

THE CLASSIC 'Y'

4485

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

Volume 10. No.81.

June 1987.

EDITORIAL

Our newsletter has a distinctly Welsh flavour this month with the final part of David and Colleen Mullen's touring article "Remaking the Grades" and one of the original touring articles from 'The Autocar', this time from the issue of 30th June 1950, "Pleasant Places in Wales". The 'Autocar' article is re-produced here by kind permission of that magazine's current publishers.

Those of you who like reading articles and road tests etc about 'Y' Types which appeared in the magazines of the late forties and early fifties will, I think, be pleased to learn that we have recently secured the permission of the current publishers of the 'Motor' magazine to re-produce in 'The Classic Y' those 'Y' Type articles which originally appeared in 'Motor' all those years ago. We still have several of the 'Autocar' articles to appear in forthcoming issues of this newsletter and then, over the next few years, we can begin to bring you the items from the 'Motor'.

Recent research has unearthed some very interesting information concerning the last 'Y' Type to be built, 'YB1551'. Apparently this YB went to famous M.G. racing & rally driver Dick Jacobs and was fitted with a special 'full-width' coupé-type body for racing purposes. It was registered '982VWL'. Apparently as late as 1979 this car was still in existence so there is a very good chance that it still exists today, although we do not at present know its whereabouts. Also still around in 1979 was the first YB off the production line, 'YB0251'. Again, no further information is presently known.

29th May 1987.

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'The Classic Y' is published by Skycol Publications.

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Register Number 1011

Chassis Number YB0362
Engine Number SC2/28752
Licence Plate UMG624
Body Number 5993/205
Sub-Type YB
Year of Manuf' 52
Owner's Name Morriss LC
Owner Number 661
Car Location Essex ENG
Exterior Colour Grey
Interior Colour R

Register Number 113

Chassis Number YB****
Engine Number SC2/17849
Licence Plate SPF739
Body Number 6569/773
Sub-Type YB
Year of Manuf' 53
Owner's Name Holmes F
Owner Number 858
Car Location Middlesex ENG
Exterior Colour GreyishGreen
Interior Colour R

HELP WANTED

Has anyone else found that the front brake drums (my car is a YT) have to be skimmed along their outer edges to prevent the track-rod end rubbers being chafed? Any advice would be much appreciated.

Chris Green [REDACTED] Norfolk, [REDACTED]



Rod

'UHK1111' The 1952 YB which won three years running (1952, 1953 & 1954) the 1100 - 1500 c.c. class of the Production Touring Car Races at Silverstone. The car was driven by Dick Jacobs on each occasion and was fitted with a TD engine. 'YB 0414' still survives today, in Sussex. This drawing is by California-based 'Y' Type owner, Rod Schweiger and first appeared in 'The Wind Machine' earlier this year.

CARS FOR SALE:

- 303 YT. "Convertible. Show winner. One of a kind. Fully restored four passenger car with burnt orange exterior. \$14,500 or best offer. Contact: Peter McCarthy, [REDACTED], New York [REDACTED]."
- 557 1950 YA. "Good original condition. Right hand drive. Runs good. Drive anywhere. Complete and correct car. Restore or drive/enjoy. 5 new Dunlop tyres; wheels stripped and painted in Emron; front and rear bumpers rechromed; recent valve job; includes radio and heater; four new hubcaps. Interior in very good original condition. Body straight with some rust. Rust repair panels are available. \$6,500. Contact: Rod Schweiger (Tel: [REDACTED])
- 395 1951 YA. "56,000 recorded miles. Bodywork quite clean, some interior work required. Engine runs very well. £1,200 ono. Tel: [REDACTED]"
- 464 1952 YB. "Maroon, taxed, MOT, good condition, used daily. £1,950. Tel: [REDACTED]"
- 280 Y6213. 1950 YA. "Log book. Chassis cleaned and Hammerited. Body sections repaired. Halted rebuild! Stored for 7 years. Tel: Harrogate [REDACTED] (Mon-Fri 9am - 5pm). First offer over £250 secures."
- 492 1950 YA. "No engine or gearbox. Good prospect for restoration. Not for sale to be broken up. £200 ono. Tel: [REDACTED]."

PARTS FOR SALE:

Two 125 x 16" Dunlop Crossply tyres. Still wrapped and in perfect condition. Contact: Mr. T.R. Wilks, [REDACTED], Birmingham [REDACTED]

YA/YB bonnet with catches. £20. Contact Jon Lamb on [REDACTED]

Five original TD/TF steel disc wheels 4J x 15; four brake drums and hubs; five hub caps with emblems. All in excellent condition. Contact Norbert G. Veit on [REDACTED]

Lockheed Brake Parts for YAs:

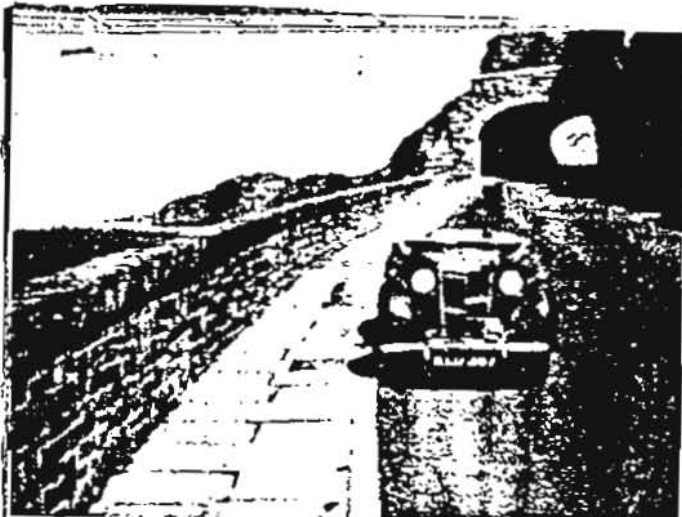
KL.71410	Master cylinder repair kit.	£7.50 ea.
KL.49304	Front flexible hose.	£7.25 ea.
KL.49310	Rear flexible hose.	£8.75 ea.

All new and boxed. Prices above do not include postage.

Contact: J.G. Lawson, [REDACTED] Liverpool, [REDACTED]

CARS WANTED

"M.G. YB wanted by private buyer. Must be restored to at least condition 1 and in perfect working order. Immediate cash. Tel: [REDACTED]"



The coast road between Conway and Bangor, with the M.G. stripped for the sun.



The picturesque quayside adjacent to Conway Castle and the suspension bridge.



TOURING THE PRINCIPALITY
WITH A 1½-LITRE M.G.

by JOHN URBANE BULL

PLEASANT

TO appreciate the good and bad points of an old country one has to live in a new. When I first went to Kenya I had eyes and ears only for my new country. The vastness and barren majesty of Africa had and still have an irresistible appeal for me. But after a time I found myself thinking of old castles, ancient city walls, mature houses, and those places and ideas where man and time have combined to produce something we can loosely call tradition. Such places as Chester, the gateway to North Wales.

Chester is a monument to 2,000 years of human effort; a fort of the early Britons, a Roman town, and then Saxon Chester. The latter 1,000 years have seen much strife and battle, and as late as 1867 a group of Fenians attempted to gain control of the castle. The city wall is about two miles long and extraordinarily complete, it being possible to walk the whole circuit.

Many of my earlier holidays had been spent in North Wales roaming the hills, rock-climbing and swimming, and I determined to return. Besides, our new 1½-litre M.G., I feel certain, would have gone there of its own accord had it been possessed of a free will. Cars are like that. There are those that are meant to be driven along safe, smooth roads, mainly in built-up areas, and preferably with the occupants soberly attired. Not so the M.G. Something tougher and more exacting was demanded and above all the occupants must not dress like normal people, otherwise how are they to keep up with the current conception of sports-car types? Anyway there we were, bowling along the road from Chester to St. Asaph. Not exactly a propitious start, with rather more rain than we wished for. We were bound for Ogwen Lake Cottage. For the rock-climbing fraternity no other explanation is necessary; for the uninitiated the name of the house gives a clue to its whereabouts.

From St. Asaph we dropped down to Abergelle and the

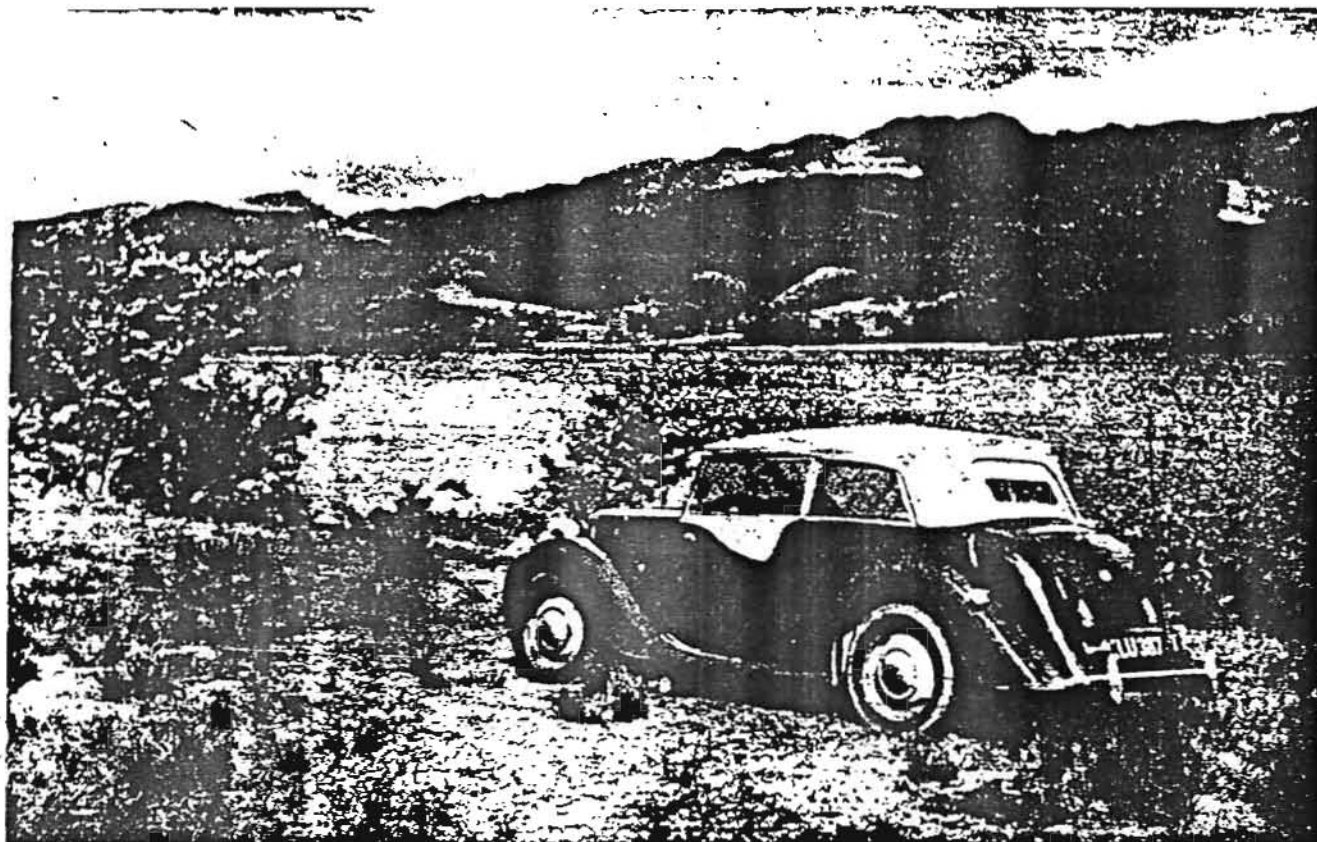
coast road. Beyond Conway it is truly a coast road. It battles with the railway for pride of place to see who shall be the first to dive into the sea. Neither actually does, but in several places one is supremely aware that the road has been engineered, and that the sea and the mountains have been told, "Stay, this is a road built by man for the use of man."

So we moved along admiring the sea, Puffin Island, and then Anglesey and the Menai Straits. We turned sharply inland just before Bangor, to Bethesda and beyond along A5, the main Holyhead-London road. It was still raining—but it was North Wales.

Fortunately, the rain cleared away during the night and next morning it was fine beyond measure, an ideal day for walking, an ideal day for idling about in a car with the hood and side curtains stripped down. What should it be?

We opted for a leisurely cruise around the beauty spots; so off down to Capel Curig. On the way, a coach loaded to capacity overtook us at something like 50 m.p.h., bent, presumably, on "doing" North Wales over lunch-time. Its destination became obvious when we passed the famed Swallow Falls.

To those who want a pleasant walk and a different view of the falls I would recommend them to continue down the road towards Bettws-y-Coed for another mile and then turn in left at the Forestry saw-mill entrance. Park the car and walk down, passing to the left of the saw-mill, and crossing the Conway river by the wooden erection that does duty as a bridge. After the bridge turn left up-stream on the lower path and climb steadily by a most delightful track through the rustling conifer plantations until you are opposite the falls. For the surefooted a descent can be made down the river bank to the farthest point, where the whole roaring river—flowing eastward, of course—awaits you.



A lakeside halt inland from the North Wales coast.

PLACES in WALES

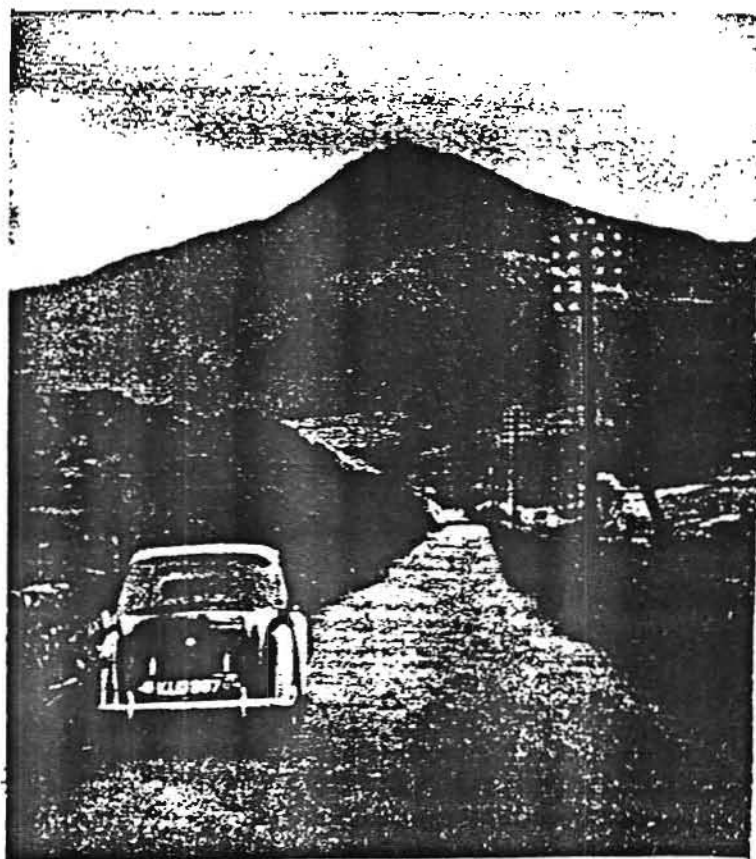
The rest of the day we spent idling slowly along to Llanrwst, to Conway where we inspected the castle and the quayside, and then back along the coast road; we just had to have another look at that road.

Another pleasant day was spent motoring to Pen-y-Gwryd, via Capel Curig, and over the wild Llanberis Pass to Caernarvon. At Caernarvon the castle is a "must." I think it is the combination of wild, mountain scenery and glorious sea-shores, with the ancient history of the many castles that are found all over North Wales, that make the whole so attractive. From the towers of Caernarvon Castle one can see it all: inland the mighty mountains, in the foreground the sea and sands, and at one's side the stone parapets of history.

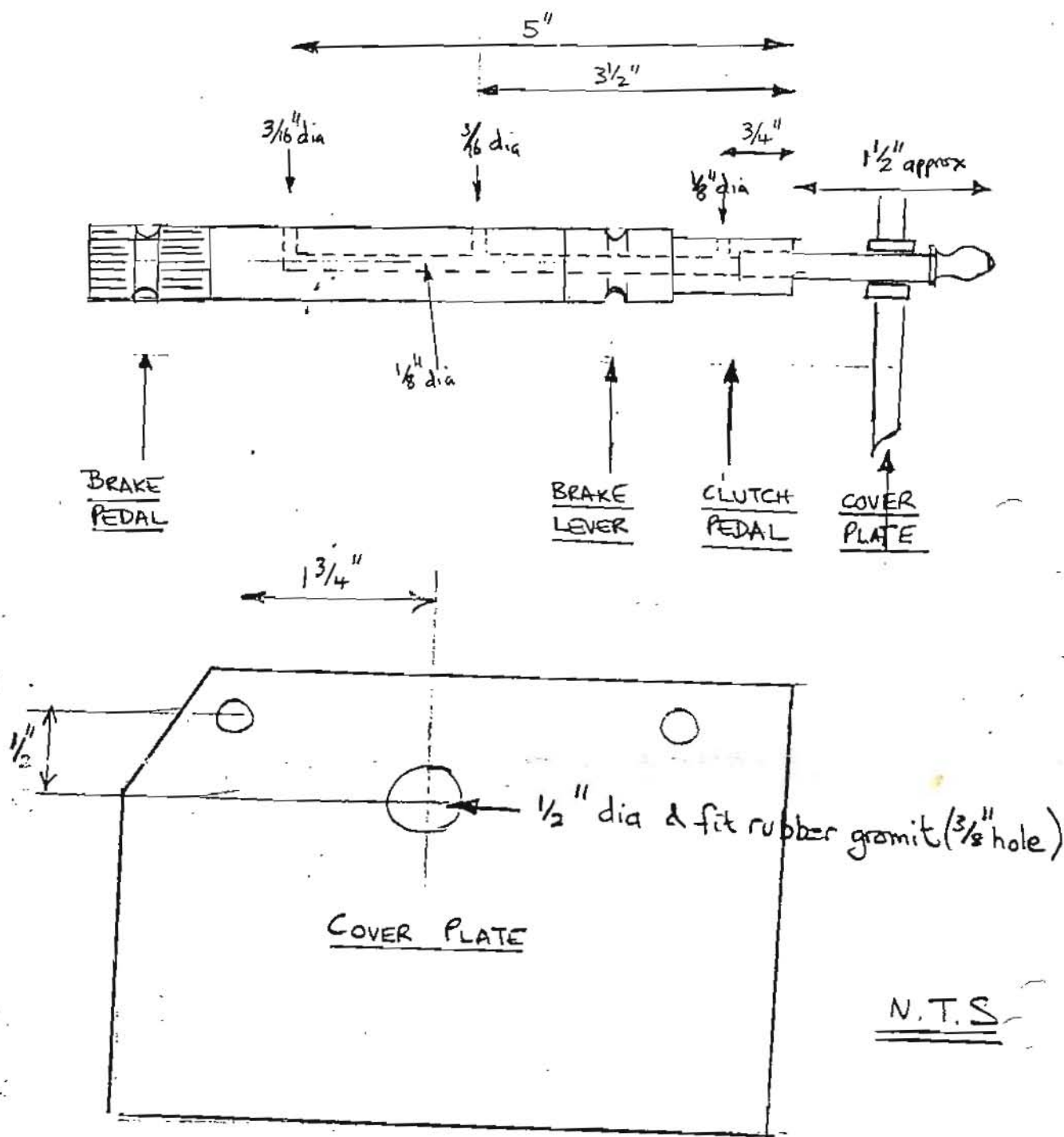
After several days of heavy rain, during which we slipped and slithered over the wet rocks of Tryfan, we decided to return to Cambridge. The return trip was carried out in heavy rain along what must be one of the poorest main roads in England—A.5. We were not in any great hurry and yet we took only six hours from start to finish. I suppose one is always enthusiastic about a new car; one likes to think one's choice is beyond reproach. Yet attempting to give fair comment I would say that the 1½-litre M.G. tourer is nearly, if not entirely, a car that cruises at 60 m.p.h. A magical phrase, "cruise at 60," but for a small car it becomes even more magical. Under even conditions the speedometer reached about 75, or perhaps slightly higher.

Still, I must not enthuse too much. During most of the trip that day the needle hovered around 60 and with complete mental and physical ease on the part of my wife and myself. The road-holding qualities are so good as to be beyond praise. I enjoyed being able to place my car on the road with complete accuracy. It is a car with personality, and as such to be cared for at a time when cars are tending to lose that personality.

Snowdonian peak, summit brushed by cloud.



MG Y PEDAL SHAFT LUBRICATION MODIFICATION



It might be of interest for you to publish in one of your issues the mods I have carried out to the pedal shaft in order to give sufficient lubrication for it was obvious on both my 'Y's that an 'Emit' style fix had been attempted with the attachment by banjo bolt of a grease point which feeds grease down the clutch pedal in the general direction of the shaft.

Upon strip down it was obvious that there is a fundamental design problem with the pedal shaft with both the clutch bearing and the chassis bearings being worn including severe wear on the shaft between the brake pedal and the brake lever. As no shafts were available I had to have the old one built up. To stop the recurrence I decided to devise my own modification by drilling a grease passageway in the pedal shaft capable of lubricating all three bearings; the modification details are shown above. I hope that other members will find this a useful tip.

Remaking The Grades

'Pass Climbing in the Welsh Mountains with a 1½ Litre M.G.'

Final Part.

Past Llangynog we turned right at Pen-y-bont-fawr and sped on through the tiny village of Hirnant where the road is very narrow, allowing only one car to pass in places. As in 1948, a big car would still be embarrassing. From Hirnant we left the B4396 and turned right onto the B4393 and found Lake Vyrnwy; a bronze plaque commemorating the opening of the reservoir as a supply of water for Liverpool Corporation in 1910. The road around the lake is a nice drive and has some excellent spots for a picnic, although the tranquility is disturbed by low-flying R.A.F. trainer jets practising bombing runs in the Welsh hills and valleys; a reminder of the world as it still unfortunately is.



Halfway down on the road from Bala to Llangynog. This is the same spot at which 'DRX557' is parked in the photo which accompanies the original 'Autocar' article of 9th January 1948.

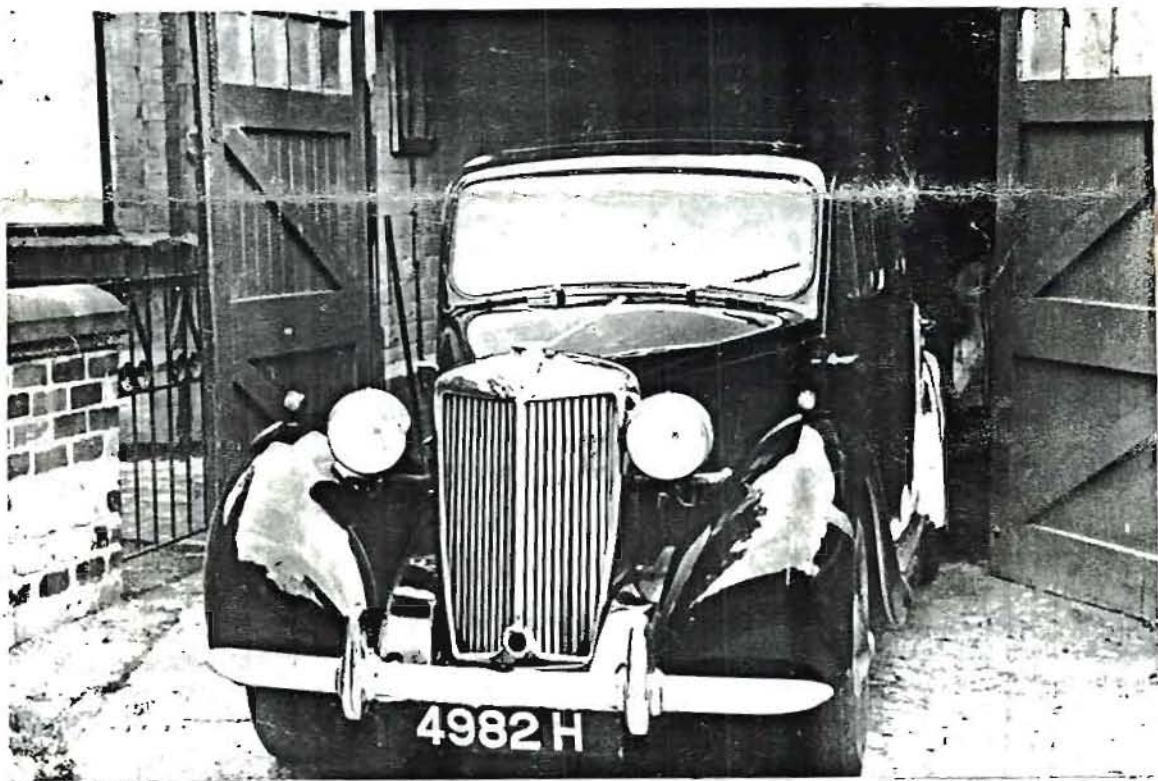
Having crossed the dam at Lake Vyrnwy we filled up with petrol, the M.G. proving a pleasant attraction to the locals, and we spent some time at the visitors' centre which explains the origin and use of the area and its importance as a water supply and timber source. Having left the visitors' centre we ascended onto the B4393 and then the B4395 passing through Llwðlarth and finally onto the A458.

Reaching the junction with the A470, we headed for Machynlleth (where the environment-conscious reader must see the centre for Alternative Technology - 'Atomcraft Nein Danke'!!) From Machynlleth the tired crew headed north to Dolgellau passing some lovely scenery. From here we followed the equally pleasant run along the A470, eventually descending into Dinas Mawddwy where we stopped at a filling station for water and two ice creams, thus replenishing the radiator and the crew of the M.G.

It had been a long day with quite a lot taken in so back we headed retracing our route to Dolgellau and heading for the A494 and a fast run back to Bala where we again refilled the radiator, the water pump by this time leaking badly. Cars of pre-war lines steaming like the 'Royal Scot' seem to provide much kind-hearted amusement, so at least we provided some cheer to others on our travels! From Bala we continued back along the A494 to Ruthin and then Mold. Traffic congestion increases noticeably as one approaches the more industrialised areas (what's left, that is); the time of day (6.30pm) being another factor. From Mold we retraced our route back home to a welcome rest. It had been a lovely day out and the M.G. had performed admirably and had obviously enjoyed its run, despite the journey proving too much for the water pump (a 'thank you' is in order to those amenities providing water along the way).

There is something about motoring in a car such as the 1½ litre M.G. - somehow motorways seem out of place and the 'A' and 'B' roads seem to bring the car to life. The sunroof and opening windscreen provide welcome breaks of fresh air, particularly where there is little traffic and the scenery is pleasant. The M.G. is a car that can be used easily for touring and lives up to the motto of 'Safety, Fast'. Happy Motoring!

David & Colleen Mullen.



'4982H' recently came to light in Liverpool. It is a 1953 YB, chassis number YB1512 and was part of a large batch of 1953 YBs registered in London with numbers ending in 'H'. Also known to exist today are: '4948H', '4972H', '4971H' and one other, reported back in 1978 as being seen abandoned next to a caravan park near Stansted Airport.