

The Classic "Y"



Issue No.138 June 1997.

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

REGISTER NEWS

A steady trickle of new Y-Types has brought us the following since last time:

Y/5492, a 1950 car, has recently been acquired by Rob Silk of the Netherlands. This car has been in Holland for about 18 years and currently has an engine from a 1953 TD (no. TD2/27819). Register No.1247 has been allocated and restoration is proceeding....

Staying in Holland, No.1248 has been allocated to Y/5099, another car missing its original engine (but in this case, a Gold Seal Replacement - D28861 - is present). This car was originally registered in Britain as "UMC181". Unlike '5492, '5099 has already been totally restored and its owner, Bert Keuren, is d(e)riving much pleasure from it!

The above two cars highlight a trend which I have not commented upon before but which is worthy of note in passing, and that is that in the last two or three years there has been a significant and steady increase in Y-Type interest from owners and enthusiasts in (continental) Europe. In particular, Dutch and Swiss owners have shown increasing interest in the Register.

continued on p.2....

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Register News continued....

No.1198 (last heard of with a Mr.D.Penny of Middlesex) has turned up again, and now reveals itself to be YB/0517. This is another University Motors car (it has the U.M. plaque on the dashboard) and it took to the road again in February after being out of commission since 1969! Where once the car was black in colour, it is now cream/Old English White (of course, I approve!). Kevin Morrison from [REDACTED], Middlesex, is the proud owner.

And lastly, for now, as far as new discoveries are concerned, another U.K.-based Y/T. This is Y/T/EXR 3866, a 1949 example. It has been found in Yorkshire and has become Register No.1249. Eventually I hope to learn whether it was originally exported (and, if so, to what country) or whether it was one of those hard-to-sell cars which never left these shores.

Steve Koster, from Berkeley, New South Wales, recently sent me some photos of the interior of his newly-restored Y/T (Y/T/EXR 4061 - Regtr. No.547). Materials were supplied by Wm.Collingburn and stitched and fitted locally. The result looks absolutely superb and well worth the unfortunately considerable expense of shipping all the materials to Australia.

GUARANTEE PLATE ISSUE LEDGERS

THE YBs - Pt. II.

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/0342	SC2/17236	06/02/52	YB/0368	SC2/17081	18/02/52
YB/0343	SC2/17246	07/02/52	YB/0369	SC2/17121	18/02/52
YB/0344	SC2/17269	07/02/52	YB/0370	SC2/17184	18/02/52
YB/0345	SC2/17220	07/02/52	YB/0371	SC2/17179	18/02/52
YB/0346	SC2/17232	08/02/52	YB/0372	SC2/17181	19/02/52
YB/0347	SC2/17216	08/02/52	YB/0373	SC2/17282	19/02/52
YB/0348	SC2/17284	08/02/52	YB/0374	SC2/17117	19/02/52
YB/0349	SC2/17283	08/02/52	YB/0375	SC2/17264	19/02/52
YB/0350	SC2/17231	11/02/52	YB/0376	SC2/17278	19/02/52
YB/0351	SC2/17226	11/02/52	YB/0377	SC2/17274	19/02/52
YB/0352	SC2/17175	11/02/52	YB/0378		(CKD)
YB/0353	SC2/17227	11/02/52	YB/0379		(CKD)
YB/0354	SC2/17217	12/02/52	YB/0380		(CKD)
YB/0355	SC2/17219	12/02/52	YB/0381		(CKD)
YB/0356	SC2/17285	12/02/52	YB/0382	SC2/17271	19/02/52
YB/0357	SC2/17233	12/02/52	YB/0383	SC2/17277	19/02/52
YB/0358	SC2/17229	14/02/52	YB/0384	SC2/17154	19/02/52
YB/0359	SC2/17213	15/02/52	YB/0385	SC2/17281	19/02/52
YB/0360	SC2/17176	15/02/52	YB/0386	SC2/17268	19/02/52
YB/0361	SC2/17132	15/02/52	YB/0387	SC2/17208	20/02/52
YB/0362	SC2/17190	18/02/52	YB/0388	SC2/17201	20/02/52
YB/0363	SC2/17194	18/02/52	YB/0389	SC2/17090	20/02/52
YB/0364	SC2/17109	18/02/52	YB/0390	SC2/17114	20/02/52
YB/0365	SC2/17157	18/02/52	YB/0391	SC2/17218	20/02/52
YB/0366	SC2/17136	18/02/52	YB/0392	SC2/17205	20/02/52
YB/0367	SC2/17122	18/02/52	YB/0393	SC2/17223	20/02/52

ME
USA

Dear Y Register Members:

M'GOD it's **MGOD**

MG OVERDRIVE 5-SPEED TRANSMISSION FOR TD/TF AND Y-TYPE

After nearly a year and a half of research, development and plain, hard work, the 5-speed, all synchromesh, overdrive transmission for the MG TD/TF and Y-Type is a reality. The prototype installation in our own YA Saloon is complete. We have driven it over 800 miles, over all types of roads and terrain with complete reliability and absolutely wonderful DRIVEABILITY. With the installation of the first kit, design goals have been met. These are:

- Totally reversible installation with no metal cutting, drilling or welding
- 20% overdrive to ease engine RPMS
- Smooth shifting
- Modern clutch
- Modern throwout bearing
- Noise and heat reduction

With four people the "Y" pulled the overdrive 5th gear very well, which means that the TD/TF Roadsters will get even better results. The smoothness and quietness of this transmission needs to be experienced first hand to fully appreciate what a difference it makes. But, the biggest direct advantage is the reduction in engine RPM at our normal cruise speed of 60 MPH. Conservatively, we dropped 800 RPM at that speed. If you care to cruise at a higher speed than 60, that, too, is now available with less engine wear.

The kit contains the following parts.:

- Modified Datsun B210, 5-speed, all synchro, overdrive transmission
- New drive shaft
- New fibreglass transmission cover
- New rear transmission mount
- New clutch disc
- New diaphragm clutch cover (pressure plate)
- New ball bearing throwout bearing
- New clutch rod from oil pan pivot lever to transmission
- New speedometer drive cable

cont'd. . . .

- New exhaust-to-transmission bracket
- New pilot bushing

All of the above parts have been carefully engineered and constructed to provide long lasting quality and minimum maintenance - no leaks, squeaks, or rattles. The kit comes with complete instructions and is no more difficult to install than a normal clutch replacement job. Essentially that is what you're doing - replacing the clutch and substituting a modern, fully synchronized transmission for your old, fragile original. The modern construction of the clutch, throwout bearing and transmission means less wear, tear, noise and heat. All of which add up to greater driveability, more available horsepower and longer engine life. This kit can be installed in your car in a day and will cost you less than an overhaul of the old transmission. The MGOD kit is available now with an introductory price of \$1650. Right hand drive kits are an additional \$100. All prices are FOB Brunswick, Maine.

Thank you for your interest in this project. Don't wait - purchase your kit today and really be able to DRIVE your car and enjoy it.

*N.B.: Steve also says that his design of finned cast-iron brake drums for the Y & Y/T are now available from:
Abingdon Spares Ltd., P.O. Box 37, South Street, Walpole, New Hampshire, 03608, U.S.A.*

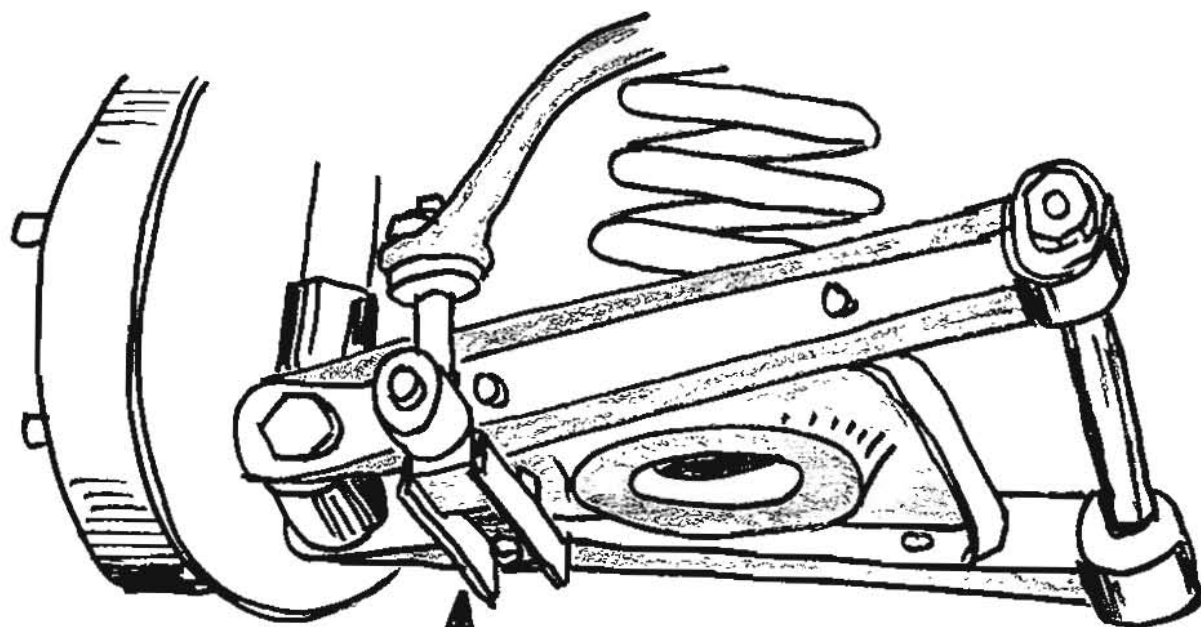
Steve Neal

NEMGTR# [REDACTED]

GUARANTEE PLATE ISSUE LEDGERS

THE YBs - Pt. III.

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/0394	SC2/17230	20/02/52	YB/0418	SC2/17177	27/02/52
YB/0395	SC2/17206	22/02/52	YB/0419	SC2/17174	27/02/52
YB/0396	SC2/17225	22/02/52	YB/0420	SC2/17180	28/02/52
YB/0397	SC2/17222	22/02/52	YB/0421	SC2/17303	28/02/52
YB/0398	SC2/17224	22/02/52	YB/0422	SC2/17300	28/02/52
YB/0399	SC2/17209	22/02/52	YB/0423	SC2/17302	29/02/52
YB/0400	SC2/17207	22/02/52	YB/0424	SC2/17299	29/02/52
YB/0401	SC2/17214	22/02/52	YB/0425	SC2/17294	29/02/52
YB/0402	SC2/17211	22/02/52	YB/0426	SC2/17298	01/04/52
YB/0403	SC2/17210	22/02/52	YB/0427	SC2/17293	01/04/52
YB/0404	SC2/17212	22/02/52	YB/0428	SC2/17295	02/04/52
YB/0405	SC2/17215	22/02/52	YB/0429	SC2/17296	03/04/52
YB/0406	SC2/17275	22/02/52	YB/0430	SC2/17297	04/04/52
YB/0407	SC2/17280	25/02/52	YB/0431	SC2/17315	08/04/52
YB/0408	SC2/17263	25/02/52	YB/0432	(CKD)	
YB/0409	SC2/17259	25/02/52	YB/0433	(CKD)	
YB/0410	SC2/17272	25/02/52	YB/0434	(CKD)	
YB/0411	SC2/17167	25/02/52	YB/0435	(CKD)	
YB/0412	given as both SC2/17159 and '17158 (but see YB/0297 in TCY137)				
		25/02/52	YB/0436	SC2/17349	08/04/52
YB/0413	SC2/17125	25/02/52	YB/0437	SC2/17340	08/04/52
YB/0414	SC2/17124	25/02/52	YB/0438	SC2/17341	09/04/52
YB/0415	SC2/17204	25/02/52	YB/0439	SC2/17335	09/04/52
YB/0416	SC2/17165	25/02/52	YB/0440	SC2/17342	16/04/52
YB/0417	SC2/17270	27/02/52	YB/0441	SC2/17350	18/04/52

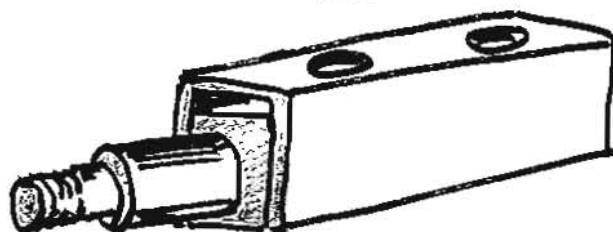


Underside
View.

ANTI-ROLL BARS

ON THE 'YB'

Spacer Tubes

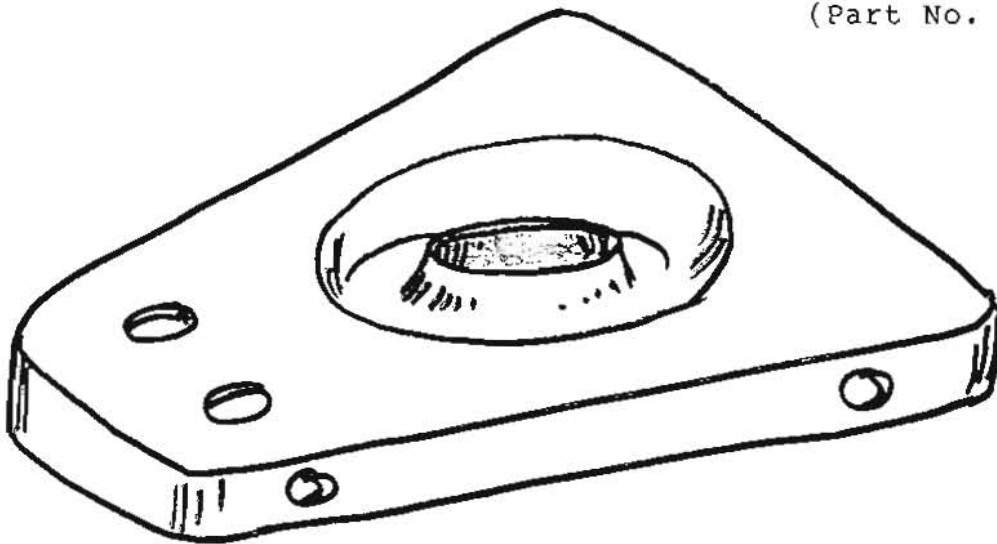


Channel section.
(Part No. 500546)

Unlike the earlier model of the 1½ Ltr M.G., the YB has an Anti-Roll bar fitted to the front independent suspension. The layout differs from the type fitted to the later M.G. s using the suspension system in that it has odd links bolted to the spring-pan, of a channel section, then it uses a short rubber insulated link to join the actual torsion bar to the pan.

The spring pan is a heavy steel pressing, encased each side by two 'U' section arms that bolt to it, and these in turn fit onto a mounting on the cross member at the front of the chassis at their inner ends, rubber mounted. The outer ends of these two 'U' channels bolt to the lower trunion of the swivel pin. Once all bolted together, this built-up assembly is strong and rigid. It has remained virtually unchanged in use through the TD, TF, MGA and MGB. However, the mounting of the anti-roll

Spring pan.
(Part No. 126905)



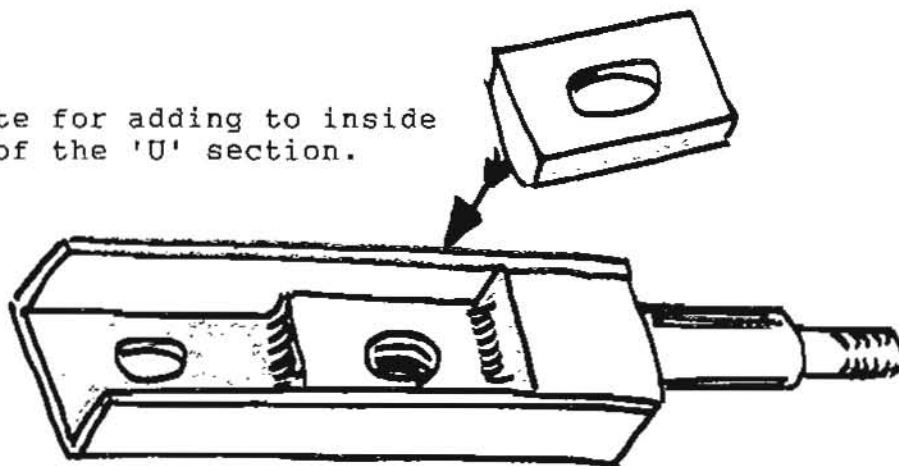
bar on the MGB that I studied, (my brother's 1964 pull-handle roadster that he is resurrecting, as opposed to restoring...) had a very different mounting for the anti-roll bar. It fitted onto a mounting that bolted through the 'U' section arm on the front of the assembly, not unlike that fitting on the Midget with the A30 front suspension. The link that joined the anti-roll bar to the suspension was also very different, not unlike an Austin A55/A60 rear damper link, or infact a rear MGB damper link.

On the M.G. YB, the channel section that bolts to the spring pan has two steel spacers of heavy tube. It uses two long bolts to affix it. These bolts fit into the spring pan in an area of flat metal. There are no ribs or folds to stiffen the mounting, infact it all looks like a bit of an afterthought.

As the car rolls, the anti-roll bar will transfer the weight from the inner wheel to the outer one, infact trying to lift the inner wheel. This stiffens up the outer wheel's spring and holds the car more level. The anti-roll bar is a torsion bar. As the YB is quite a heavy car, it has its work cut out to keep the car on an even keel. To transfer the suspension stresses through the spring pan is a good idea as this is the centre of the system, but to allow basically a twisting motion on flat metal with no reinforcement is bound to show up faults sooner or later. I guess this is why the MGB system is so different, being fitted to a car made to be driven hard, where the little YB is supposed to be a saloon with some sporting ancestry.

The reason I was looking at the MGB system was because I had noticed my own YB mountings were looking slightly twisted. At first I put this down to some plonker in the past trying to jack the car up on the channel sections, (500546). They are not strong enough for this treatment. On closer examination when greasing the car, the amount of 'twist' was the same both

Plate for adding to inside
of the 'U' section.



sides. Because of the Mecano nature of the little M.G., I could take it to bits and see the cause was that the set-up just was not thick enough in the steel dept. I had thought of fitting an MGB link, but decided against that as it would not look original. A very close study showed me that local plates welded to the pan and the link would give the required extra strength.

So I put in a $\frac{3}{4}$ " by 1" 14SWG plate inside the channel section, as shown above, and another 14SWG plate as shown below on the pan. Only the forward bolt had been twisting sideways in its hole, to buckle the pan a little and twist the channel section. Now that it's all refitted and painted hammerite black, only a very keen eye would see it, so I have retained the original look/standard YB fitting.

No doubt the car was not designed to last 50 years and eventually the fault was found, which is why the later cars used a better fixing. Might be worth having a look at your YB, and well worth remembering NOT to use it to jack on.

NC.

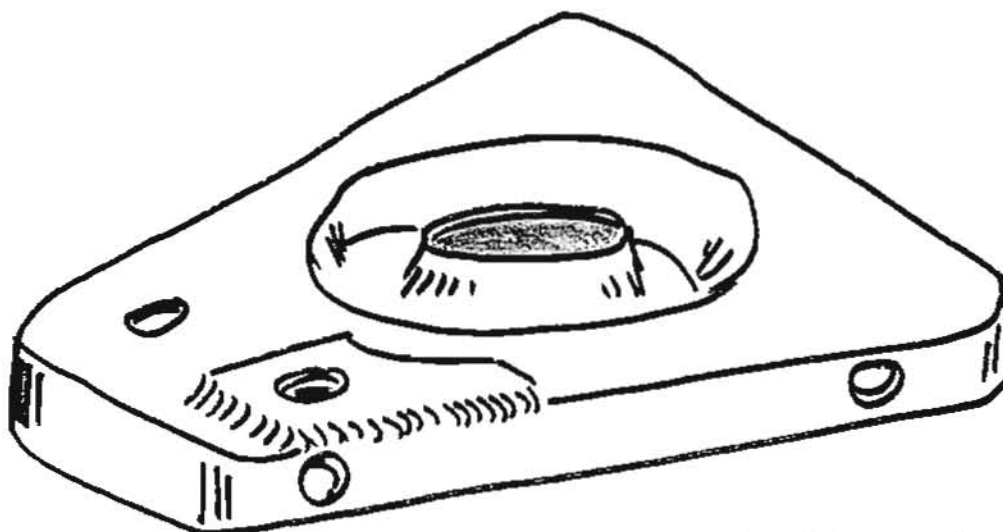


Plate welded to spring pan
to stiffen up the area. Channel
section fits underneath pan.

Immediately below is a photo of Y/5190 EXLV taken during the 1950s (the original is a colour slide). The front wings and running boards and the upper part of the body are finished in what could be the original shade, Sun Bronze. The engine bay bulkhead is also said to be the same colour. But note that the bronze colour is not continued onto the rear wing; this is cream, as are the body sides. This car was bought from importers J.S. Inskip of New York, and the silver metal finisher separating the cream from the upper body bronze looks like a typical Inskip "add-on", very like those fitted to their 4-seater TD conversions; indeed the whole colour scheme is reminiscent of these cars.



The lower photo (of the same car) was taken recently by its new (third) owner, Tom Cox of Colorado. Note that the bronze colour has been extended to cover the rear wings. Also, the upper body colour is now a much deeper brown than that on the wings and running boards. These colour scheme changes were carried out by the car's second owner.

