

YOUR CARS

The in-magazine equivalent of a classic car show

1953 MG YB

By Alex Bawn, Bristol

After a lifetime of wanting a YB, my dad has ended up with two in the last year. The first one had a few little problems – turning the sidelights on switched on the electric fuel pump. Furthermore, the ignition was wired to the light switch, preventing the engine being turned off if the headlights were on, or on if the headlights were off.

The brake lights, dip switch and indicators all failed as well. On replacing the bathroom carpets fitted in the car with proper ones, we discovered that the wooden floor had been fixed in place using a hot-glue gun, as had all the trim and the headlining.

After months of hard work it was ready for the MoT – which it failed when the rubber brake hoses exploded. Still, it was better for them to let go during the test than when on the road, I suppose.

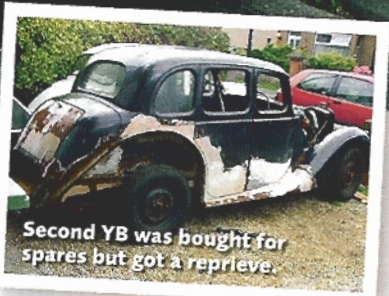
A few months ago we also bought a scrap 1953 YB to strip for spares. It came with six boxes of parts and was 95 per cent complete. We soon realised that under all the filler and surface rust was a sound car and, after many sleepless nights we decided we couldn't bear to scrap it. It's not quite good enough to restore so we're going to turn it into a replica works rally car instead.

Both cars have the 1250cc XPAG engine and as only 1301 YBs were made we're glad



Looks good, but wiring was by Laurel and Hardy and the body was held together with glue.

we've managed to save not just one, but two of them. The red one is still rough around the edges and could do with a re-spray, but it proves you don't have to be rich or have a perfect, spotless car to enjoy classic motoring – it's what you make of it that counts.



Second YB was bought for spares but got a reprieve.