

THE CLASSIC 'Y'

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

No let up yet in the number of 'new' 'Y' Types which continue to come to light following the publication of my book at Christmas 1988. In particular, Dave Lawrence, our contact in South Africa, has recently found another four cars we didn't previously know of. Details of these will appear in the June 'Recent Discoveries' column but, meanwhile, in this issue there's a cutting taken from the November 1989 issue of the staff newsletter of Comair, the airline Dave works for, showing his YB. On the same page, there's another South African car, a brown and cream two-tone with wire wheels (Y2063).

Sandy Taylor's car in Stirling (Y6769) is about to receive a new wiring loom, rebuilt engine and steering column. Sandy also discovered a small hole in the chassis just under the rear axle and is attempting to repair this himself. Mr. J.B. Mackaness, from New South Wales, Australia is currently building one car out of the body from Y3935 and the chassis from Y6765. The body was found in a field in Cooma 'up-country' and the chassis came from Newcastle, N.S.W. Both these cars, incidentally, are in the importers' records we have of cars originally shipped to New South Wales.

Our co-ordinator of second-hand spares, Dave Mullen is now using his 1952 YB (YB0647) as reliable daily transport. David is continuing his relentless pursuit of Michael Brown and 'Longships', who wrote those evocative 'Autocar' touring articles using 'Y' Types which we've reproduced in 'TCY' over the years. Dave is currently preparing an article on what he's found out, for our further edification.

Mr. Brian Shackleton of Budleigh Salterton is one of those happy band of men in the U.K. who own a YT. The car (YT5033) was purchased in November last year. It came from Canada but was originally exported to Singapore. Since November, restoration has proceeded quickly, the YT being stripped and rebuilt and given a new hood and sidescreens. YT5033 should be on the road again by the time you read this. Another U.K.-based YT owner, Rob Haywood of Lockerbie in Scotland, is currently having extensive bodywork done on his car (YT4264). It will then have a respray and should be back in service before this summer's out.

George Werbizky's article on 'YA'/YT oil filters in the last issue prompted Jerry Ticknor, of North Street, Michigan to write to me to say that most of the TCs he knows of have been converted to have spin-on/throw-away Volkswagen oil filters (sacrilege!)

Those of you who are interested in model cars might like to have the following details of the only known models available of 'Y' Types. Autocraft, of 101 Enville Road, Kinver, Nr. Stourbridge, West Midlands, DY7.6BU market a range of Dinky-style model cars called "D.G.M.". In this range are DS01, a 1948 M.G. 'Y' Saloon and DS15, a 1948 M.G. 'Y' Tourer. These models retail at £12.50 each plus £1 postage & packing per order. They are in 'white metal' and come ready assembled and painted. They are each 3'4" long, which makes them approximately 1/50 scale. They are, unfortunately, somewhat inaccurate, being much too wide for their length. I first bought an example of the 'YA' way back in 1979 and it was finished with a dark grey body and black wings and running boards. I have a feeling, though, that the colours the models are finished in are changed from time to time. Last Christmas I received a model of the YT as a present. It is a somewhat more accurate reproduction than the saloon and mine is finished in 'Clipper Blue' with a grey hood and black wings and running boards. I may be able to publish a photo of these models in a future issue.

Recently I received a letter from Dr. M. Mandharan in Malaysia and, as it turns out, he's the 1,000th 'Y' Type owner to contact the Register since its inception on 1st January 1978!

I thought I'd leave the bad news 'till last. Our printing costs have recently increased significantly such that I can no longer maintain the subscription rates at their current levels. In the next issue of 'TCY' (for June) I will therefore announce the new rates, to come into effect from the date on which issue no. 99 is posted. The current rates came into force in June 1984 and will therefore have remained unchanged for six years - not a bad run, I hope you'll agree. But do not worry, the subscription rates will not be increased by much!

25th March 1990.

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Register Number 1068

Chassis Number	Y1314
Engine Number	SC/X11037
Licence Plate	n/k
Body Number	n/k
Sub-Type	YA
Year of Manuf'	48
Owner's Name	Villa RW
Owner Number	998
Car Location	Dorset ENG
Exterior Colour	Maroon
Interior Colour	-

Register Number 398

Chassis Number	Y3316
Engine Number	n/k
Licence Plate	HHO100
Body Number	n/k
Sub-Type	YA
Year of Manuf'	49
Owner's Name	King R
Owner Number	992
Car Location	Worcestershire ENG
Exterior Colour	n/k
Interior Colour	-

Register Number 405

Chassis Number	Y4894
Engine Number	SC/B64064
Licence Plate	EDB117
Body Number	3749/3711
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Smith G
Owner Number	993
Car Location	Hertfordshire ENG
Exterior Colour	Black
Interior Colour	R

Register Number 455

Chassis Number	Y5382
Engine Number	SC/15182
Licence Plate	UMG227
Body Number	n/k
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Merifield DK
Owner Number	994
Car Location	Kent ENG
Exterior Colour	Red
Interior Colour	B

Register Number 114

Chassis Number Y5954
Engine Number SC/15689
Licence Plate n/k
Body Number 4121/4628
Sub-Type YA
Year of Manuf' 50
Owner's Name Simpson MW
Owner Number 991
Car Location Derbyshire ENG
Exterior Colour n/k
Interior Colour -

Register Number 1067

Chassis Number Y6765
Engine Number SC/16600
Licence Plate MGY125
Body Number 2973/
Sub-Type YA
Year of Manuf' 51
Owner's Name Mackaness JB
Owner Number 995
Car Location NSW AUS
Exterior Colour Black
Interior Colour R

Register Number 167

Chassis Number YB0441
Engine Number n/k
Licence Plate UMG637
Body Number ~~5952/277~~
Sub-Type YB
Year of Manuf' 52
Owner's Name McGregor FG
Owner Number 997
Car Location Tyne & Wear ENG
Exterior Colour n/k
Interior Colour -

Register Number 254

Chassis Number YB1172
Engine Number SC2/18052
Licence Plate YMG24
Body Number 6752/985
Sub-Type YB
Year of Manuf' 53
Owner's Name Knight MJ
Owner Number 996
Car Location Cumbria ENG
Exterior Colour Black
Interior Colour G

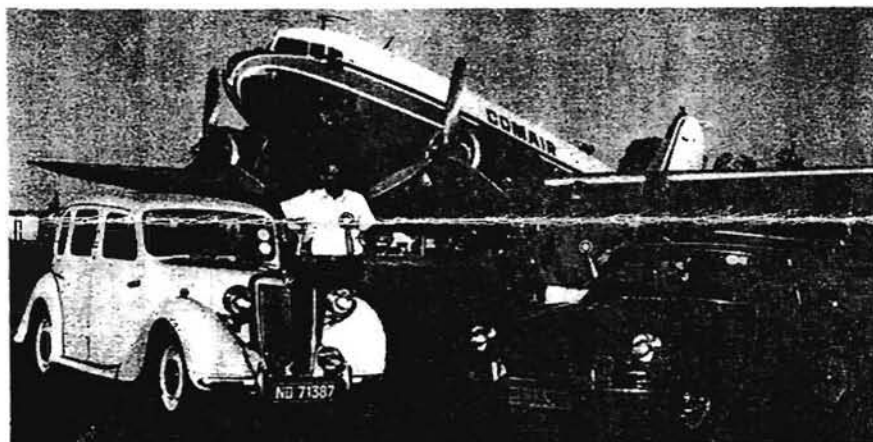
Top Prizes For Pilots' MG's

At the Johannesburg, Northern Transvaal combined centres MG Car Club showday held in May, two MG motorcars belonging to Comair pilots came first in their respective categories. A total of 198 MG's of different types participated in this year's showday, and were judged in 11 different categories.

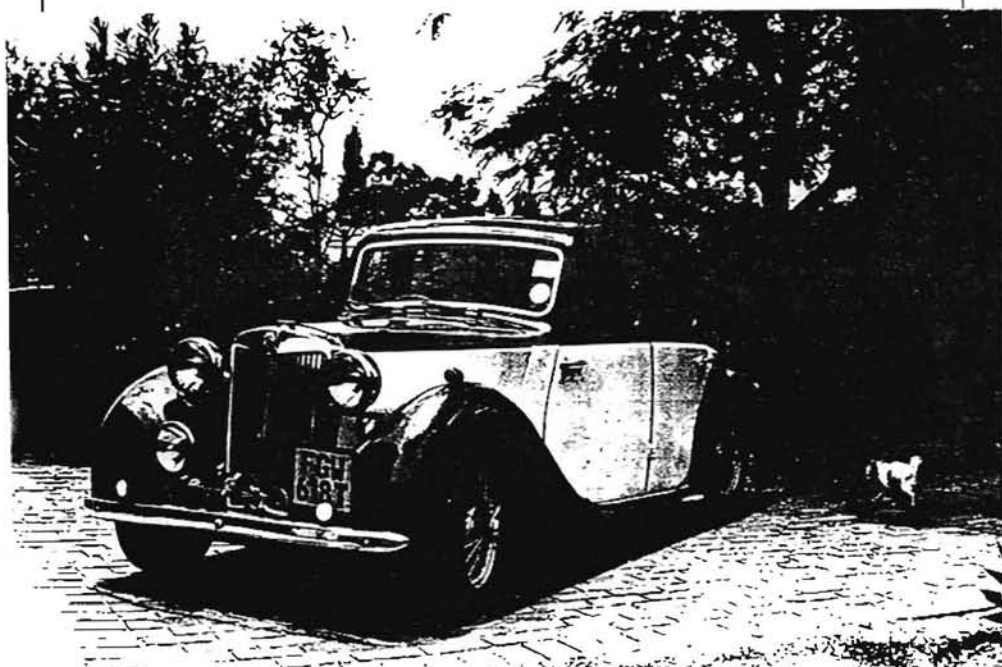
Captain Dave Lawrence's 1952 MB-YB won first place in the category for the "post war saloon cars", while the 1967 MGB-GT belonging to F/O Joe Pieterse was awarded the trophy for the best car in the MGB 1962-1967 class.

Dave bought his 1 1/4 litre series MG type YB in December 1971, while serving in the RAF in England for the sum of £2210. Between 1982 and 1985, the car was totally restored using all the original parts. Of the 1301 MG-YB's made, this splendid example is the only one in South Africa.

Joe bought his midnight blue 1967 MGB-GT in 1986, after looking at every possible candidate since 1981. The previous owner had rebuilt the car to a somewhat poor standard as far as authenticity and appearance were concerned. The car was mechanically sound otherwise. Between Joe and his youngest brother, André, they have stripped the car down totally and rebuilt it to original specifications and detail.



Dave Lawrence (left) and Joe Pieterse proudly pose with their prize-winning MG cars. In the background is Dave's other passion: the Dak...



THE LEFT-HAND-DRIVE 'YA's

The decision to introduce the 'export only' open-top, four-seat 'Y' Tourer (or 'YT') in October 1948 brought with it a need to be able to produce both right- and left-hand-drive versions of the basic 'Y' Type design. Thus, did the car's battery box now become centrally positioned in the engine bay (it had previously been on the nearside, that is the left-hand-side, of the car, a position which had facilitated the battery's easy installation and removal). And a redesigned oil pump appeared and other small modifications were made to enable the steering column to pass either side of the now awkwardly-placed battery box. Once in place, these changes made it possible not only to produce whatever left-hand-drive Tourers were necessary but also, should the need arise, left-hand-drive saloons.

It is not widely known that, in fact, a handful of left-hand-drive 'YA' saloons were produced between 1948 and 1951. Eleven of these cars are known to exist today and many of them show signs of having left the factory with an improved specification over that of the standard 'YA'.

Y3363 (a 1949 car) was the first car to come to light, some nine years ago. It is based in California and its speedometer is calibrated in kilometres per hour, perhaps indicating that it was not originally exported to the U.S.A., but to a European country. Y3363 was one of the first 'Y' Types in the world to be given a thorough, top-class restoration. It is finished in a maroon epoxy-type enamel paint which is so tough that it is, by all accounts, scratch-proof! The car's engine number is pre-fixed XPAG/SC/LHX instead of the more normal 'XPAG/SC' of all but the last few 'YA' saloons. And all the other left-hand-drive 'YA's detailed in this article have this 'LHX' designation in their engine numbers.

Next of the cars currently in the U.S.A. is Y5174/EXLU. This 1950 car is based in Michigan. The chassis designation 'EXLU' (for: export, left-hand-drive, U.S.A.) first appeared on an export TC sports car on 20th March 1950.

Y7277/EXL/NA is a very interesting car indeed. It is the youngest 'YA' known to exist (the last car before the first YBs started leaving the Abingdon production line being Y7285). It is therefore a late 1951 car and is today based in New York state. It exhibits many modifications, some of which (for instance, its twin radiator grille-mounted Lucas WT614 horns) are undoubtedly original; these were only introduced as standard equipment on the YBs, and then they were mounted on the engine bay bulkhead, out of sight. Others additions, like its twin Solex (instead of single S.U.) carburettors, its TD/TF over-riders and perhaps its non-standard camshaft and chromed engine side-plate and rocker cover, were probably added soon after the car was acquired. Its first owner, who bought the car new in Warsaw, Indiana was Jason Bean, an attorney and First World War pilot who lived to be 100! Because this is such a late 'YA', it has one of the first 'XPAG/SC2' engines and it too is designated in full: XPAG/SC2/LHX. The chassis designation 'EXL/NA' (for: export, left-hand-drive, North America) first appeared on a TD

sports car on 18th May 1951 and is thought to have superceded the older 'EXLU' code. Incidentally, these special chassis designations on the export cars can be seen inscribed either before or after the chassis number on the battery box plates of the various cars covered here. Apparently there was little consistency in stamping at the factory in this regard!

There is one other left-hand-drive 'YA' in the U.S.A. about which little is known. It is thought to be a 1948 car and is painted in a non-original Ivory and Black colour scheme.

Now we turn our attention to Europe where we find three cars in the Netherlands and four in Denmark. Y/EXL/2260 lives in Amsterdam and is a 1949 car. The designation 'EXL' indicates a car which is for export, is left-hand-drive, and has its speedometer calibrated in kilometres per hour. Another of the Dutch cars (a 1950 black example) is believed to be the pride and joy of an old couple, but nothing more is known. And there is believed to be a third left-hand-drive car of which, again, nothing is known.

In Denmark Y/EXL/3156 (another 1949 car) is based in Glamsbjerg. Its 'special' equipment consists of twin S.U. carburettors; it may possibly have had these from new. Its owner reports the existence of three more LHD 'YA's in the country.

No left-hand-drive YB saloons are known to have been built.

Credits for information used in this article: Tony Skopecek, J. R. Ticknor, J. I. Dunne, The New England M.G. 'T' Register, B. Kemmerling, B. Berner.

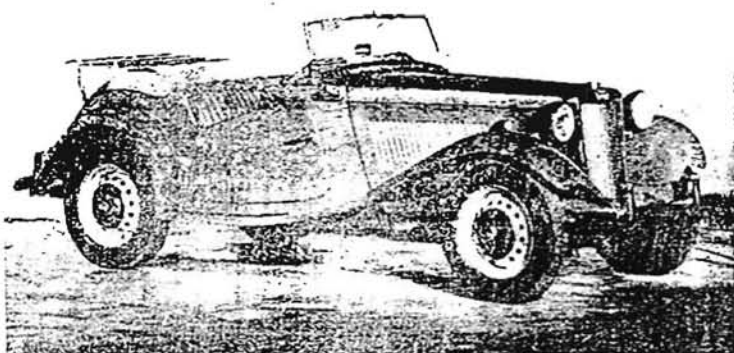
John Lawson.

CARS FOR SALE:

966. "YB: 'KSF 177'. Complete and running. Driven from Scotland 2 years ago. Purple with tan interior. S/S exhaust, excellent tyres, no M.O.T. Offers near £2,500. Tel: [REDACTED]".

MANUAL FOR SALE:

YB Workshop Manual in clean condition. Offers to: Mr. A. W. Allen, [REDACTED] [REDACTED] Staffordshire. Tel: [REDACTED] "



SPORTING FAVOURITE in many parts of the world, the TD-series M.G. Midget adds a modern go-anywhere combination of chassis stiffness and springing flexibility to traditional British sports-car characteristics.

1953 CARS

The M.G. Midget "TD" and 1½-litre "YB" Saloon

NO major changes are being made in the M.G. cars which will be shown at Earls Court. Lt.-Col. Goldie Gardner's record-breaking single-seater car will be an eye-catching exhibit, backing up examples of the TD-series M.G. Midget and the YB-series M.G. 1½-litre saloon. The former car has for a long while been one of Britain's best-selling cars in America—the latter is, on the other hand, at present produced only in right-hand-drive form.

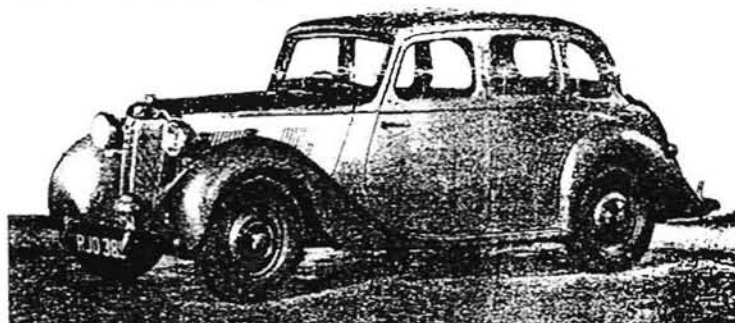
The lack of sensational changes does not mean that there has been stagnation of design, for although these cars have built up an enviable reputation for sturdiness and reliability, nothing is incapable of improvement. For example, about a year ago an 8-inch diameter clutch plate replaced one of 7½-in. diameter. Another modification made some while ago was the adoption of a combined front hub and brake drum assembly, to replace separate units.

Inconspicuous Improvements

Equally inconspicuous have been the provision of an additional "out-rigger" bearing to stiffen a gearbox selector shaft, the enlargement of the engine oil sump, and the fitting of an in-built Purolator B.P. oil filter. Of the more visible changes, examples which may be mentioned are the replacement of manual by foot-operated head-lamp dipping, the standardization of a silent magnetic speedometer in place of the chrometric pattern, and the addition of a water thermometer to the range of instruments.

The general layout of the Midget two-seater, which is, of course, built with either left- or right-hand drive, is so well known as to require only the briefest description. The 1,250 c.c. four-cylinder o.h.v. engine is mated to

a remote-control four-speed gearbox, and twin S.U. carburettors give good breathing at high r.p.m. A box-section chassis frame is used, in conjunction with a coil-spring I.F.S. layout, semi-



FAMILY COMFORT is offered by the 4-seater 1½-litre saloon, which also retains typically M.G. features such as the lively o.h.v. engine and a responsive rack-and-pinion steering gear.

M.G. Specifications

MIDGET "TD" TWO-SEATER
ENGINE.—Dimensions: Cylinders, 4; bore, 66.5 mm.; stroke, 90 mm.; cubic capacity, 1,250 c.c.; piston area, 21.6 sq. in.; valves, pushrod o.h.v.; compression ratio, 7.25/1 (Mk. II, 9.3/1).
Engine performance: Max. power, 54.4 b.h.p. at 5,200 r.p.m. (Mk. II, 65 b.h.p. at 5,500 r.p.m.); b.h.p. per sq. in. piston area, 2.52 (Mk. II, 3.0).
Engine details: Carburettor, 2 inclined S.U. jets; 12-v. coil; plugs, 14 mm. Champion L10S; fuel capacity, 12½ gallons; oil filter, Purolator by-pass.
TRANSMISSION.—Clutch, 8-in. single, dry plate; overall gear ratios: Top, 5.125; 3rd, 2.698; 2nd, 10.609; 1st, 17.938; rev., 17.938 (Mk. II ratios, 4.875, 6.75, 10.1, 17.1); propeller shaft, Hardy Spicer joint; final drive, hypoid bevel.
CHASSIS DETAILS.—Brakes, Lockheed hydraulic (2 l.s. front; friction lining area, 99.5 sq. in.; suspension, front, coil and wishbone I.F.S.; rear, semi-elliptic, shock absorbers, Girling piston type; tyre size, 5.50-15.
DIMENSIONS.—Wheelbase, 7 ft. 10 in.; track, front, 3 ft. 11½ in.; rear, 4 ft. 2 in.; overall length, 12 ft. 1 in.; overall width, 4 ft. 10½ in.; overall height (over hood), 4 ft. 6 in.; ground clearance, 9 in.; turning circle, 21½ ft.; dry weight, 1,210 cwt.
PERFORMANCE DATA.—Top gear m.p.h. per 1,000 r.p.m., 14.5 (Mk. II, 17.2); top gear m.p.h. at 2,500 r.p.m., piston speed 61.2 f.m./min., litres per ton-mile, dry, 3,000 (2,850).

elliptic rear springs, and a high-efficiency rack-and-pinion steering gear. The body is an open two-seater, with full weather protection and offering much more space for passengers and luggage than did earlier M.G. Midgets.

Having proved themselves responsive to tuning for competition work, these cars are now available to order at extra cost in what is known as "Mark II" form. This specification includes a tuned engine, duplicated shock absorbers and fuel pumps, and a raised rear axle ratio.

Powered by a single-carburettor version of the Midget engine, the 1½-litre saloon has also been much improved since its introduction. Apart from power unit changes common to it and to the Midget, the recent cars (identifiable by larger-section tyres and deeper wing valances above the rear wheels) have slightly revised I.F.S. geometry, an anti-roll torsion bar linking the coil front springs, enlarged shock absorbers and a hypoid bevel rear axle.

Our Road Test Report upon a YA-series 1½-litre saloon 12 months ago showed a maximum speed of 69.6 m.p.h., 30-50 m.p.h. top gear acceleration in 18.0 secs., 0-50 m.p.h. through-the-gears acceleration in 18.8 secs., and an overall fuel consumption of 29.5 m.p.g. Corresponding figures for an example of the TD Midget, tested last month, were: 77.2 m.p.h. with hood and side-screens erect, 12.5 secs., 12.2 secs., and 26.7 m.p.g.

M.G. 1½-LITRE "YB" SALOON
ENGINE.—Dimensions: Cylinders, 4; bore, 66.5 mm.; stroke, 90 mm.; cubic capacity, 1,250 c.c.; piston area, 21.6 sq. in.; valves, pushrod o.h.v.; compression ratio, 7.25/1. **Engine performance:** Max. power, 46 b.h.p. at 4,800 r.p.m. b.h.p. per sq. in. piston area, 2.13. **Engine details:** Carburettor, S.U. inclined; ignition, 12-v. coil; plugs, 14 mm. Champion L10S; fuel capacity, 8 gallons; oil filter, Purolator by-pass.
TRANSMISSION.—Clutch, 8-in. single, dry plate; overall gear ratios: top, 5.125; 3rd, 2.698; 2nd, 10.609; 1st, 17.938; rev., 17.938; propeller shaft, Hardy Spicer joint; final drive, 8:41 hypoid bevel.
CHASSIS DETAILS.—Brakes, Lockheed hydraulic (2 l.s. front); friction lining area, 99.5 sq. in.; suspension, front, coil and wishbone I.F.S. with anti-roll torsion bar; rear, semi-elliptic, shock absorbers, Girling piston-type; tyre size, 5.50-15.
DIMENSIONS.—Wheelbase, 8 ft. 3 in.; track, front, 3 ft. 11½ in.; rear, 4 ft. 2 in.; overall length, 13 ft. 4 in.; overall width, 4 ft. 11 in.; overall height, 4 ft. 9 in.; ground clearance, 6 in.; turning circle, 15 ft.; dry weight, 1,912 cwt.
PERFORMANCE DATA.—Top gear m.p.h. per 1,000 r.p.m., 14.5; top gear m.p.h. at 2,500 r.p.m., piston speed, 61.2, litres per ton-mile, dry, 2,850.

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