



# The Classic 'Y'



Issue No.148 February 1999

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

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*Rob Haywood from Lockerbie, Scotland, and Y/T/EXR 4264, along with friend and MGF.*

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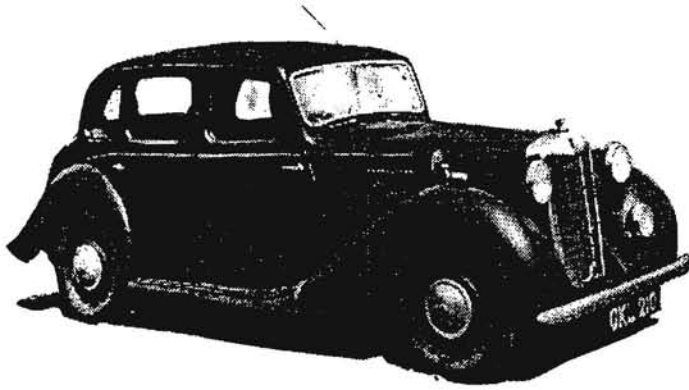
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U.K. Spares Co-ordinator (Second-hand Spares): D.Mullen, [REDACTED]

Heading illustration courtesy of Motor.

The Classic "Y" is published by Skycol Publications





During the test of the M.G. a leak developed in the radiator, which has been temporarily repaired with a sealing compound. Apart from this the car ran well, and earned considerable affection while it was on test

## X-HAND MARKET GUIDE

# Used Cars on the Road-112

1951 M.G. Y 1½-LITRE

Basic price new	£565 0 0
Total price new	£880 7 9
Price secondhand	£485 0 0

Acceleration: (see text)	
Standing ¼-mile	25.4 sec

Petrol consumption	31-36 m.p.g.
Oil consumption	negligible
Mileometer reading	51,156
Date first registered	November, 1951

Provided for test by Simpsons Motors (Wembley), Ltd., 345, High Road, Wembley, Middlesex.

CARS which offer a little extra in the way of equipment, refinement and construction always have a keen following, and earn respect; this test of a six-year-old Y-type M.G. 1½-litre saloon recalled the many features of the car which placed the model in this class. Among them are an adjustable steering column, a sliding roof (which does not leak), an opening windscreen, a rear window blind, a trip mileometer, good engine accessibility, a built-in hydraulic jacking system (which works efficiently), and a luggage locker lid which opens to the horizontal to serve as a table.

Additionally, it was found that time and a mileage rate of nearly 10,000 a year have caused remarkably little mechanical depreciation, and the car still feels taut. Even on bad surfaces there is not a rattle or squeak, and none of the components give warning of imminent failure.

The engine is the original unit; apart from a considerable tappet noise it is very fit, and it is suspected that some overhaul work on it may have been carried out fairly recently. During the hot weather of the test the choke was not needed for the first start of the morning, and the engine always fired instantly and pulled without hesitation after a short warming-up period. It is a very willing unit which is both flexible and happy to rev at high speeds. The car can be driven hard without any impression that the engine is being overworked, and it will cruise without fuss at up to 60 m.p.h., which is equivalent to a little over 4,000 r.p.m. in top gear.

At certain speeds there is a faint whine from the rear axle, but there is very little free play in the transmission, and no snatch occurs at low speeds in a high gear. The gear box also is in good condition, and the conveniently placed central change is very pleasant to use. The gears are quiet and the synchromesh is still fairly effective.

The suspension—by independent coil springs at the front and semi-elliptic leaf springs at the rear—gives a comfortable ride on most surfaces. Because the spring dampers are now very weak there is excessive vertical movement at times; yet so good is the suspension that the lack of efficient damping is far less noticeable than it might be. The only other major mechanical fault is in the rack-and-pinion steering which, although delightfully positive, is very stiff and has little self-centring action.

The hand brake is so much in need of adjustment that the lever can be pulled nearly to the end of the ratchet. The foot brake is effective, though heavy pedal pressures are needed. During one fast drive the brakes became very hot, but did not fade at all; the heat caused grease to run out of the front wheel hubs from which the seals were missing.

A 6-volt radio has been added to the car, arranged to be powered by half the 12-volt battery. The other accessories on the M.G. are a panoramic rear mirror, a useful wing mirror, and a small mascot mounted on the radiator cap. A flat-beam fog lamp is part of the car's standard equipment. The instruments include an ammeter, fuel gauge, oil pressure gauge (indicating about 75 lb sq in at cruising engine speeds), and a clock which, as usual, is not working.

The time switch controlling the trafficator is disconnected, and a trafficator warning light has been fitted on the steering column. Also out of action is the windscreen wiper on the passenger's side.

When the car's speed rises above 35 m.p.h. the speedometer becomes very erratic, and the swing worsens as speed increases; at 60 m.p.h. the needle flickers between 50 and 100 m.p.h. The fault was not cured by lubricating the cable.

For used car road tests the acceleration is measured against the car's speedometer after determining and allowing for the

amount of any error there, but because this M.G.'s speedometer (or the cable) was faulty, it was not possible to take any acceleration figures other than the standing ¼-mile, which was almost up to the standard of the model when tested new.

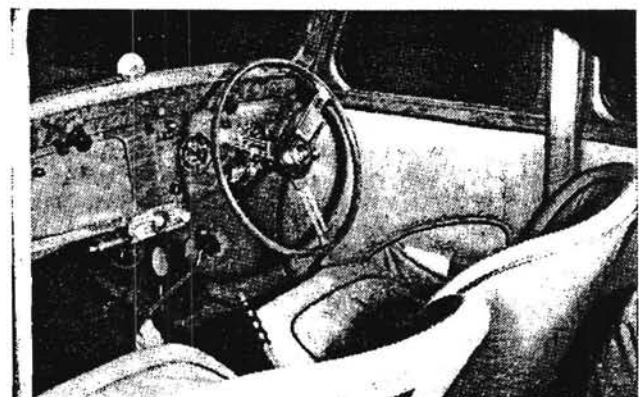
After publication of the original road test of the M.G. 1½-litre (April 1952) claims were received from several readers that the car could return better fuel consumption figures than the range given in the test (24-28 m.p.g.), and this is confirmed now by the figures above. The figures recorded in the original test were measured with all the usual accuracy, so they must have been influenced by a fault peculiar to the car tested.

Apart from the tyre on the left front wheel (a nearly new Goodyear), the M.G.'s tyres are all about half worn. Two remoulds are on the rear wheels. The toolkit is limited to a wheel brace and a handle for the built-in jacking system.

The bodily appearance of the car is somewhat below par for its age, but the inside is better than the exterior, which is in maroon. Characteristic of that colour, the paint has faded unevenly all over, giving the car a rather drab look. There is also considerable rusting, especially at door and wing joints, and round the rain gutter and the lids of the luggage locker and the spare wheel compartment. The chromium has lasted better, and although rather scratched it is not rusty.

Inside, the polished wood facia and door trim are in good condition, and the carpets are fair. The beige leather of the seats and door trim shows much wear, but the seats are still very comfortable. Cloth roof linings seldom look well on a used car, and on this M.G. they are no exception.

The M.G. 1½-litre is a splendid little car to drive: its directional stability is very good, and it corners very well, the oversteering tendency being too slight to be troublesome. Its appeal as a safe, compact and economical four-seater with many good features, and capable of encouragingly high average speeds, is reflected in the high price asked for it, which after six years is still only £80 below the original basic price.



The neat appearance of the facia is marred by the untidy fitting of the controls for an American radio, of which the tone was very good. The glove locker has been removed, and the radio set itself occupies the entire space behind the lid. The car's handbook is in the door pocket

## T H E   A N N U A L   S T A T S !

	1999	1998
YAs on the Register (of which 16 are left-hand-drive)	714	706
YBs on the Register	267	261
YTs on the Register	257	253
Reinbolt & Christé-bodied cars on the Register	3	3
Keller-bodied cars on the Register	1	1
Other Specials/Composites/Hybrids on the Register	15	14
Unknown (mainly saloons) on the Register	59	59
 Total number of cars on the Register	 1,316	 1,297
 Cars identified by chassis number:		
1947	72	70
1948	110	110
1949	314	308
1950	222	218
1951	104	104
1952	97	94
1953	100	99
 TOTAL	 1,019	 1,003

Number of cars in each country: (35 countries - same as at 20/2/98)

	<u>1999</u>	<u>1998</u>
England	584	577
Australia	333	327
U.S.A.	155	153
Republic of South Africa	45	46
Scotland	34	34
Wales	25	25
Switzerland	21	21
Canada	16	17
Eire	16	16
Netherlands	13	12
New Zealand	12	12
Northern Ireland	9	9
Denmark	8	7
Singapore	6	5
Belgium	5	4
Germany	4	4
Channel Islands	4	4
Sri Lanka	3	2
Malaysia	2	2
Portugal	2	2
India	2	2
Norway	2	2

*cont'd...*



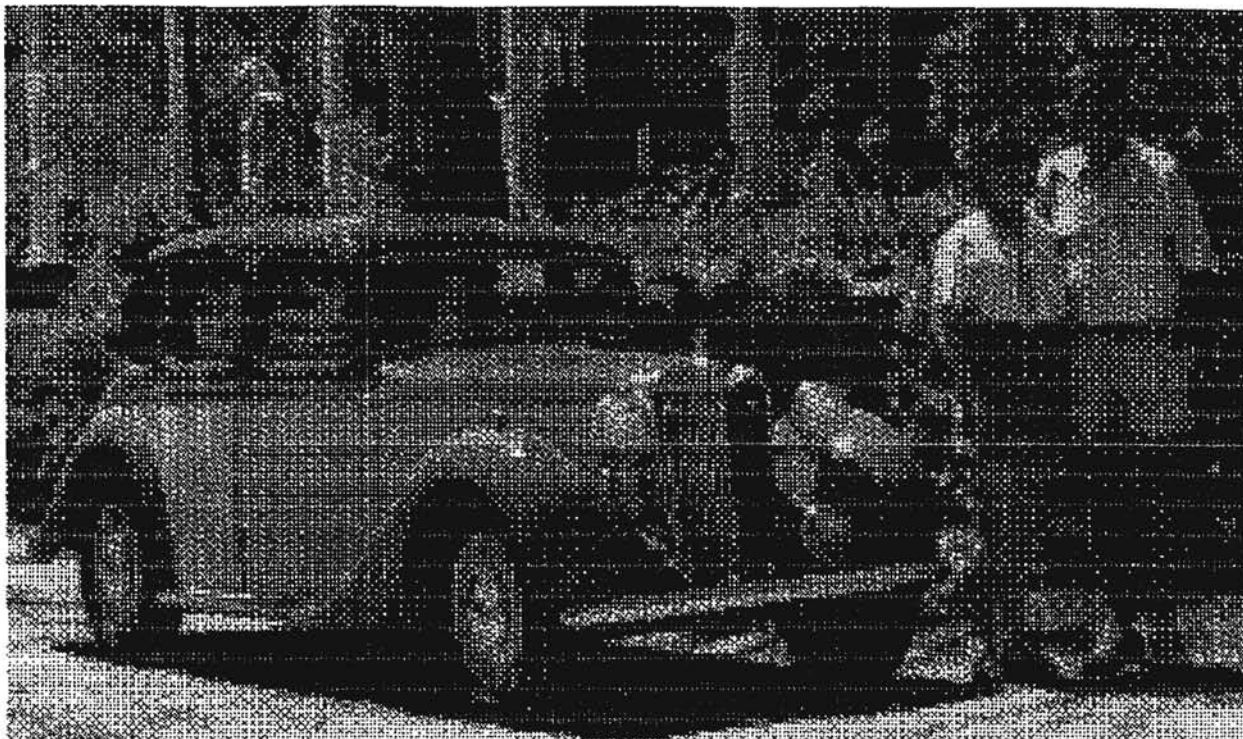
Uruguay	2	2
Japan	2	1
Madeira	1	1
Rhodesia	1	1
Cyprus	1	1
China	1	1
Bangladesh	1	1
Macau	1	1
Namibia	1	1
Austria	1	1
Finland	1	1
France	1	1
Sweden	1	1

# GUARANTEE PLATE ISSUE LEDGERS

*THE YBs - Pt.XIV.*

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/1319	SC2/18237		YB/1353	SC2/18255	09/05/53
YB/1320	SC2/18185		YB/1354	SC2/18184	10/05/53
YB/1321	SC2/18181		YB/1355	SC2/18215	10/05/53
YB/1322	SC2/18195		YB/1356	SC2/18213	10/05/53
YB/1323	SC2/18192		YB/1357	SC2/18211	10/05/53
YB/1324	SC2/18193		YB/1358	SC2/18158	10/05/53
YB/1325	SC2/18194		YB/1359	SC2/18234	14/05/53
YB/1326	SC2/18162		YB/1360	SC2/18229	14/05/53
YB/1327	SC2/18176		YB/1361	SC2/18227	14/05/53
YB/1328	SC2/18239		YB/1362	SC2/18240	14/05/53
YB/1329	SC2/18249		YB/1363	SC2/18242	14/05/53
YB/1330	SC2/18251		YB/1364	SC2/18248	15/05/53
YB/1331	SC2/18247		YB/1365	SC2/18168	15/05/53
YB/1332	SC2/18257		YB/1366	SC2/18278	15/05/53
YB/1333	SC2/18252		YB/1367	SC2/18269	18/05/53
YB/1334	SC2/18259		YB/1368	SC2/18271	18/05/53
YB/1335	SC2/18177		YB/1369	SC2/18230	18/05/53
YB/1336	SC2/18273		YB/1370	SC2/18270	18/05/53
YB/1337	SC2/18262		YB/1371	SC2/18268	18/05/53
YB/1338	SC2/18275		YB/1372	SC2/18284	26/05/53
YB/1339	SC2/18180		YB/1373	SC2/18290	05/06/53
YB/1340	SC2/18281		YB/1374	SC2/18267	19/05/53
YB/1341	SC2/18277		YB/1375	SC2/18264	19/05/53
YB/1342	SC2/18286		YB/1376	SC2/18263	19/05/53
YB/1343	SC2/18272	22/05/53	YB/1377	SC2/18265	19/05/53
YB/1344	SC2/18243	07/05/53	YB/1378	SC2/18266	19/05/53
YB/1345	SC2/18245	07/05/53	YB/1379	SC2/18235	21/05/53
YB/1346	SC2/18260	08/05/53	YB/1380	SC2/18261	21/05/53
YB/1347	SC2/18256	08/05/53	YB/1381	SC2/18295	27/05/53
YB/1348	SC2/18253	08/05/53	YB/1382	SC2/18297	29/05/53
YB/1349	SC2/18274	09/05/53	YB/1383	SC2/18232	18/05/53
YB/1350	SC2/18246	09/05/53	(records noted "This car has a TD Mk.II engine fitted")		
YB/1351	SC2/18250	09/05/53	YB/1384		(CKD)
YB/1352	SC2/18238	09/05/53			

## REGISTER NEWS



The above photo shows [REDACTED] and his wife, Anne, alongside their Y/5190EXLU. [REDACTED] says, "After two years I have finally finished the restoration, including the engine rebuild, and Anne and I drive it everywhere. I oversized the valves (TF) and the car runs really well. It is still a little underpowered for driving here in the Rocky Mountains, but overall it is a real treat each time we drive it. Since this is the only M.G. saloon in Colorado, most comments are of the 'I didn't know M.G. made a sedan' type, so it has really been a lot of fun to tour around this area". Well, thanks for the photo, Tom. What's that magnificent building behind you? Sorry to disappoint you, though, but Y/5190EXLU might not be the only M.G. saloon in Colorado. YB/0930, a black 1952 YB, is registered to a [REDACTED] of Colorado. I don't have a full address, though, and this may be a very old entry and it could be that he has moved on or sold the car.

Long-time aficionados of this column will know that amongst the Register's papers is a list prepared in the 1960s by Lionel Morriss of "Y" Types he happened to see in the Essex area. Occasionally one of these cars surfaces and it is very gratifying when this happens. The latest instance concerns "UMG284" which is today owned by [REDACTED], Essex. This car was "spotted" by L.C.Morriss in Barking, Essex, on 16th July 1963, so it seems to have spent most of its life in that same area. "UMG284" is No. 0703 on our Register, it has chassis no. Y/5896, making it a 1950 Y. engine no. SC/15773 and body no. 4504/4564. It is green in colour, with green upholstery.

Register No. 0340 (Y/1336) recently changed hands and is now owned by [REDACTED], Ontario, Canada; he hopes to start restoration shortly. Y/1336 is a black 1948 Y. having engine no. SC/X11062 and body no. 1071/1147.

Three new additions to the Register were unearthed by Dave Lawrence as a result of correspondence received following publication of *Let There Be Ys*. They are:

1313. YB/0321    1314. Y/T/EXR 2252    1315. YB/0559

Finally, Y/0783 (allocated Register No.1316) is for sale, and a description will be found in *Cars for Sale*, on the following page.

## Cars for Sale

051298: M.G. YB saloon for restoration. Sound car, best offer. [REDACTED]

171298: "1947 'Y' Type. Partially dismantled and garaged for many years after an abandoned restoration project. Bodywork, chassis, electrics and mechanical components are complete and in reasonable condition. The running gear was functional when driven into the garage (1988!) The interior, however, has been removed and is suitable only as patterns. All interior parts are present. The car is not currently registered; the original log book was returned to the D.V.L.A. by a previous owner, but the registration process was never completed. Sadly, I have finally admitted that I will never have time to restore the car to the level it deserves. Enquiries, or offers, to [REDACTED] Buckinghamshire [REDACTED]

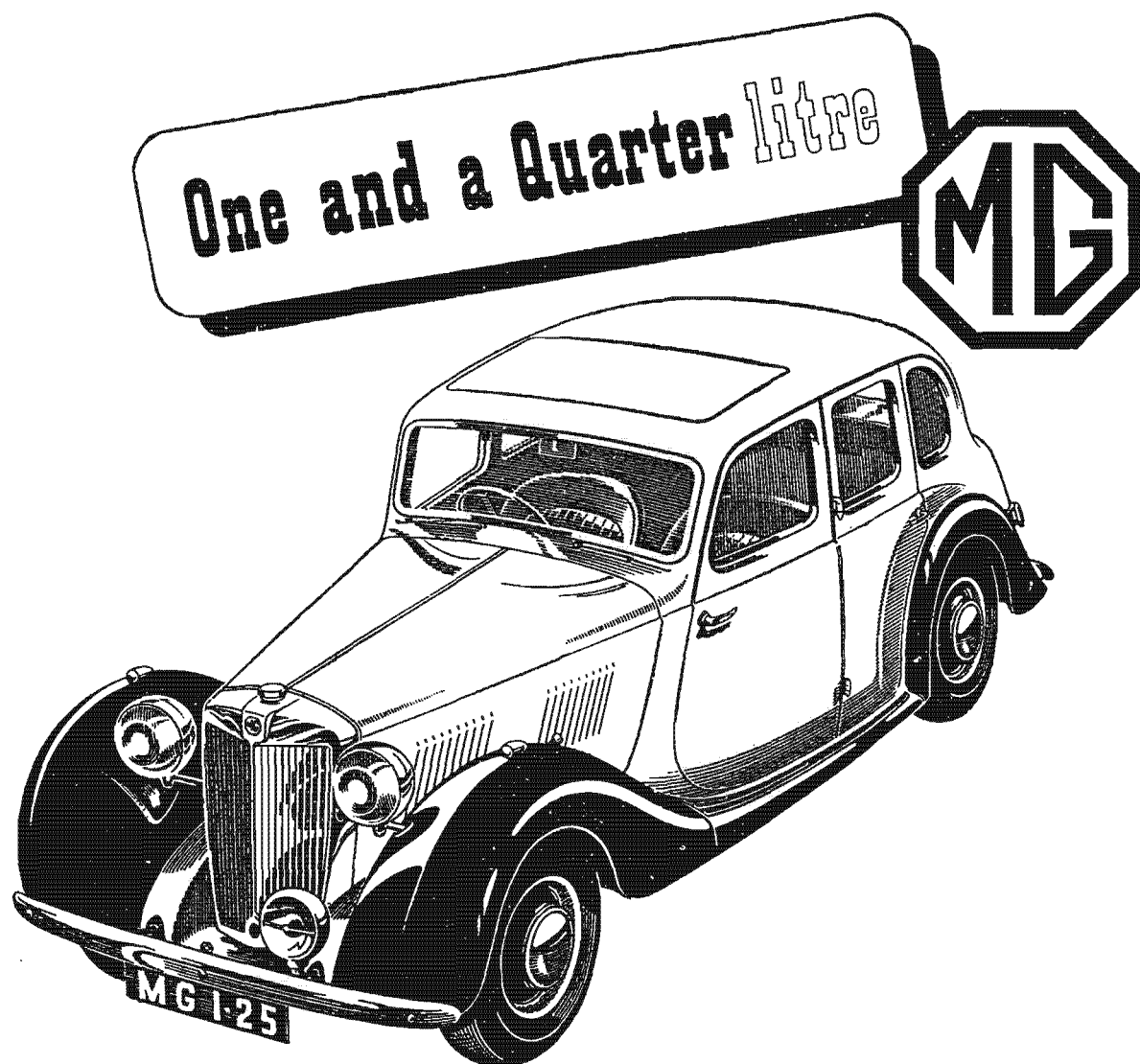
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### GUARANTEE PLATE ISSUE LEDGERS

*THE YBs - Pt.XV.*

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/1385	(CKD)		YB/1413	SC2/18304	05/06/53
YB/1386	(CKD)		YB/1414	SC2/18314	05/06/53
YB/1387	(CKD)		YB/1415	SC2/18313	05/06/53
YB/1388	SC2/18283	26/05/53	YB/1416	SC2/18315	05/06/53
YB/1389	SC2/18302	26/05/53	YB/1417	SC2/18329	09/07/53
YB/1390	SC2/18300	26/05/53	YB/1418	SC2/18311	09/06/53
YB/1391	SC2/18285	26/05/53	YB/1419	SC2/18317	09/06/53
YB/1392	SC2/18303	26/05/53	YB/1420	SC2/18318	09/06/53
YB/1393	SC2/18280	29/05/53	YB/1421	SC2/18321	09/06/53
YB/1394	SC2/18294	27/05/53	YB/1422	SC2/18167	09/06/53
YB/1395	SC2/18299	27/05/53	YB/1423	SC2/18258	09/06/53
YB/1396	SC2/18305	05/06/53			
YB/1397	SC2/18292 or '18296 (see YB/1405).	05/06/53			
YB/1398	SC2/18288	29/05/53	YB/1424	SC2/18322	10/06/65
YB/1399	SC2/18293	29/05/53	YB/1425	SC2/18323	10/06/53
YB/1400	SC2/18301	29/05/53	YB/1426	SC2/18319	11/06/63
YB/1401	SC2/18310	03/06/53	YB/1427	SC2/18359	15?/06/53
YB/1402	SC2/18307	03/06/53	(original entry i.r.o. eng. no. has been erased and "18359" written in place. Date of completion appears to have been altered).		
YB/1403	SC2/18308	03/06/53	YB/1428	SC2/18325	12/06/53
YB/1404	SC2/18309	03/06/53	YB/1429	SC2/18326	12/06/53
YB/1405	SC2/18296 (see YB/1397).	03/06/53	YB/1430	SC2/18320	12/06/53
YB/1406	SC2/18298	03/06/53	YB/1431	SC2/18330	12/06/53
YB/1407	SC2/18324	11/06/53	YB/1432	SC2/18358	12/06/53
YB/1408	SC2/18291	05/06/53	YB/1433	SC2/18360	12/06/53
YB/1409	SC2/18289	05/06/53	YB/1434	SC2/18357	15/06/53
YB/1410	SC2/18306	05/06/53	YB/1435	SC2/18328	15/06/53
YB/1411	SC2/18282	05/06/53			
YB/1412	SC2/18219	05/06/53			


**maintaining the breed with the new**



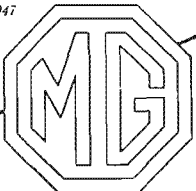
"Appeal in a car is not unlike appeal in a human being, something rather indefinable, but often a combination of individuality with irreproachable manners, the best of which is modesty. It is just so with the ; for it accomplishes so much and makes so little to-do over it."

*Vide "Autocar" 9th May, 1947*

Price £525 . 0 . 0 ex works plus purchase tax £146 . 11 . 8

THE  CAR COMPANY LTD., ABINGDON-ON-THAMES

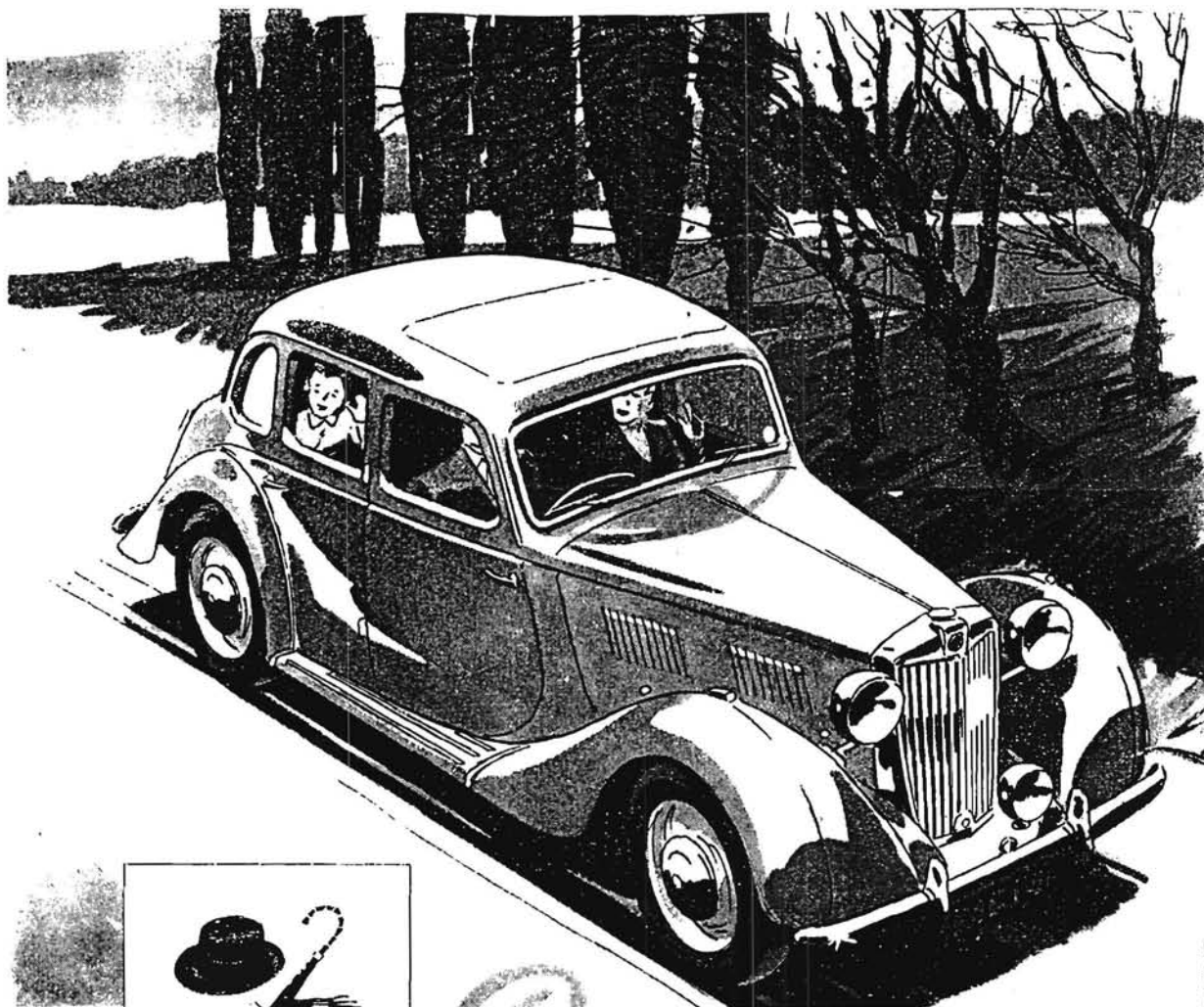


*Safety*  *fast!*

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## Dual personality

*One and a  
quarter litre*

For those who are men about town and boys about speed, the 1½ litre M.G. Saloon has instant appeal. It looks well in the High Street, goes well on the open Highway, and behaves like a thoroughbred under all conditions. Beneath the gracefully styled bonnet

is a 1250 c.c. engine that is basically the same as Lt. Col. "Goldie" Gardner used (in supercharged form) for his new International Class speed records. Good looking, versatile and reasonably priced, the M.G. Saloon is the family car with the sporting heart.



S A L O O N

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