

The Classic "Y"



Issue No.131

April 1996.

The Newsletter of The M.G. "Y" Type Register

More great Neil Cairns articles inside....



Info on FRX211 on page 2....

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The Classic Y is published by Skycol Publications.



Register News

Four Y-Types recently came to light in just one letter (from owner Steve Challinor who lives near Wrexham, North Wales). Of these, two are new discoveries and two I've come across before, but many years ago. The two "new" cars are:

Reg'tr No. 1211 Y/4862 SC/14160 "NVT921" 22/04/50 Green with Beige int.
Reg'tr No. 1212 YB/1281 SC2/18201 "FDY788" 18/05/53 Maroon " Beige int.

Both of the above are in "fair" condition and are to be restored. The two cars which were already on the Register are:

Reg'tr No. 127 Y/5063 SC/14928 "FRX211" 03/05/50 Green/Beige two-tone
with Beige interior.
Reg'tr No. 495 Y/5476 XPAG/8747 "VME250" 26/07/50 Green with Beige int.

That looks like it could be a TC engine currently fitted in Y/5476 (its original engine number was SC/15151), and the car was Sun Bronze when it left the factory. It was last heard of in the county of Avon (being abolished - thank goodness - as I write these words!). '5476 is in poor condition at the moment. "FRX211" on the other hand has been fully restored and there should be a photo of it on the front page. I had hoped to be able to also publish a photo of it as it was in the early 1980s (when Almond Green overall), but this photo turns out to have been one of those which recently went missing in the post on the way to South Africa (for use by Dave Lawrence in compiling his book on Y-Type originality). Y/5063 was last heard of in Sussex and at that time was reported as having replacement engine no. C46548.

WANTED

"Sun-roof for 1951 M.G. 'YA'. Contact: P.J.Hollingdale, [REDACTED] [REDACTED] [REDACTED]"

Cars for Sale

"1952 YB. Chassis No. YB/0698, Registration No. 'LBM602'. Suitable for spares only but near complete condition. Firm offers to Mr.J.F.Cochrane on [REDACTED]"

"M.G. Y-Type Saloon. 1951. Part-restored. No time to finish, must go, space needed. Reg' 'UMG331'. Offers around £1,500. Tel: [REDACTED]"

"1950 M.G. YT Tourer. Fire damage. Offers. Contact: London Classic Trading (Tel: 0181-365-3430). Free delivery 50-mile radius."

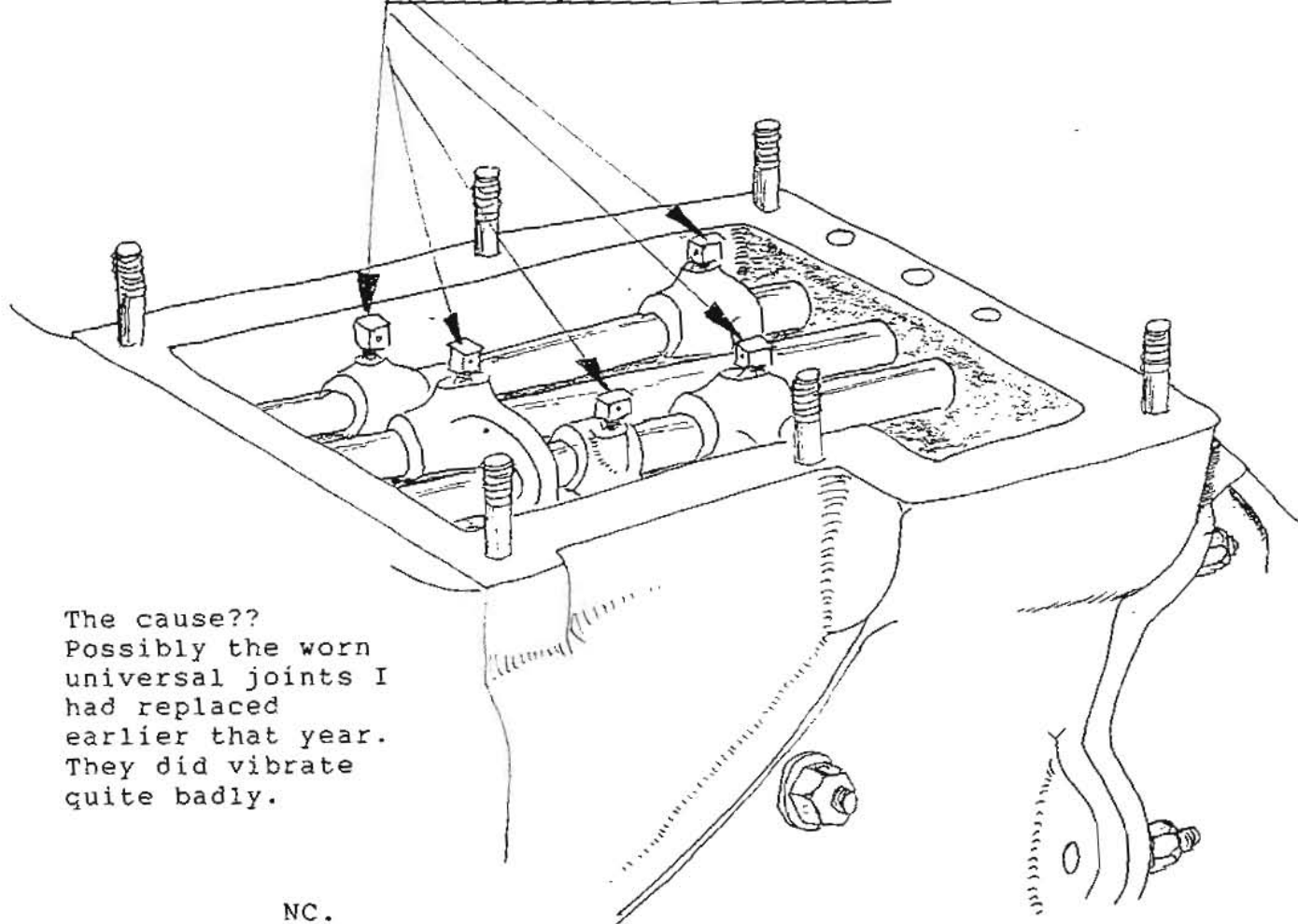
SLOPPY GEAR CHANGING.

According to contemporary road tests, the M.G. series 'Y' had a delightful gear change, nice and crisp and positive. The gearbox in my 'YB' was very vague and imprecise, especially on the up selection to 3rd gear from 2nd. The lever was rather floppy, so I guessed the selectors were worn, and there may be the odd broken spring in there.

The clutch was only engaging at the very limit of its pedal travel, and the rear gearbox mounting rubbers were very swollen, so they needed replacing. I decided to do all three faults in one go, expecting to have to keep the car off the road whilst spares were sought. The rubber mounts were easy to get, the clutch plate more difficult, (a 7 $\frac{1}{4}$ " clutch on an ex-YA engine, with a 1" splined gearbox on the YB, a bigger centre than the YA.) I eventually found one at an autojumble for £1.....

The gearbox came out easily, and the faulty gear selection investigated. I was very pleased to find the cure was simply to tighten ALL the square headed locking bolts. They were wire locked with copper wire, but had loosened a little, producing play in all the selecting mechanism, from the gear lever to the selectors. The cone-spring under the lever was also broken, giving the sloppy lever. Once tightened, and a new spring fitted, the gearbox once again became the crisp accurate one in the road tests.

Locking square headed bolts.



NC.

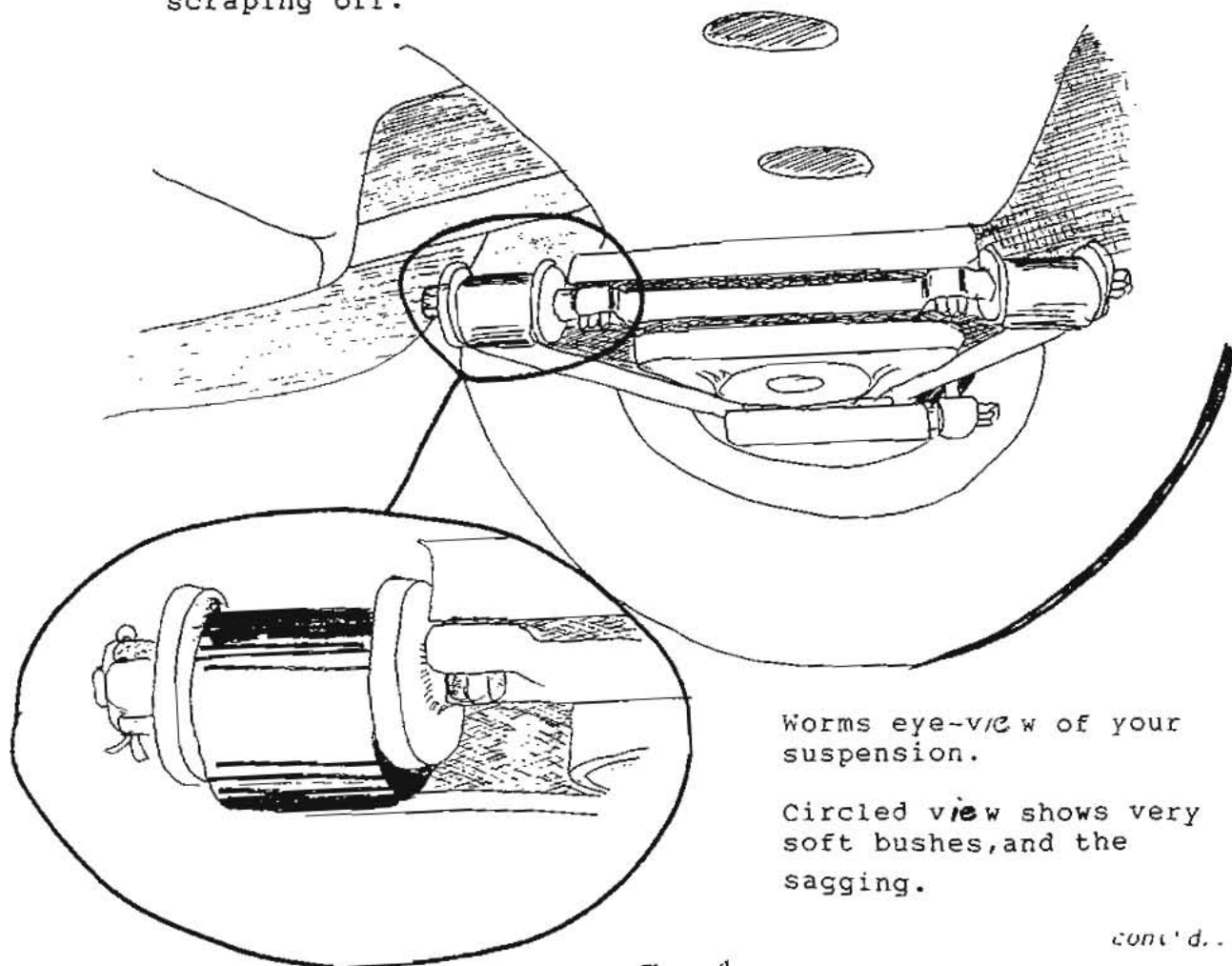
SAGGING WISHBONES.

The joints in nearly all modern cars, in suspension systems these days, are composed of flexible rubber compounds. The small amount of movement required lends itself to such designs. Nothing actually slides, the rubber just 'flexes.' The Nuffield Group were very much ahead of their time in the pre and immediate post war period. Many of their cars could boast 'silent-bloc' rubber bushes on the leaf spring shackles. The M.G. 'Y' saloon took this one stage further, by using them in its very up to date independent front suspension. This system, with small modifications, was used through the following M.G. models, the TD, TF, MGA and MGB, up until 1981.

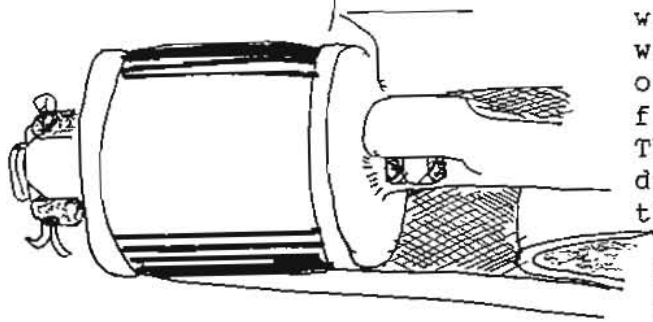
One of the faults with such a system is the very high loading of the joints. This and age cause the rubber bushes to break up. The first sign of this is cracking around the outside of the joint, letting in salt, water, and road dirt.

On my own 'YB', the front suspension needed a complete re-bushing, having had little use for over 10 years, since its restoration. Kingpins, wheel bearings, brakes were all in excellent condition, but the rubber bushes were hanging out in tired fronds.

On removal, some of them just disintegrated into rubber dust, whilst others stuck to their metal support and required scraping off.



cont'd....



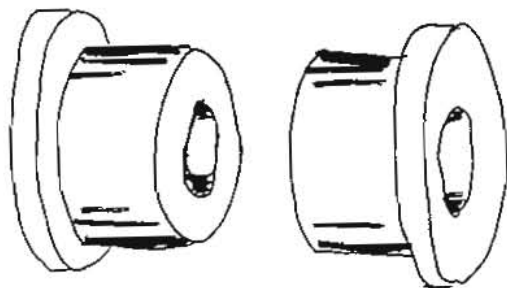
The new bushes I used were for the MGB. But after they had been on for about a week, I noticed that the wishbone was off-centre on its rubber joints. The first sketch shows this. The rubber had compressed down with the force of the coil spring.

The sketch adjacent shows how they SHOULD sit. So I found some more rubber bushes, but these too set

themselves to sit low after a few weeks. All four wishbone joints suffered the same fault. I could not see any decent M.O.T. chap passing them.

At an Autojumble, on a M.G. Specialists' stand, I saw the bushes meant for the V8 version of the MGB. They looked much more workman-like, so I purchased a set at £1.60 each, (actually CHEAPER than the 8 top-hat bushes off the MGB.) These were fitted, and the wishbone sat far more central on its pivots.

There is an old saying that often shows up to be very true, "If it looks right, it is right".



The MGB bushes used at first. Very soft, loose in the housings, and in two halves.



The MGB GT V8 bushes found at an Autojumble, far more capable of taking the load. MGB owners tell me most of them use these type for their cars, AND they last a lot longer.

NC.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MERCEDES-BENZ

MERCEDES 200, 1.9 litres, d.s., 1937, cream, upholstered pistons, engine completely overhauled June, 1954, brakes and transmissions just overhauled, Fram. old coll. new bat. World Way, Car. (6974)

ROSE & Y Type 307, fitted for new, black, bold Av. Hill Sta. (6974)

Reproduced

by kind permission of

"Autocar & Motor"

1931 black, all of wheels, drive a 100mph, turned for cruising, and driven, holding, the fitted many. M. ADSTON, Pendleton, 3457. (C3000)

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service, and spares—58, Camberwell Rd., S.E.1. Tel. Reliance 7691. (C0952/R)

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9. (C0748/R)

M.G.

TALLS, Ltd.

1953 M.G. 1½-litre saloon, black, red upholstery, £575.—Kingston-on-Thames, Kingston 1001. (C1093)

CAR MART, Ltd.

1953 M.G. T.D. Midlet 2-seater, red with beige upholstery, £550.—CAR MART, Ltd., 16, Oxbridge Rd., Ealing, W.5. Ealing 6600. (C1039)

VINTAGE AUTOS.

1948 M.G. T.C. 2-seater, loose covers, B.R.G., excellent condition, £365.—London Rd., Tooting, Tel. Mitcham 3951, 5452. (C1079)

ZENITH MOTOR Co. offer:—

1955 (March) M.G. T.P. sports, 1,500cc engine, grey/red leather upholstery, extras include H.M.V. radio, tonneau cover, Underseal, twin roof lamps, taxed; this is an immaculate one-owner car, supplied and maintained by ourselves, recorded mileage £500; £725.—St. 4265, 10 lines; 591, Commercial Rd., London, E.1. (6953)

B. J. HUNTER, Ltd., offer:—

1951 M.G. T.D. 2-seater, tuned and maintained by engineer, £525.—Below.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 3303. (C2030)

GUY SALMON AUTOMOBILES offer:—

1953 M.G. 1½-litre saloon, metallic grey/red leather, fitted several extras, genuine 17,000 miles from new, one owner, £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1949 M.G. 1½-litre saloon, £475.—Below.

1953 M.G. 2-seater T.D. sports, £515.—Montrose Motors (N. H. Bowell), 31-95, Epping New Rd., Buckhurst Hill, Essex, Tel. 3171-2. (C1088)

CLUBMAN AUTOS, Ltd., for M.G. Midlets:—

1952 T.D. M.G. 2-seater sports, grey, with red leather, luggage rack, spot lights, recent overhaul, excellent condition, £495.—T.C. black 2-seater sports, extensive overhaul, £365.

1938 T.A. black and cream 2-seater sports, good mechanical condition, £255.

P.A. M.G. 2-seater sports, 8hp, red, recent overhaul, £155.

P.B. 4-seater sports, excellent condition for year, two-tone green, £175.

1938 (Oct.) T.A. M.G., many extras, spotless condition, £275.

1937 T.A. 2-seater sports, green, outstanding example, recent expensive overhaul, £255.

1938—132, High St., Tooting, S.W.17, Ba. 3322. (C1095)

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 M.G. T.C. green with green upholstery, fitted oversize wheels and gears, luggage carrier, in superb condition, £370.

1947 M.G. T.C. green, a really beautiful motor car, £360.

1946 M.G. T.C. black with red upholstery, fitted windscreen washer, luggage carrier, windscreen horns, £355.

1939 M.G. T.A. drop head coupe, £295.

1937 M.G. T.A. red, fitted with many extras, £235.

PARADE MOTORS (MITCHAM), Ltd., 55-57, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C0356)

SLOCUMBS, Ltd., for cars with unique guarantees, M.G.s, selection from stock of:—

1935 P.A. mid-eng, reconditioned engine will be fitted for purchaser at £245.

1937-8 T.A., finished in red, good all-weather equipment, tidy interior trim, look, and runs like 1947, with complete check in our workshops, £275.

1954 T.P., immaculate red, maintained by one careful owner, in as new condition throughout, special suspension, recorded mileage under 16,000, £665.

1937 T.A., not the best in the country but good value at £235; and several others, including V.A.s and T.C.s, etc.

PART exchanges cars or motor cycles.

SLOCUMBS, Ltd., Car Division, Willesden 4443. (C4217)

M.G.

A CLAND & TABOR, Ltd., Welwyn Bypass, Herts. Welwyn 231 23, offer:—

1946 M.G. T.C. 2-seater, painted black, green leather, heater, radio-type horns, immaculate condition throughout, £375. Maximum h.p. terms available. (C1001)

T.F. M.G., 1954, 10,000 miles green and cream, for sale.—Apply Chobham 46. (6953)

1947 M.G. 1½ saloon, recently overhauled, in excellent condition, £475.

JACK GREEN CARS (LONDON), Ltd., 191-3, Watford Rd., S.E.17, Rodney T.1-2. (C2068)

1954 (July) M.G. Magnette saloon, export model, 12,000 miles, as new, £175.

RIPCO, Ltd., (M.G.s Purchased), 15, Albemarle St., Mayfair, London, W.1, Hyde Park 2952-3-4. (C3052)

£299!!!—1939 2½-litre M.G. sports saloon: opportunity to acquire quality sports car.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchange, hire purchase, £21-23, High Rd., Finchley (East Finchley, Underground), Finchley 6222-3-4. (C2052)

1946 T.C. black and beige, immaculate condition, £240.—98, Albert St., Newark, Nottingham. (6824)

£285—1½-litre 1938 V.A. saloon, green, carefully maintained.—Box 4273. (6814)

1955 M.G. Magnette, 3,400 miles only, radio, heater, underseal, etc., as new.—Below.

1955 M.G. T.P. roadster, 1500cc engine, 2,800 miles, as new, B.M.C. guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. (C2028)

M.G. T.B., tuned speed 14, B.R.G., very good condition, £275.—40, Rosebush Rd., Harrow, 17019.

1938 M.G. 1½-litre V.A. coupe, black, radio, Windonite, £235.—Vicarage 6500. (7196)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1, Grosvenor 4141. (C0396/R)

BEARDS of Kingston, M.G. specialists; sales, repairs.—102, London Rd., Kingston, Tel. Kln 3048. (C0082/R)

JUNE 1954 M.G. T.P., grey/red hide, as new, lady owner-driver, £630 o.n.o.—Lee Green 4297, after 6 p.m. (7234)

545 rps.—M.G. Midlet, 1953, T.D. 2-seater, red, leather, carefully used, terms, exchange, £475.—Rowland Smith, 10, Watford 6796. (7250)

325 rps.—M.G. Midlet 1947 T.C. 2-seater, British racing green, Windonite, good condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton Road, Hampton, Middlesex. (C4018)

1952 M.G. 1½-litre saloon, black, low mileage, perfect example, £615.—Steele Griffiths, London, S.E.5, Rodney 2201-2. (6951)

1954 M.G. T.P., 14,000 miles, red, leather, radio, heater, taxed, extra, immaculate condition, £510.—Tel. Watford 6796. (7250)

1947 M.G. T.C. sports 2-seater, black and green, recent new engine, many extras, immaculate condition throughout, £365.—Prospect 4424. (7108)

£295 o.n.o.—1934 V.A. drop head, above average, recent bills, £180.—Parker-Halls, 8, Outlands Close, Weybridge, Tel. 2013. (7160)

1955 M.G. Magnette (July), maroon/maroon; best offer, exchange considered.—159, Walton Rd., Chesterfield, Tel. 3708. (7002)

1937 M.G. T.A., black, red leather, upholstery in very good condition.—Lewis, 2, St. George's Rd., Bedford, Tel. Bedford 5593. (6891)

JACK ROSE, Ltd., offer 1953 M.G. T.D. in silver and red leather, one owner, many extras, £545.—Stafford Rd., Wallington, Surrey, Wall 6577. (C3055)

£215 minimum.—M.G. P.A. 2-seater, fitted, complete engine, beautiful condition.—£165, Brook 5722. (7175)

1954 M.G. T.P. 2-seater, 6,000 miles, radio, absolute specimen car, one owner, £695.—A. Owen (Bendon), Ltd., Col. 3185. (7147)

1937 M.G. 2½-litre d.h. coupe, very attractive, £195.—Norman Autos, 111-151, London Rd., West Croydon, Thornton Heath 5637. (C4089)

1953 (February) 1½-litre saloon, maroon with beige, a fine specimen of this model, one owner, £635.—R. C. Wimbush, 22, 1/2, Earls Court Rd., London, S.W.5, Fremantle 531-3. (C4056)

1951 M.G. 1½-litre saloon, same as above, screen wipers, 1955; exchange, £1,100.—R. C. Wimbush, Ltd., 25, East Hill, Wandsworth S.W.18 (near Clapham Junction), Bant 2255. (C3022)

1947 M.G. T.C. sports, black, red leather, one owner only, 21,000 miles, well above average throughout, £585.—G. S. Hall, Ltd., 106, King St., Hammersmith, W.6, Riverside 1631. (7285)

1938 2-litre sports saloon, black body, cream interior, in excellent condition throughout, well above average, £355; exchange.—Tand, 18, Edenhall Gdns., Weybridge, Park, Surrey, Tel. Der. 9754, 9779.

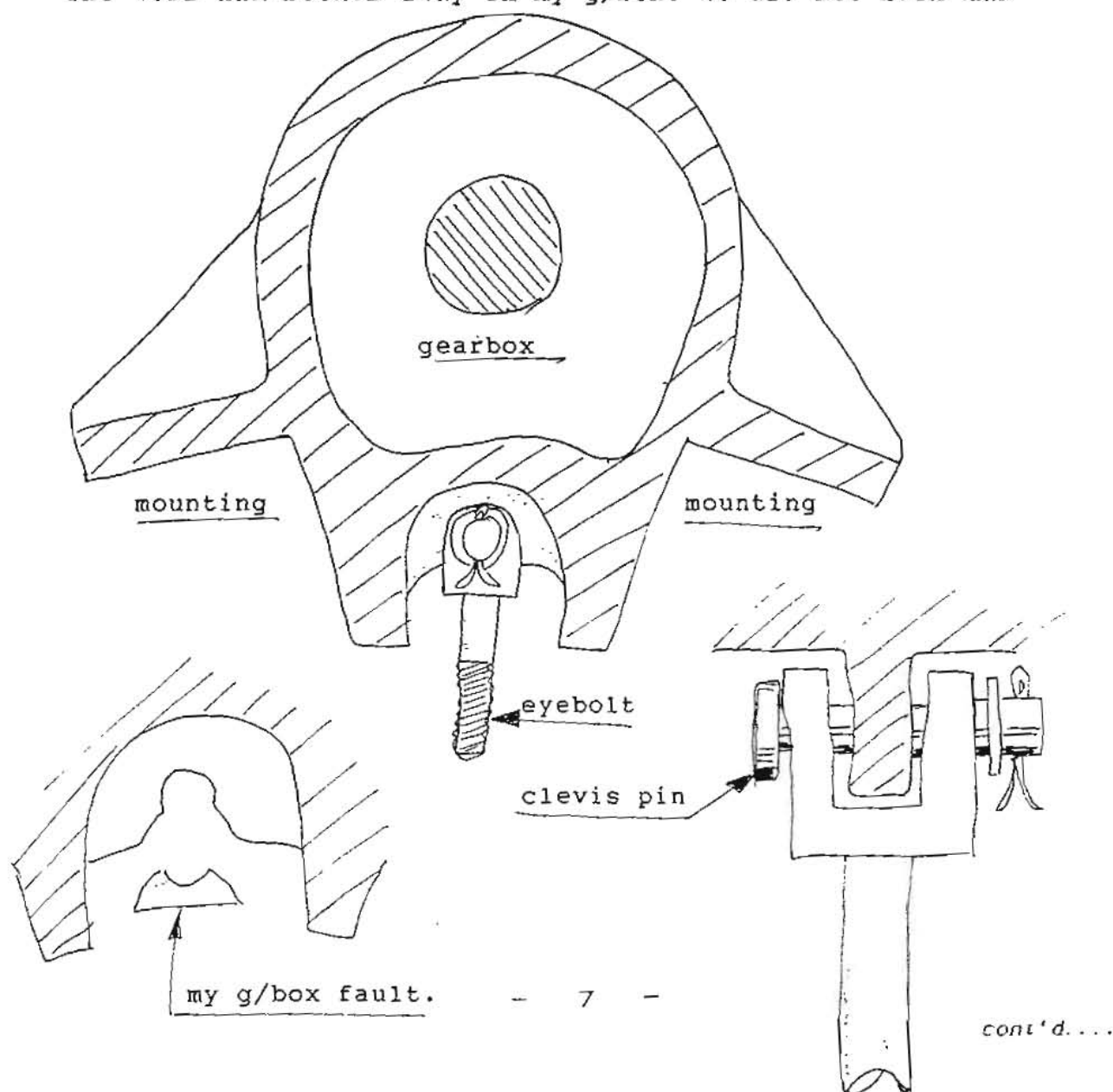
1939 M.G. 2½-litre drop head, four-seater coupe, 1955, 1954, 1953, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1943, 1942, 1941, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1922, 1921, 1920, 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1899, 1898, 1897, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, 1888, 1887, 1886, 1885, 1884, 1883, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873, 1872, 1871, 1870, 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, 1861, 1860, 1859, 1858, 1857, 1856, 1855, 1854, 1853, 1852, 1851, 1850, 1849, 1848, 1847, 1846, 1845, 1844, 1843, 1842, 1841, 1840, 1839, 1838, 1837, 1836, 1835, 1834, 1833, 1832, 1831, 1830, 1829, 1828, 1827, 1826, 1825, 1824, 1823, 1822, 1821, 1820, 1819, 1818, 1817, 1816, 1815, 1814, 1813, 1812, 1811, 1810, 1809, 1808, 1807, 1806, 1805, 1804, 1803, 1802, 1801, 1800, 1799, 1798, 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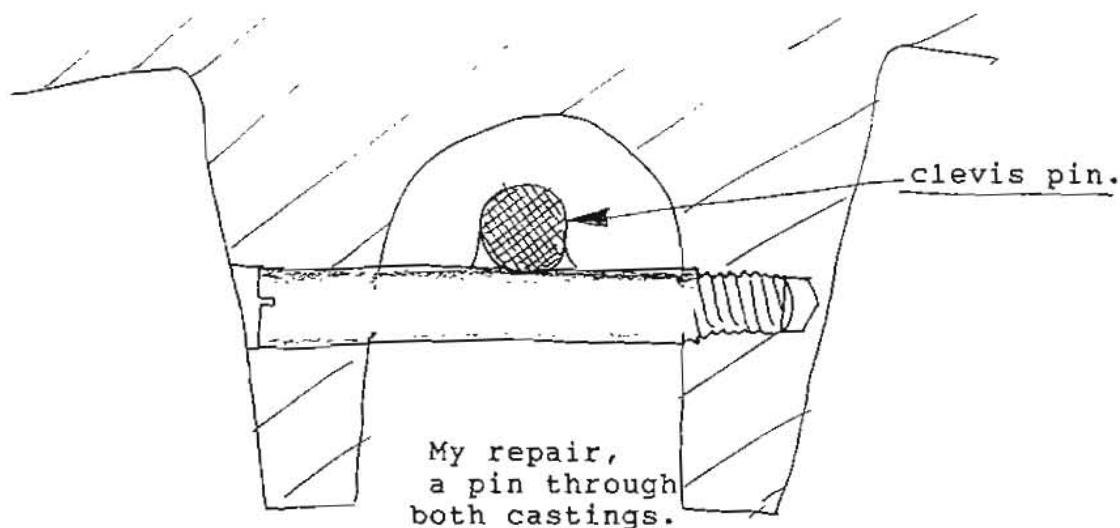
MORE GEARBOX.

Following on from finding the selection problems, changing the clutch, and curing them....like any old car it was bound to uncover further hidden faults. I had noticed with four up that when the car 'yumped', (going over hump-backed canal bridges quickly; the rise and fall after the bridge is called 'yumping' locally,) there was a clonk under the handbrake lever. I put this down to the very close fit of the transmission tunnel around the prop-shaft. It was infact the grease nipple on that shaft hitting this tunnel.

The cause was now apparent with the gearbox out of the car. The cast 'webb' that joins the two gearbox mountings has a hole through it, that an eyebolt fits into. This eyebolt holds down the back end of the gearbox. It all appeared in good order from under the car, but as the g/box sits on top of the chassis cross-member, the clevis pin and eyebolt itself cannot be seen in situ.

The webb had broken away on my g/box. It did not look man





enough to hold down the transmission, in fact to me it looked like an afterthought in the car's design. When you consider the mass and inertia of the back axle/prop-shaft shoving up and forward on the back of the gearbox, the web is very narrow, only about $\frac{1}{4}$ " wide.

The broken off portion meant the eyebolt & pin were doing nothing, just riding about as a useless passenger. The feet of the rear gearbox mountings were, on the other hand, very meaty and solid. I decided to drill in through their sides and fit a $\frac{3}{8}$ " dia pin, threaded into one side. This would run under the clevis pin. The mounts themselves hide this 'mod', and keeps it in. I put a hacksaw cut in the pin to be able to run it in, and tapped out one side to locate it.

Success, it works well, no clonks from the nether regions with rather overweight Mother in the back seat now. It must be said that the gearbox sits a little lower on the new rubber mountings, the old ones being so swollen with oil contamination.

The grease nipple seems to be a little happier as well, it probably got fed up with having its head smashed into the shaft tunnel at regular intervals. The cost was minimal for the repair, the bits coming from the many useful bits anyone keeps in their garage.

NC.