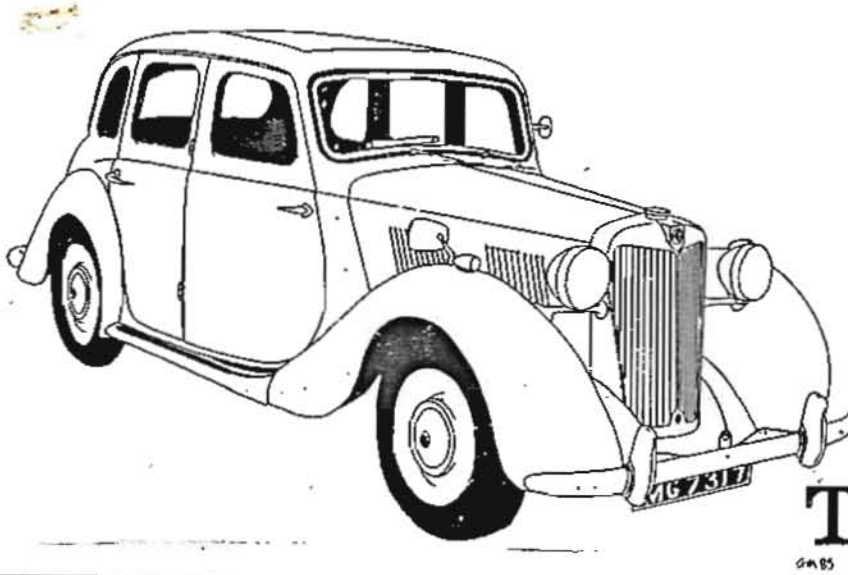


THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 10. No.80. April 1987.

M.G.

CAR MART, Ltd.

1947 M.G. 1¼-litre saloon, radio, 5,000 miles; £1,075.

1946 M.G. T.C. 2-seater, 13,000 miles; £575.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Eus. 1212. [8234

UNIVERSITY MOTORS, Ltd.

6000 miles.—1947 M.G. T.C. sports 2-seater, black beige upholstery, spare unused, several in stock; £625.

1947 M.G. 1¼-litre sports saloon, duo-green, low mileage, excellent condition; £895.

STRATTON House, 80, Piccadilly, London, W.1. Grosvenor 4141 (15 lines). [8171

WOODBAIN CARS offer—

£168—M.G. 8hp J.2, black, taxed, new battery, all new tyres, new hood and screens, a little beauty.

£158—M.G. 1934 N-type Magnette 4-seater; choice of 2.

£140—M.G. D-type open 8hp sports 4-seater.

£150—M.G. 8hp J-I open sports 4-seater, re-[illegible] blue.—Woodbain [illegible] Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [8253

BEARTS of Kingston. M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348

M.G. 1939 12hp saloon, excellent condition.—Grose, Ltd., Marefair, Northampton. Tel. Northampton 2111-2. [6621

M.G. 1939 18hp saloon, reconditioned throughout and repainted.—Grose, Ltd., Marefair, Northampton. Tel. Northampton 2111-2. [6620

1946 (December) T.C. M.G., very clean, taxed; £515.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8419

MAYFAIR GARAGES, Ltd.—November, 1933, J.2 sports 2-seater, cream and green, good tyres, very smart and serviceable condition; 165gns.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges), W.1. Mayfair 3104-5. [8272

ALWAYS small selection of M.G. Midgets in stock.—Write or 'phone: Toulmin Motors, 21, St. John's R[illegible] Richmond, Surrey. Richmond 3888. [0043

S[illegible], M.G. Magna, 1932, 2,000 miles, 18 months laid up since £90 overhaul; wiring needs attention; £180, offers, to Pell, Wensleydale Garage, Batley. [7784

1946 M.G. T.C. open 2-str., 12,000 miles, £550.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. [illegible] [7165

1¼-litre M.G. saloon, registered 1/10/47, green/red leather, about 4,000 miles, immaculate condition.—McLaren, 20, Beaumont Rd., W.4. Chiswick 3853. [7806

1938 2-litre drop head coupe M.G., £150 spent on engine, discs, exceptional car, guaranteed; £435.—J. R. Edwards, Ltd., High St., Ruislip 3033-4-5.

1939 M.G. 10hp T.A. 2-seatr., reconditioned throughout, one owner; £465.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [7241

1946 (September) M.G. T.C. 2-seater, black and chromium, green leather, low mileage, immaculate and outstanding car; written guarantee; exchanges, terms.—H. P. Edwards, 175, Gt. Portland St., W.1. Welbeck 0012. [9082

FOR sale, 1939 1½-litre M.G. sports saloon, black and brown leather, Lucas pass light and post horns, repainted and overhauled at M.G. works at a cost of £200, engine just run in; £695, or exchange 1939 Austin 10.—P. Howard Long, The Garages, 5 & 7, Eastoft Rd., Crowle, Nr. Scunthorpe, Lincs. Tel. Crowle 19. [7848

TANKARD & SMITH, Ltd., offer M.G. 1¼-litre fitted with very attractive and special 2-door saloon in black with beige leather upholstery and black carpets, many extras including windscreen spray, exterior and interior as new, mechanically 100%, moderate mileage; £735; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—132, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. [7866

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., purchase for cash all M.G. cars, including the latest models.—150, Park Lane, W.1. Grosvenor 3434. [0533

R

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

P. or T. type M.G. wanted.—McHugh, 19, Millfield Lane, Hull Rd., York. [7685

BRITISH & COLONIAL MOTORS require good post-war M.G. cars.—Upper St. Martin's Lane, W.C.2. Tem. 3529. [7184

M.G. P or T, also drop head or saloon; cash.—Newdale, Cashes Green Rd., Cainscross, Stroud, Glos. Stroud 919. [7744

GROVE GARAGE & MOTORS have cash waiting for good M.G. cars at 322, Fore St., Edmonton, N.9. Tottenham 4162. [6330

UNIVERSITY MOTORS, Ltd., London distributors for M.G. cars, always have clients waiting for carefully used, low mileage, M.G. T.C. and 1¼-litre models.

STRATTON House, 80, Piccadilly, London, W.1. Grosvenor 4141 (15 lines). [8172

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7447

WANTED, 1947 M.G. T.C. 2-seater, small mileage.—Rose & Young, Ltd., 35-59, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [654?

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3123

M.G. Spares and Service

MILL GARAGE (W. Jacobs & Son), Chigwell Rd., E.18. Wan. 2880. M.G. spares and service. [0486

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

1938 M.G. 2-litre drop head coupe, £150 spent on engine, discs, a really exceptional car with guarantee; £415.—J. R. Edwards, Ltd., High St., Ruislip 3033-4-5. [7820

1937 M.G. 2-litre saloon, finished blue, recently reconditioned throughout, in very good order; [illegible]—Herbert Robinson, Ltd., Cambridge. Tel. [illegible] [7985

1938 M.G. 2-litre saloon, maroon, completely overhauled, low mileage, immaculate, guaranteed; £495.—Mansle's Garages, Biggleswade, Beds. Tel. [illegible] [8127

GORDON CARS (LONDON), Ltd., for M.G.s.—1947 1¼-litre saloon, [illegible] miles, also 1939 2.6-litre saloon [illegible] Euston Sq., N.W.1. Euston [illegible] [8075

545 gns.—M.G. Midget, Oct. 1946, 10hp T.C. 2-seater, black, fawn leather, good tyres, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. Midget, 1939, 10hp T 2-seater, grey, green leather, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget, June 1937, 10hp T 2-seater, cream, red leather, two competition spares, numerous extras, excellent condition; terms, exchanges.—Rowland Smith, below.

165 gns.—M.G. Midget 1934 model, 8hp J.2 2-seater, red, red leather; terms, exchanges.—Rowland Smith, below.

95 gns.—M.G. Midget, 1930, 8hp sports 2-seater, grey, red wheels, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—M.G. Magnette, 1935, 12hp N.N. pillarless 4-door sports saloon, black, sliding head, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G., 1946, 1¼-litre 4-door sports saloon, black, sliding head, fawn leather, unworn tyres, very good condition; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G., June 1938, 2-litre 4-door sports saloon, black, sliding head, brown leather, one owner, good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—M.G., 1936, 2-litre 4-door sports saloon, maroon, sliding head, maroon leather; terms, exchanges.—Rowland Smith, below.

595 gns.—M.G., August 1939, 2.6-litre 4-door sports saloon, grey, sliding head, grey leather, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8403

ROSE & YOUNG, Ltd., offer 1938 M.G. 2-litre coupe, 2-colour green, radio; £445.—65-59, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [5457

ROSE & YOUNG, Ltd.—1947 M.G. T.C. 2-seater, finished in red, 2,000 miles only; £645.—65-59, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [7554

1946 M.G. T.C. 2-seater, one careful owner, an excellent car, well maintained, mileage 25,000; for quick sale owner will accept first offer of £500.—Bantoft, 20, Pembroke Square, W.8 [8523

£65 cash only.—1932 model M.G. Midget 8hp sports 2-seater, good engine, hood, tyres, body fair, taxed; 9-8 daily, Sundays 9-5.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8805-6. [8413

These extracts from 'The Autocar' of 4th March 1949 were supplied by Ron Jesson of Ainsdale, Merseyside and are reproduced here by kind permission of 'The Autocar'. They show various 'Y' Types for sale. Of interest are some of the prices which, although for 'second-hand' cars, are far above the official listed prices for 'YA's (£671 in 1947, rising to £880 by late 1951). This situation was brought about by the scarcity of new cars for the home market during the first eight or nine years after the war. Also of interest is the October 1947 car which is said to have green paintwork and red leather interior (an original colour scheme which we have long doubted the existence of) and the 'Tankard & Smith' special-bodied saloon, no further details of which have ever come to light.

Register Number 164

Chassis Number	Y0785
Engine Number	SC/B30023
Licence Plate	AEE834
Body Number	614/634
Sub-Type	YA
Year of Manuf'	47
Owner's Name	Richings DG
Owner Number	852
Car Location	Oxfordshire ENG
Exterior Colour	t/t Green
Interior Colour	B

Register Number 202

Chassis Number	Y1292
Engine Number	SC/X11039
Licence Plate	LB566
Body Number	n/k
Sub-Type	YA
Year of Manuf'	48
Owner's Name	Swanland J
Owner Number	849
Car Location	Victoria AUS
Exterior Colour	n/k
Interior Colour	-

Register Number 524

Chassis Number	Y3230
Engine Number	SC/X13096
Licence Plate	OD454
Body Number	2526
Sub-Type	YA
Year of Manuf'	49
Owner's Name	Swanland J
Owner Number	849
Car Location	Victoria AUS
Exterior Colour	n/k
Interior Colour	-

Register Number 525

Chassis Number	Y4517
Engine Number	SC/X13642
Licence Plate	RJ333
Body Number	3481
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Swanland J
Owner Number	849
Car Location	Victoria AUS
Exterior Colour	n/k
Interior Colour	-

Register Number 575

Chassis Number	Y4788
Engine Number	SC/X14576
Licence Plate	n/k
Body Number	n/k
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Wilmot RO
Owner Number	556
Car Location	Tasmania AUS
Exterior Colour	n/k
Interior Colour	-

Register Number 187

Chassis Number	Y/T/EXR 5142
Engine Number	TR/14881
Licence Plate	MG-0050
Body Number	n/k
Sub-Type	YT
Year of Manuf'	50
Owner's Name	Wilmot RO
Owner Number	556
Car Location	Tasmania AUS
Exterior Colour	Red
Interior Colour	B

Register Number 1013

Chassis Number	Y6085
Engine Number	SC/X15873
Licence Plate	TW829
Body Number	n/k
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Swanland J
Owner Number	849
Car Location	Victoria AUS
Exterior Colour	n/k
Interior Colour	-

Register Number 973

Chassis Number	Y7117
Engine Number	SC2/17352
Licence Plate	HNC559?
Body Number	5710/5704
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Gosling D
Owner Number	851
Car Location	Lancashire ENG
Exterior Colour	Maroon/Black
Interior Colour	B

CARS FOR SALE:

684 YB1512. 1953 YB. XPAG/SC2/18419. Black with green interior. £2,100. Contact: Mr.M.Plant, [redacted],Liverpool [redacted].

378 1949 YA. 'UMG101'. Tel: [redacted]

76 YA. Tel: [redacted].

140 Y4407. 1950 YA. 'UMG118' "Log book,chassis only,plus bonnet,wings,engine radiator,and grille,some spares. Suitable for rebuild project. Any offers. Tel: [redacted] after 6pm."

The "Y"'s and Wherefore of Y5460 (UMG235)

Final Part.

by Tory Skopecek.

Parts and Pieces and Other Errata

A word or two on paint and painting from a rank amateur.

1. The best paint job in the world will look simply terrible on a piece of sheet metal that has not been returned to its proper condition, in other words: remember the waves and wrinkles that were there before? They are still there, and now you can really see them!

2. Therefore, if you have prepped the metal correctly beforehand, and have applied sufficient paint, you should be able to have a perfect finish. The word "perfect" relates to the word "you".

3. The previous sentence is expressed thusly: time + wet & dry sandpaper + water + bar of soap + bucket = a smooth finish. This is followed by rubbing compound in two grades and finally a first class grade of hard wax = perfect finish.

I started with all the sheet metal separate, and worked on an old table (the type hotels and resturants use for banquets, 30" x 96"). I used 220, 300, 400, and 600 grit paper. The bar of soap in the water helped keep the paper clean and seemed to help things along. The 220 will remove all the runs and orange peel, then working progressively toward the 600, the finish should be perfectly smooth. The rubbing compound takes the smooth finish and returns it to the gloss finish you may or may not have started with. Whatever, the results are worth the effort, and it is an effort, do not misslead yourself.

The interior door panels were fabricated from scratch. The backing material board is available at auto upholstery shops. The clips were found in a wholesaler°s (to the trade) bin. Likewise, the upholstery material was matched through the wholesaler. This turned out to be a very nice expanded vinyl in a biscuit color, originally for a 1978 Cadillac. Vinyl was chosen over leather due to its ability to withstand child abuse, spilled hot coffee, hamburgers etc. Stitching the door panels together proved difficult. The factory originally used small nails (brads) where the various material over lapped. In one place at the pockets it is nearly 3/4" thick. This was an impossible task for an upholstery shop so we found that a saddle maker had a machine that could push through and stitch the material. Make sure that you glue a sheet of plastic over the inside of the door prior to afixing the door panel, this helps keep the rain water in the door and not passing through the door panel. It is also wise to add a few more drain holes to the bottom of the door for proper drainage. The factory afixed the interior panels with chrome headed screws, expensive proposition. We used cadmium plated ones from the local hardware supplier and polished them on a wheel, four years later they still look as polished as chrome.

The new instrument panel was provided by a club member who teaches woodshop in a local school. Five were made at the same time. The veneer used was Carpanthian Elm put onto Finnish aircraft grade plywood. Not cheap to make but shouldn°t separate as the original did. The four extra panels went to other local Y members in the club.

The wood surround on the windows always peels and bubbles after a period of time. These were stripped and sanded, then finished with a marine plastic varnish with a UV inhibitor. When appling the finish make sure that all of the wood is coated, including the back side. This prevents water and moisture from entering the wood, migrating to the topside and condensing under the finish, lifting it and peeling it. Four years of hot sun, rain and cold fog have yet to have an effect on mine.

Finding the proper beading between the wings and body proved to be easy as it is similar to that found on a VW. The motometer for the radiator cap is similar to that used on a Ford Model A and readily available.

It turned out that the rubber grommets on the firewall which are used to support the bonnet are spitting images of a similar item sold in local hardware stores for the bottom of toilet seats.

The shorter section of the boot hinge was a loss. The bolt threads having rusted to oblivion. This was prior to NTG offering new ones. New ones were fabricated by using dental plaster, acquired from a local practitioner. A simple mould was made of the old ones. A bar of bearing babbit was sacrificed along with some proper bolts, poured into the mould and the whole thing went off to the plating shop. Looks just as original.

The cross bar for the head lamps proved to be more of a problem. Most U.S. tubing cheaply available in near this size is EMT, thin wall conduit, and is measured by I.D. rather than O.D. It turned out to be cheaper to use standard machine shafting in 316 stainless steel. A little heavier I would agree, but it won°t rust, pit or bend, indeed it may last longer than the car. Polished out it looks the same as original.

The Y front bumper is not the same as a TD but the rear TD bumper looks and fits just fine on the front of the Y. I was surprised to find that the Y radiator core was in stock at my local shop, it is by spec not exactly the same as the TC or TD.

Front windscreen glass proved to be a problem. Glass of that thickness is not allowed to be used except in side windows under current laws, further, it must have the mfg trade information "bug" showing it meets those standards. There is a little known law that states that this glass may be sold, and without "bug", for front windscreen useage IF the car is to be shown only and not driven. Well? What the Hell, people do look at it.

I was quite suprised while looking through various piles of junk in a military surplus store to find that 1945 jeep wiper blades are the same as T and Y Type. At less than a dollar for two, they proved to be a bargain.

The most difficult items to locate and replace were the rubber tubes that drain the gutter of the sun roof. These are moulded to two I.D. dimensions. I finally settled on a 15 year guaranteed garden hose of the larger I.D. The holes were enlarged at the scuttle where the hose exits. Then to thread the hose through, the older hose was forced into the new hose, the new hose liberally greased and the old hose pulled out through the bottom of the scuttle, CAREFULLY. If the hoses separate while in the body section you are in for a lot of heartache, swearing too! Push the new hose and use the old hose to guide.

Chrome items were surveyed and cost comparisons were made between direct replacement and rechroming. The door handles and side lamps were purchased new. Reproductions of these are excellent and cheaper. The radiator shell/grill, headlamp shells and "D" lamps were rechromed. "D" lamps, with bar fitted, in excellent condition are hard to locate. By dismantling a number of "D" lamps of various types I was able to reassemble a correct pair of bar fitted "D" lamps.

The trafficators required cleaning of their solenoids more than anything else. This was accomplished by washing them out with WD40.

The Y Type in this area of the country is notorious for vapour locking in warm weather and at altitude. The prime cause of this is the fuel line where it crosses behind the engine. A pusher fuel pump located at the tank will help prevent this, however, a simpler and cheaper solution was found. A three foot length of rubber fuel line was purchased in a auto parts store. The I.D. was chosen to be slightly smaller than the O.D. of the existing fuel line. The rubber hose was slit lengthwise and slipped over the existing line where it passed behind the engine. This seems to have provided sufficient insulation to prevent the problem.

Membership Secretary/Registrar: J.G.Lawson, [redacted]
Spares Secretary: A.Brier, [redacted] Huddersfield, [redacted]
Eastern United States Chapter: Mrs.C.M.Luer, [redacted] New Jersey, [redacted]
U.S. West Coast Contact: G.R.Skopecek III, [redacted] California [redacted]

'The Classic Y' is published by Skycol Publications.

In our August 1986 issue (no.76), David and Colleen Mullen re-created one of Michael Brown's many tours in his 'Y' Type which were originally published in 'The Autocar' magazine and which have been featured in 'The Classic Y' over the last few years. On that occasion they followed his route around mid-Wales in 'Carreg Cennen Revisited'. Unfortunately their own 'Y' Type was not available for that trip. This time, however, following the route described in 'Making The Grades' (published in 'The Autocar' of 9/1/48 and 'The Classic Y' of February 1983), their YB comes along to make everything just that bit more authentic! Now read on.....

Remaking The Grades

'Pass Climbing in the Welsh Mountains with a 1¼ Litre M.G.'

Part 1.

There comes a point when, having restored a car, it must be used and enjoyed. And what better way of using a 1¼ Litre M.G. than to take it over the mountain passes of Wales. Here, then, was an opportunity to kill two birds with one stone. We could re-create Michael Brown's trip to Wales as well as enjoying a day or more sightseeing.

The M.G. slipped out of Liverpool on a fine August morning with a good run ahead of it. The oil, water and brake fluid levels were up to the mark and the car started first time. One soon appreciates that, even today, the 1¼ Litre M.G. has a feel of quality about it. Having slipped through the Mersey Tunnel (to Wallasey) we headed along the M53, leaving at junction 5 to take the more appropriate A550 and A494 through Mold to Ruthin. From this historic town we continued along the A525 and A542 to Llangollen; climbing up and over the Horse Shoe Pass where the road clings to the hillside and the views are spectacular to say the least.

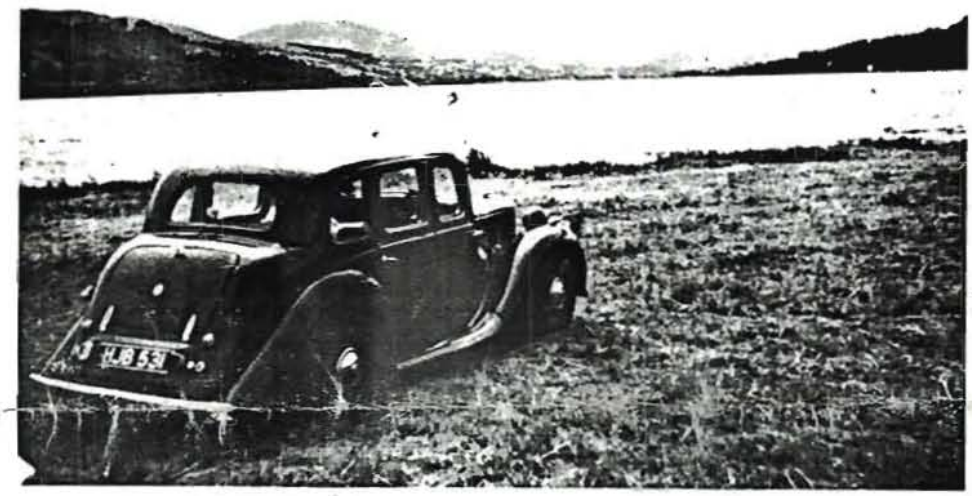
It was at this point that I became aware of the smell of hot oil and, having been signalled by the headlight flashing of an oncoming car, we stopped. A quick inspection revealed steam issuing from beneath the radiator. Careful removal of the radiator cap resulted in an eruption of rust-coloured water. Further inspection showed that something had happened to the water pump; the fan blades, whilst still being firmly attached, could be moved in peculiar directions. So, presumably a bearing had gone. Having refilled the radiator (a task I had to repeat about ten times before the day was out!) we journeyed onwards.

From Llangollen we followed the A5 and A494 to Bala and the beautiful lake, used for boating and fishing. We had passed the White Lion Royal Hotel, still very much in business and grateful to receive a copy of the 1948 'Autocar' article in which they had been so highly praised.

A short run from Bala, along the A4212, enabled us to view Llyn Celyn, an interesting spot definitely worth a visit. From Bala we headed on to Lake Vyrnwy (where Liverpool's water supply comes from).

There is a quick route (I do not recommend it even in summer - but that's another story) so, not over to Lake Vyrnwy via Rhiwargor or Bwlch-y-Groes but on the 'quieter' route via Llangynog; and what a pleasant little route it is. The view back over Bala at 1,200 feet is one of amazing beauty.

to be continued....



Lake Bala - used for fishing and boating

Lake Vyrnwy - providing Liverpool's water supply