

## THE CLASSIC 'Y'

Volume 8. No.72.

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

December 1985.

### EDITORIAL:

### Fitness centre would raise old eyes

# New lease of life for 'Y'

The cutting aside is from the 'Liverpool Echo' of 10/10/85. The story, regrettably, was not about one of our cars!

The article on pages 45 & 46 is reproduced with kind permission of 'The Autocar'.

The photo on page 49 reputedly shows the prototype YT body. Original source unknown but possibly an official Nuffield photograph.

**NOW AVAILABLE:** The Alternative Parts Listing compiled by John Lawson and David Ransome. Lists all known Lucas, Lockheed, Payen, Hepolite, Wilmot-Breeden, Cords, Remax, Trico, Ransome & Marles, Ferodo etc etc parts used by the 'Y' Type range and gives brief details of other cars which use the same parts. An invaluable 14 page guide. Price £1.50 incl p&p from: John Lawson, [REDACTED], L15.5AX.

IT ONLY REMAINS FOR ME TO WISH ALL READERS A VERY ENJOYABLE CHRISTMAS AND A HAPPY 1986.

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Artwork by Gary Mills [REDACTED], Merseyside [REDACTED]

# REGISTER NEWS

## Recent Discoveries

Chassis No.	Year.	Type.	Engine No.	Reg'n No.	Colour.	Owner's Name.
Y 1327	1948	YA.	XPAG/SC/X11197	ZH8915	Black	J.Nickels.
Y 3200	1949	YA.	XPAG/SC/13100	UMG24	Al.Green	D.I.Wilson.
Y 3776	1949	YA.	XPAG/SC/13006 (nlf) SC/14188 (cur)	KXO626	Al.Green	G.F.Beecham.
Y 5100	1950	YA.	XPAG/SC/14813	KXJ912	Maroon	Mrs.F.Taylor
Y 7011	1951	YA.	XPAG/SC2/B74364 (GS)	MGT129	Maroon	D.A.Pelham
YB 0545	1952	YB.	XPAG/SC2/17435	LDG608	BRG	G.E.Collett

nlf = original;no longer fitted. cur = currently fitted.  
GS = Gold Seal replacement engine.

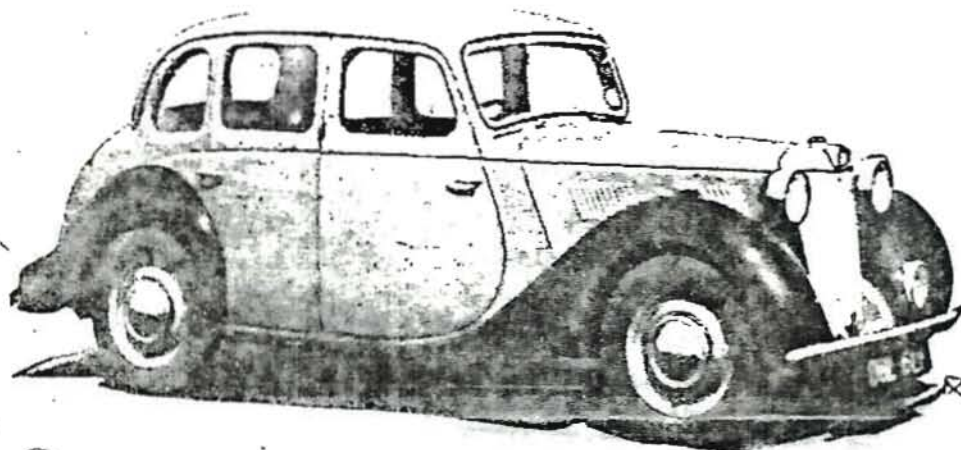
Total cars on the Register as at 24th November 1985: 1,032.  
Made up as follows: YA: 557 YB: 240 YT: 171 YRC: 3 Composites/Specials: 9  
Unknown (mainly saloons): 52.

## New Owners

734.	R.Simpson	N.S.W.	Australia.
735.	Mr.Cook	Leeds	.
736.	M.F.Deacon		
737.	J.E.Milne	Scotland.	
738.	M.C.Pearce	Derbyshire	
739.	A.Piller	Switzerland.	
740.	G.Fletcher	W.Yorkshire	
741.	R.Pearce	Scotland.	
743.	Mrs.M.B.Cosh	Bristol	
745.	A.R.Barbour	North Humberside,	
746.	S.Serota	New York	U.S.A.
747.	F.J.Blick	Cornwall,	
748.	G.Werbizky	New York	U.S.A.
749.	D.I.Wilson	Hants	
750.	C.W.Wotherspoon	Lancs	
751.	D.A.Pelham	West Sussex	
753.	A.Greathead	Co.Durham.	
754.	J.Masleck	Alberta,Canada,	
755.	G.E.Collett	Warwickshire,	
756.	G.F.Beecham	Suffolk	
757.	Healey Surgeons	Maryland	U.S.A.
759.	Mrs.F.C.L.Taylor	Lancs.	
760.	J.Nickels	Co.Down,N.Ireland	
761.	A.B.Knowles	Tyne & Wear	



# The Autocar ROAD TESTS



No 1332

1½-LITRE

M.G.

SALOON

DBL 601

## DATA FOR THE DRIVER

### 1½-LITRE M.G.

PRICE, with four-door six-light saloon body, £525, plus £146 tax. 8d. purchase tax. Total, £671 11s. 8d.

RATING: 10.97 h.p., 4 cylinders, o.h.v., 66.5 x 90 mm, 1,250 c.c. TAX, £13.

RAKE HORSE-POWER: 46 at 4,800 r.p.m. COMPRESSION RATIO: 7.3 to 1.

WEIGHT, without passengers: 20 cwt 22 lb. LB. per C.C.: 1.81.

TYRE SIZE: 5.25 x 16in on bolt-on steel disc wheels.

LIGHTING SET: 12-volt. Automatic voltage control.

TANK CAPACITY: 8 gallons; approx. fuel consumption range, 25-31 m.p.g.

TURNING CIRCLE: (L.) 34ft 10in; (R.) 35ft 5in. GROUND CLEARANCE: 5in.

MAIN DIMENSIONS: Wheelbase, 8ft 3in. Track, 3ft 11½in (front); 4ft 2in (rear).

Overall length, 13ft 5in; width, 4ft 10in; height, 4ft 9in.

### ACCELERATION

Overall gear ratios	From steady <i>m.p.h.</i> of		
	10 to 30	20 to 40	30 to 50
5.143 to 1	13.0 sec.	13.1 sec.	14.9 sec.
7.121 to 1	9.3 sec.	9.6 sec.	11.4 sec.
10.646 to 1	6.3 sec.	7.8 sec.	—
18.20 to 1	—	—	—
From rest through gears to;			
30 <i>m.p.h.</i>	..	..	6.9 sec.
50 <i>m.p.h.</i>	..	..	16.9 sec.
60 <i>m.p.h.</i>	..	..	28.2 sec.

Steering wheel movement from lock to lock: 2½ turns.

Speedometer correction by Electrical

Speedometer: 10 = 10; 20 = 20;

30 = 30; 40 = 39.5; 50 = 49;

60 = 59; 70 = 69.

Speeds attainable on indirect

gears (by Electrical Speedometer)

1st .. 15-24

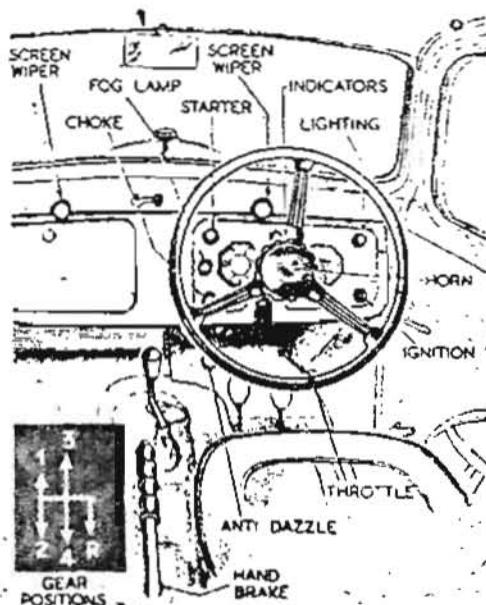
2nd .. 30-40

3rd .. 50-60.5

WEATHER: Dry, fine, mild; wind light.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of May 9, 1947.



MANY people will have been awaiting with interest the post-war introduction of a saloon model M.G., for until now only the open Midget TC two-seater has been produced since manufacture was resumed. Keen as the following for the sporting Midget, it is not, of course, anyone's car. This new model, the 1½-litre saloon, which is fully described on the foregoing pages in this issue, takes its place in the M.G. range of the pre-war 1½-litre, from which it differs materially, notably in the incorporation of front-wheel suspension. Nor is it in any sense, as regards some commendable individual features, a mere clone, just a saloon version of the Midget. Indeed, this is a new conception of M.G., altogether, with marked differences from its forerunners, the cumulative effect of which should undoubtedly be to widen the appeal of the car. The price might well have been expected to be higher under prevailing conditions.

The 1½-litre, whilst it follows the current Midget in size, departs from that model's specification in having a single-carburettor instead of a twin-carburettor. A brief summary of its characteristics is that it is light and smooth, and extremely comfortable to ride in. It takes to it at first acquaintance, and the attraction

is maintained through considerable experience of the car. In all, on two separate occasions this year, some 1,200 miles have been covered by *The Autocar* in the new model, including a winter-time journey to North Devon and more recent experience of the car under a wide variety of motoring conditions.

One of its outstanding points is that it is an "all-rounder," a phrase which perhaps requires amplification. By it is meant that it offers a satisfyingly high cruising speed, a maximum of over 70 m.p.h. if required, comfort for the family, and yet a high degree of driving interest for the driver. He likes motoring for its own sake as well as for transport purposes. In addition it is smooth and flexible, with the result that handling it in town is not irksome, and also when the mood or occasion suggests such methods, it can be pottered delightfully round country lanes at 20 to 30 m.p.h.

Some people with preconceived notions of M.G.s would probably be surprised at the quietness and docility of the 1½. Its lightness and ease of control, too, would please them. Yet the other side of the performance picture is that it quickly attains speeds between 60 and 70 m.p.h., can be cruised happily at 60, and puts 40 miles into an hour even when the driver is not making particular efforts

to achieve such a showing.

The body is a compact four-seater offering plenty of room for driver and passengers in the front and rear seats, and overall the car is of such dimensions as to make it most happily handy in town traffic and on narrow roads, under which conditions, too, its brisk acceleration has great value. It is a particularly untiring car to handle; the steering is exceptionally light yet not vague-feeling, for it is quite high geared and also has decided castor action. On the average road one does little more than rest one's hands on the wheel to keep the car on a course, and cornering is an ever-pleasant process, for the car goes round either gentle bends or sharp turns with such a positiveness and sense of clear-cut control, without side sway, that one feels safe and entirely in command of it.

### Satisfying Gear Change

It is rather unexpectedly quite a top gear machine, and if asked to do so accelerates strongly without much use of the gears, albeit with some slight pinking on present fuel. By contrast the indirect gears can be used to real advantage up to about 30 on second and 50 m.p.h. on third, and the gear change is a delight to use. The lever is not of the short, remote-control type usually associated with M.G.s; it is a cranked, more normal type of control, but is firm and definite feeling, and the gears engage with a pleasingly positive click, with good synchromesh on second, third and top. Another way in which the traditions of the better kind of car are preserved is in driving visibility. An average-height driver can see both wings, and vision to the sides and rear is good. It is a very easy car to park and manoeuvre in restricted spaces.

The suspension includes coil springs in front and half-elliptics at the rear, and a happy effect has been obtained. The car's stability has already been indicated. As regards riding comfort even quite appreciable deteriorations in road surface are not felt, and undoubtedly in general riding it gains enormously over its normally sprung predecessors in softness and comfort.

As a whole, in fact, a quite remarkable compromise has been achieved between, on the one hand, the best points of the sports machine in accuracy of handling and road hold-

## Autocar. ROAD TESTS

continued

ing, and, on the other, comfort, ease and lightness of control, flexibility of engine and freedom from need for any special technique on the part of the driver. It has that balance

possessed by a limited number of today's cars in making the driver feel that he is a good driver, while at least part of the truth is that the car itself by its sound qualities of design makes things easy by responding readily to the controls, and encourages a good standard of driving.

The brakes match well with the performance. They are Lockheed hydraulic, very even and balanced in their application, bringing the speed down surely but smoothly from the higher speeds when required, and in ordinary driving calling only for a degree of pedal pressure which is not specially noticed. The clutch pedal movement is light, and smooth starting is obtained without any special thought being given to the matter; there is plenty of room for the left foot off the clutch pedal. It is of interest that the car on which these remarks are based had covered, it is understood, many thousands of miles beyond the 18,000 odd shown by the mileage recorder at the time of the test. It will be noticed that the speedometer on the car tested was accurate within 1 m.p.h. up to a reading of 70, the highest reading seen, in favourable conditions, was 75.

The driving position is of the kind which gives confidence, the driver sitting well up to a thin-rimmed spoked wheel which is telescopically adjustable by means of a quick-action locking device. The gear lever knob is close to the wheel rim. Alone among the controls the driver used to M.G.s is inclined to be critical of the hand brake, which gains by not being of the modern pistol-type—it is an "honest" lever placed between the front seats, but of the normal type and not the fly-off pattern fitted previously to M.G.s. Curiously, it seems that the latter type, while appealing to the keener driver, is not universally liked.

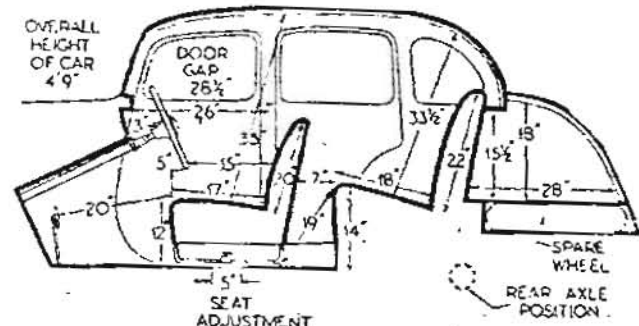
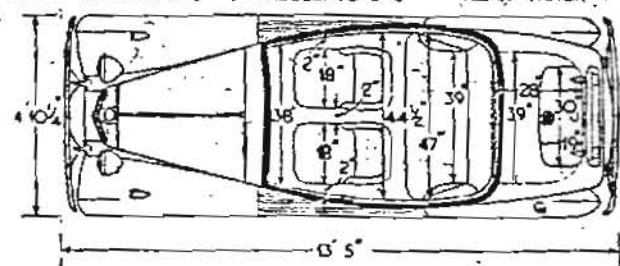
### Hill-climbing Verve

A great deal of normal running, it will be gathered, can be covered on top gear and frequently the car surprises the driver by the way in which it accelerates uphill on top with a full load, but decidedly speedy climbs can be made of steeper gradients by the use of third and second if a driver wants to obtain the utmost from the car. A prime road in a hill with a sharp corner was climbed at nearly 40 on third, whilst the 1 in 6½ gradient frequently indicated in *The Autocar* Road Tests was taken at a minimum of just below 30 on second gear, a spirited, clean-cut performance with no sense of stress.

In the body the use of polished hardwood is pleasing, the instruments are compactly grouped in front of the driver and clearly but not aggressively illuminated at night; a notable point among the minor controls is appreciated, a push-and-pull control for the lights, which is particularly easy to operate. Maximum convenience is not achieved by the forward door window winders, which are placed low down but presumably they are so arranged to avoid getting in the way of the driver's and front passenger's arms. In the rear seat both a central folding arm rest and side arm rests are provided, and the windows are of sufficient depth to afford good visibility for passengers. A sliding roof is better affording a rather small area of opening, but in many people's opinion far better than having a fixed roof. An excellent view astern is given by the driving mirror.

Starting from cold was immediate and the engine soon gained temperature. Useful luggage capacity is provided in the tail. The equipment includes a Jackall portable hydraulic jacking system. The engine is trim and well looking with a very accessible ignition distributor; the battery, too, is ideally placed under the bonnet in a one container, and none of the auxiliaries requiring periodic attention strikes one as being inaccessible.

FRONT TRACK 3' 11½" WHEELBASE 6' 3" REAR TRACK 4' 2"



Measurements are taken with the driving seat at the central position of fore and aft adjustment. These body diagrams are to scale.



## THE 'ENTERPRISE' RESTORATION

by John Lawson.

You may recall that in the last part of our saga (in the June newsletter) I began describing our very amateur attempts to fit new carpet to 'Enterprise' and refit some of the interior trim. The carpetting work could, with hindsight, have been much more precise and I would therefore welcome readers' own experiences of recarpetting a 'Y' Type and in particular some details as to the pattern of the original carpets (I seem to recall that they were in one piece which included a section which covered the rear half of the propshaft tunnel and fit over and around the handbrake lever). Needless to say my mother's advice and expertise was invaluable in completing the recarpetting. Two brand new heavy duty black rubber mats for the front 'foot wells' add the practical finishing touch to a job of reasonable appearance. The interior of the car had begun to take on a much more cozy look.

Whilst I had been waiting for the new underfelt and carpet to arrive I had tried to gather together all those small pieces of interior trim (wooden rails covered with 'leathercloth') which would be needed to complete the interior. At around the same time I had ordered from Woolies a batch of chrome counter-sunk screws with cup washers and I was to find that the 1" screws were the longest necessary. The 3/4" size were more than adequate, though, for most appropriate areas of the interior trim. At a local rally I had had the good fortune to be able to photograph the inside of a fairly original YB. I was thus able to get a fair idea of where all those assorted pieces of interior trim went. When the countersunk screws and cup washers arrived from Woolies I set about replacing the pieces which fit either side of the rear seat (those to which the arm rests are fitted) one horizontal under the fixed side window and one vertical down its forward edge. I fixed in place the side panels forward of the front doors (the nearside one has what I can only describe as a tube of leathercloth into which the spare wheel compartment key locates, for that is where it is kept; where the passenger can easily reach it!) and I also fitted the long pieces which cover the central door post and the semaphore arm fixings. Fitting just these pieces in place plus, of course, the carpet as described previously, gave the interior a much more complete and comfortable look. On the whole I was pleased with how this all went. One can feel most enthusiastic at the beginning of Spring and hence, things seem to get done with a feeling of accomplishment and satisfaction.

I would mention only four other items. The leathercloth-covered fibreboard which fits between the carpet and the lower edge of the rear seat pan can be fixed more effectively, perhaps, with small counter-sunk screws than with the often fiddly original-type bifurcated rivets. Relocation of the piece of wood against which the fibreboard rests and into the cut-out of which the carpet must slot needs to be very precise so that the fibreboard locates vertically.

The snap-on edge trim in green for the door surrounds which I mentioned in issue no.69 is very easy to fit (provided one measures the length necessary very precisely). In our case, though, problems were encountered at the base of the door openings where tight-fitting floorboards had not allowed sufficient space between themselves and the door surround rim onto which the snap-on edge trim had to be pushed. Some chiselling away of the floorboard wood was necessary

(thus disturbing the carpet rails and carpet). The green edge trim does look pleasing, though, even if it is not original.

Both grab strap material and window blind cloth had been purchased with the car from its previous owner. I therefore assumed, wrongly as it turned out, that the material supplied was correct for the job, being as near original as possible. In the case of the rear window blind it turned out to be much too thick. The blind, once fitted, would unroll when the operating cord was pulled but would not roll itself up again once the cord was released. As regards points of originality, there are two pulleys and five screw eyes to support the cord. One of the pulleys is fitted between the rear side window and the rear window; the other, I believe, should go immediately above the centre of the rear window. The rear window blind is beige in colour. The rear shelf upon which the blind rests should be covered in beige headlining cloth if originality is sought. Ours is painted green to match the rest of the slightly modified interior.

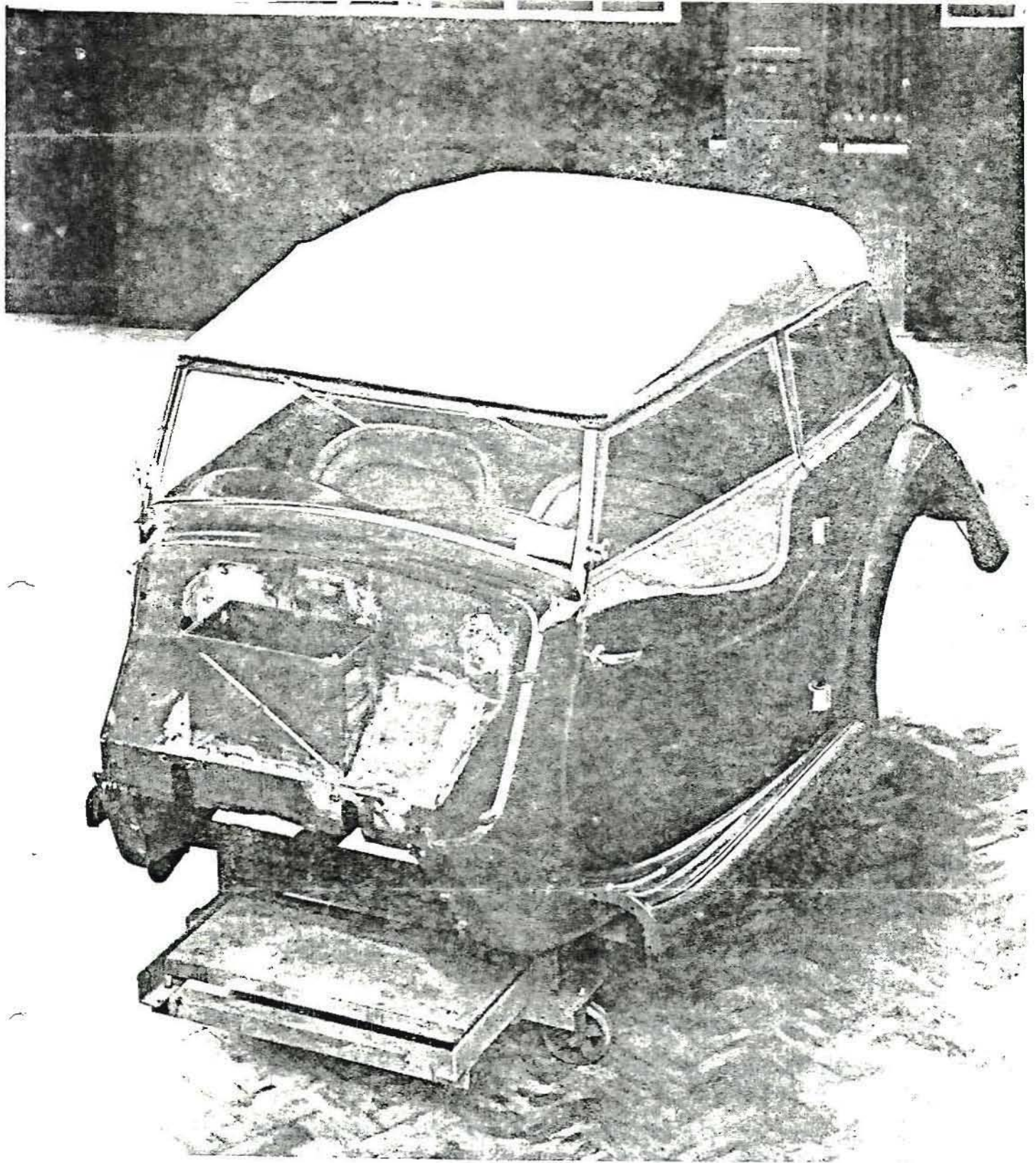
As regards grab straps (originals were beige in colour) there appear to have been two types. Mine were in the form of a loop of braided beige material of about 1" thickness with rubber insert. The length of the grab straps was about 7". One of these original straps had been covered in the replacement green braided material, stitched over the top of the original by the previous owner. The resultant strap was thicker but not, of course, completely original. We debated whether to undo their stitching and thus restore the one strap to its original appearance or to cover the other strap in green and thus make a matching pair which would appear in keeping with our modified 'all green' interior. We chose the latter option, in the main, because the remaining uncovered (beige) grab strap looked quite frail in parts and no doubt the other one had probably been similar before its green material covering was sewn on. We did not think it wise, therefore, to disturb it.

The other type of grab strap one occasionally sees takes the form of a 'rope' of similar length to the looped strap previously described. This 'rope' bears a knob at the lower end and an illustration of it can be seen if you look carefully at illustration P.19 in the YB Workshop Manual (P.22 in the YA Manual). I would suggest that the illustration has pre-war Morris origins and that grab straps of that type were never, in fact, fitted to 'Y' Types. Anyone care to prove me wrong?

At around this time I fitted an original Lucas windscreen demister that I had acquired. In order to get the two suckers to hold firmly on the glass a modicum of windscreen sealing compound had to be used (a bit messy this; use white spirit to remove the excess). I also removed the air filter, cleaned it in a bath of petrol as recommended in the manual, painted it gloss black and refitted it.

Apart from the headlining, then, the interior was, by the end of 1982, complete. So was the exterior. One substantial problem remained. Try as I might I could not get the brakes to work at full efficiency. In addition, the near-side rear brakes were not freeing off properly after application of the handbrake. In the next episode I will relate how, during 1983, our restoration project seemed to lose its way and then how, in 1984, the final problem was at last overcome so that 'Enterprise' could at last take to the road once more.





PARTS FOR SALE:

Excellent YA chassis £50 ono; Excellent YA rearaxle case £5; Rear springs £10 pair; New clutch driven plates (8") £7; New clutch cover assembly (7 1/4") £15; Excellent heavy-duty front shock absorbers (conversion for 'Y' Types, fit in place of Jackall jacks, ex-rally mod') £15; Front suspension spares; Brake drums; Wiper cables etc. State requirements. Contact: Colin Dye, [REDACTED], W.Sussex, [REDACTED].

Doors in very good condition. Tel: [REDACTED]

"Complete bonnet with lock down fasteners (in mint condition). Front off-side wing in very good condition. Both from 1952 YB. Tel: [REDACTED]

Remains of 1950 YA for sale. £20. Contact Mr.Alistair Greathead [REDACTED], Co.Durham (Tel: [REDACTED]) at weekends only.



# Cars For Sale



- 70 1951 YA. Ivory (interior beige). "Fully restored, original beige leather upholstery, beautiful condition. £3,250. Tel: [REDACTED]".
- 76 YA. "For spares. £250. Tel: [REDACTED]".
- 418 Y 6146. 1950 YA. 'AHC 862'. "Requires complete restoration. Many spares available. Tel: [REDACTED]".
- 127 Y 5063. 1950 YA. XPAG/SC/C46548. 'FRX 211'. Shires Green with beige interior. "Unused two years. Various spares included. Contact Mr. J. S. Bevington, [REDACTED] Sussex. Tel: [REDACTED]".
- 386 1952? YB? 'UMG 706'. "Engine and rolling chassis. Contact Mr. Teacher on [REDACTED]".
- 975 Y 4593. 1950 YA. XPAG/SC/14395. 'HGD 555'. Green. "Engine has been professionally rebuilt. Rewired. Brakes overhauled. Interior in good condition. Original HMV radio. Well documented history. Spares included. Tel: [REDACTED] or contact Mr. T. Coleman, [REDACTED] Surrey".
- 993 1949 YA. "All mechanical work from chassis up restored to a high standard. Bodywork fully restored and in primer. £2,100 ono. Contact: Mr. D. F. Hill, [REDACTED] Isle of Man. Tel: [REDACTED] (Home) or [REDACTED] (Office)".
- 136 Y 5100. 1950 YA. XPAG/SC/14813. 'KXJ 912'. Maroon. "Purchased in 1958 by present owner and currently in quite good order. Regularly maintained. Contact: Mrs. F. C. L. Taylor, [REDACTED] Lancs". Tel: [REDACTED]".
- 64 1952 YB. Red. "Excellent condition. Real eye-catcher. Offers to [REDACTED]".
- 113 YB. "Dismantled for spares; all parts available. Tel: [REDACTED]".
- 282 1953 YB. "Garaged for last 20 years. Still in original condition. Tel: [REDACTED]".
- 823 Y 5330. 1950 YA. XPAG/SC/15167. '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 M.O.T. when sold. £1,875. Contact David Ransome on [REDACTED] for further details.