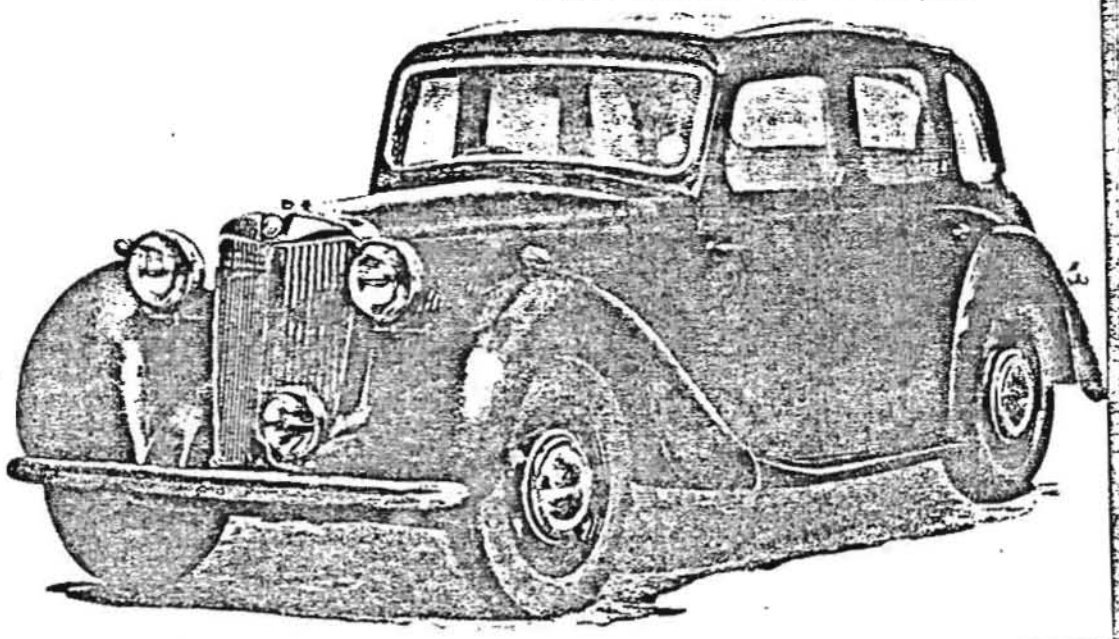
Well-arranged Engine

As the engine unit is similar to that of the well-known TC Type Midget, there is no need to describe it in detail here. The specification on page 385 gives the major points. Suffice it to say that to open the bonnet of the 1¼-litre is to be attracted by a neat and purposeful looking engine, well finished and well arranged, the sort of engine in which an owner can take a pride. Its main auxiliaries are accessible; indeed, the ignition distributor, the electric fuel pump, and the battery—carried in a metal container beneath the bonnet—could not be better placed than they are.

Next comes the coachwork. The general appearance is not of the ultra-modern style; instead it suggests a true-blue M.G. with the familiar radiator and the general atmosphere which is so characteristic. The car is a good-looker in a reserved way; it has individuality without being flamboyant. And it looks what it is, well found and very comfortable. If in the interests of smooth and level riding there is more frontal overhang than on previous

dirt and wet. The pinion is situated below the rack, which is allowed a very slight clearance and is held down into mesh with the pinion by a spring-loaded plunger so as to eliminate back-lash.

The steering gear is a separate unit from the steering column, which is carried by a bracket in the dash structure of the body. The column is coupled to the gear by a three-arm universal joint with rubber bushes for its arms. This arrangement not only provides insulation between the road wheels and the steering wheel, but also facilitates body

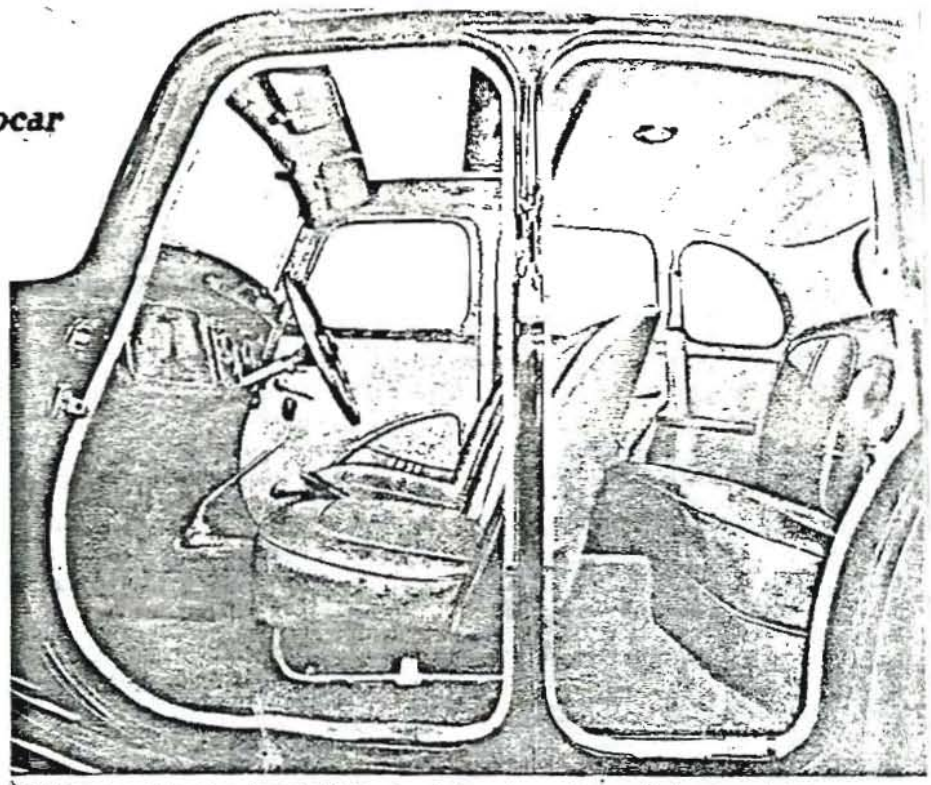


New, but at once recognizable, the 1¼-litre M.G. saloon has a ... "Comfort Foot." Frontal appearance is decidedly clean.

models, the eye does not notice it, for attention is diverted by the disc wheels with large chromium plated centres, which set off the complete effect. The head lamps are where they give a good light, and they are easily adjustable for beam direction. The filler cap is on the top of the radiator and water can easily be added, instead of splashed over the engine from an awkward filler under the bonnet. All of which shows that the M.G. is essentially practical, and therefore has a special appeal to the hard-bitten type of car fancier, particularly after he has tried its prowess on the road.

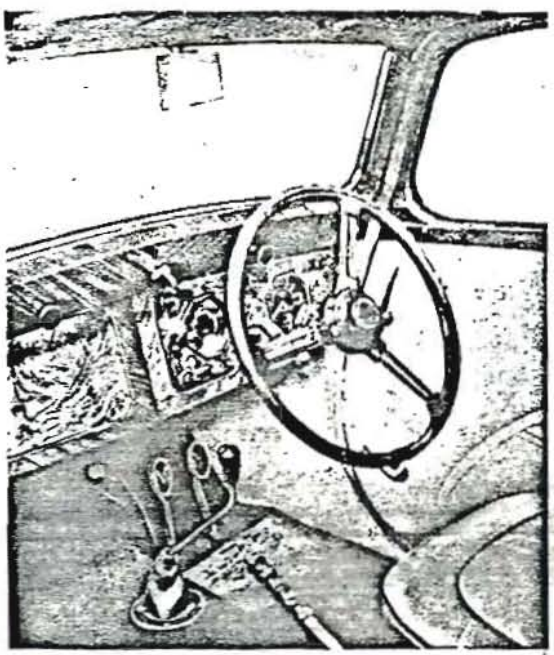
On a light and speedy car such as this a large saloon body is not to be expected. The body, however, is quite large enough to provide ample room for four normal sized people, and it is also extremely comfortable. The seats are arranged with skill, so that the best use is made of space. The adjustable front seats have well-curved backs of subtle shape which prove to give admirable support on a long-distance run. The rear seating position is also comfortable, and extra toe room is found beneath the front seats, which are raised from the floor on steel runners. Besides elbow side-rests to the back seat there is also a folding central arm-rest. The seating accommodation lies within the wheelbase, which also gives room for four wide doors. The car is easy to enter or leave. Points particularly from the driver's angle are that the gear lever is conveniently to hand, and the pull-up brake lever between the front seats is admirably convenient.

Then there is a new kind of control for the side and head lamps. On the right side of the instrument panel is a plunger. When this is pulled out the side lamps go on. If the plunger is slightly rotated and pulled farther out, the head lamps are switched on. One rapidly comes to like this switch. The instruments are grouped in front of the driver, leaving space on the left for a glove box of considerable size, complete with lid. In addition small pockets are provided in the doors. An important point is that there is room to the left of the clutch pedal to rest the left foot.

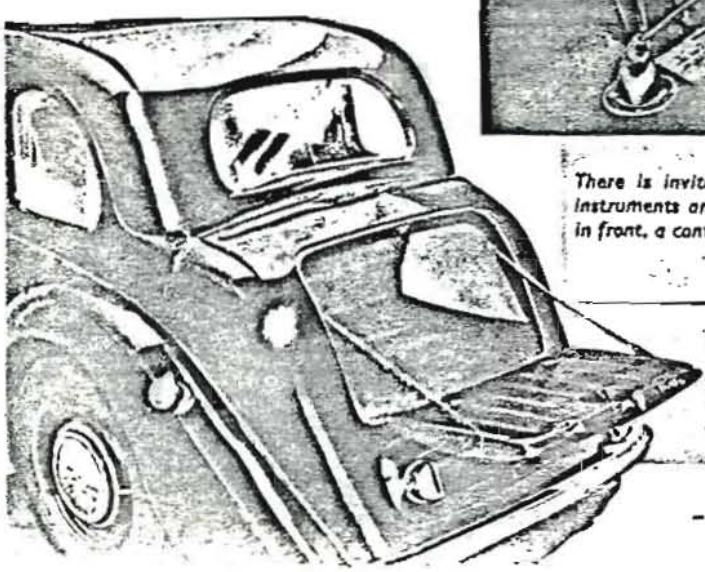


The interior of the four-door six-light saloon is luxurious and very neatly trimmed. The seats both back and front prove very comfortable on a long journey.

Not the least attractive part of the interior is the neatness of the trimming; the leather on the seats is panelled, and on the squabs is relieved by central pleats. All the cabinet work, including the facia board, the instrument panel, the garnish rails and the window fillets, are finished in walnut. The windscreen is made to open, and is controlled by a central handle. Twin screen-wipers are operated by a remotely mounted motor. There are twin vizors in the peak of the roof a flush-fitting section of which slides to open. The windows in the doors open and close by winding handles, placed rather low down. Besides the pile carpet on the floor there is a rubber mat beneath the driver's feet. The roof light switch is placed very conveniently, in the roof above the driver, and can readily be reached from outside the car. Also the rear window blind for night driving is well arran[illegible], it being easy to raise or lower the b[illegible] without diverting one's attention from the road.



There is invitation in the driving seat, with instruments and controls grouped immediately in front, a convenient gear lever, and a pull-up hand-brake.



The tail of the M.G. is nicely swept, and the luggage boot lid is supported by chains so that it may be used as an extra platform.

Excellent Detail Work

On all cars with proper pretensions towards quietness and freedom from draughts or fumes there is a great deal of detail work which is hidden from sight and so passes unnoticed, unless it is not successful in its purpose. This work has been very well carried out on the M.G., for it is definitely a quiet mover, and free from draughts or fumes. At the back of the body is a large inbuilt boot for luggage, with a lid which opens downwards and so can provide emergency luggage carrying capacity. The spare wheel is carried in a separate compartment below the boot, and is accessible when the panel carrying the inbuilt number plate and rear lights is detached. A reversing light is fitted, and is switched on and off by movement of the gear lever.

FROM THE OPEN COCKPIT:

This month's Tech article is going to be both informative for you, I hope, and a commercial plug for me (Shadetree Motors). At least that's my intent. As many of my friends know, I have had a life long project dear to my heart. That of making MG engines and components run better and last longer. Since retiring from the Police Dept. last October, Shadetree Motors, has swung into top gear, and I never want for something to do.

Now I will get onto a subject that most of us have cursed at. The infamous "cam follower" as found in XPAG & XPEG power plants. The original factory cam follower is made from light grey cast iron and chilled for hardness on the surface that contacts the cam lobe. I have checked literally dozens of these lifters over the past 25 years for hardness (using the Rockwell method). They ranged from a low of 39 to a high of 60. The norm lately being about 56. As in the past these lifters don't last long. First the lifter starts to breakdown, this attacks the cam lobe and vice versa. Eventually the lobe wears down and the power output of the engine wanes. Let's face it these engines need every bit of horsepower designed into them. So! What to do about the problem. I have over the past 10 years had a habit of removing the lifters every 5000 miles or so and checking them. The theory being that if I replaced them as they started to go bad, then I could extend the life of the cam. This works to a point, but is a rather drastic measure at least. M & G Vintage Auto parts in New Jersey has on the market a good barrel type cam follower, using a longer pushrod. These retail for about $88 a set. I have seen these in operation and they are great. The only drawback, is that due to the increased pushrod length, they rub on the guide tubes that go thru the cyl. head. This is caused by the angle being increased. This creates more valve train noise, and is just not right. I have available a similar valve lifter and pushrod set up available in stock now that works the same. What I have done is press out the pushrod guide tubes and press in a larger tube, so that the inside diameter of the guide tube thru the head is as big as the outside diameter of the original guide tube. This offers enough closeness to clear the longer pushrod, and I perform this operation for about $85. The cam followers that I offer are chilled iron barrel type lifters with a "Rockwell" hardness of about (64). I have had them tested for compatability using a stock MG cam shaft. They are perfect. Plus, the original factory lifters are flat on the bottom. This is an archaic design. Mine are slightly radiused so that they will spin while in operation. All modern engines use this feature. I have a preference for using the "Crane" camshaft in my engines. The stock grind that they offer is perfect. It offers lots of low and midrange torque and gets good mileage. Plus, they are made from 8620 steel billets, and have the lobes made larger in diameter for increased longevity. I also stock these camshafts at bargain prices.

The combination of the Crane cam with my chilled iron lifters I feel is a perfect combination.

Now a lot of you must think that this is a lot of work to go thru,and you are right. So ! VOILA ! Shadetree Motors has given birth to its newest and most improved offering.

The "Kelsey-Bullet cam follower". This cam follower or lifter is the same one that I have previously described. Except now it has been fitted with an aluminium insert to bring it up to the height of a stock cam follower. The aluminium insert is made up from (60-61 T6) aluminium alloy. And should prove to be an excellent product. The end is machined and recessed to accept a stock factory pushrod. All clearances remain the same as stock. All you have to do is slip them in and reassemble as standard. I am offering these at $110 per set of eight lifters.

Well I did it ! I got thru another Tech article and got some free advertising. Thanks for bearing with me. If you have any questions please contact me. If I'm not home, I usually have my electronic marvel to answer my phone. Or you can write to me with questions, and I will try to answer them for you. Address your mail to:

Shadetree Motors Ltd.,
[redacted]
California, [redacted]
U.S.A.

Tel: [redacted]

Octagonally,

Skip.

The above article was taken from 'The Wind Machine', the magazine of the Sorry Safari Touring Society of California.

The article on pages 27 to 30 is reproduced by kind permission of 'The Autocar'.

Membership Secretary/Registrar/Editor:
J.G.Lawson, [redacted] England.
Magazine Printing:
U.K. Edition: Prontaprint Ltd.
U.S. Edition: Charlotte Luer [redacted], New Jersey.
Spares Secretary:
A.Brier, [redacted] W.Yorks [redacted], England.
Eastern United States Chapter:
Mrs.C.M.Luer, [redacted] ew Jersey [redacted].
U.S. West Coast Contact:
G.R.Skopecek III, [redacted] alifornia [redacted]
'The Classic Y' is published by Skycol Publications.