



# The Classic 'Y'



Issue No.154 February 2000

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

### Cars for Sale

**Register No.1243, YB/1360.** First registered 17/6/1953. Owned for over 25 years. In 1999 I took it off its blocks, fitted all new tyres, a new battery, did a brakes overhaul and much more. I reconfirmed its original registration number, it was M.O.T'd and received a tax-free Road Fund Licence. Rather than putting it back up on blocks, I intend to sell the car and am looking for £5,800. Contact: Mr. R.M.J.Freeman, [REDACTED], Shrewsbury, [REDACTED].

### Y/T FACTORY PRODUCTION RECORDS

Pt.IV.

Chassis No.	Chassis No.	Chassis No.	Chassis No.
Y/T 3913	Y/T 3960	Y/T/EXR 3974	Y/T/EXR 4023
Y/T 3914	Y/T 3961	Y/T/EXR 3975	Y/T/EXR 4024
Y/T/EXR 3915	Y/T 3962	Y/T/EXR 4011	Y/T/EXR 4060
Y/T 3916	Y/T 3963	Y/T 4012	Y/T/EXR 4061
Y/T 3917	Y/T/EXR 3964	Y/T 4013	Y/T/EXR 4062
Y/T/EXR 3918	Y/T 3965	Y/T 4014	Y/T 4063
Y/T/EXR 3919	Y/T/EXR 3966	Y/T 4015	Y/T 4064
Y/T 3920	Y/T/EXR 3967	Y/T 4016	Y/T 4065
Y/T/EXR 3921	Y/T 3968	Y/T/EXR 4017	Y/T 4066
Y/T 3922	Y/T/EXR 3969	Y/T 4018	Y/T/EXR 4067
Y/T/EXR 3923	Y/T 3970	Y/T/EXR 4019	Y/T 4068
Y/T/EXR 3924	Y/T 3971	Y/T 4020	Y/T 4069
Y/T/EXR 3925	Y/T 3972	Y/T 4021	Y/T 4070
Y/T/EXR 3926	Y/T/EXR 3973	Y/T 4022	Y/T 4071

Newsletter Editor/Registrar: J.G.Lawson, [REDACTED], Liverpool, [REDACTED]

U.K. Spares Secretary (New Spares): A.Brier, [REDACTED] York, [REDACTED]

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

Heading illustration courtesy of Motor.

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# T H E   A N N U A L   S T A T S !

	<u>2000</u>	<u>1999</u>
YAs on the Register (of which 16 are left-hand-drive)	734	714
YBs on the Register	271	267
YTs on the Register	262	257
Reinbolt & Christé-bodied cars on the Register	3	3
Keller-bodied cars on the Register	1	1
Other Specials/Composites/Hybrids on the Register	16	15
Unknown (mainly saloons) on the Register	63	59
 Total number of cars on the Register	 1,350	 1,316
 Cars identified by chassis number:		
1947	75	72
1948	113	110
1949	325	314
1950	222	222
1951	104	104
1952	99	97
1953	100	100
 TOTAL	 1,038	 1,019

Number of cars in each country: (34 countries)

	<u>2000</u>	<u>1999</u>
England	602	584
Australia	334	333
U.S.A.	157	155
Republic of South Africa	45	45
Scotland	34	34
Switzerland	30	21
Wales	26	25
Canada	17	16
Eire	16	16
Netherlands	13	13
New Zealand	12	12
Northern Ireland	9	9
Denmark	8	8
Singapore	6	6
Belgium	5	5
Germany	4	4
Channel Islands	4	4
Sri Lanka	3	3
Portugal	3	2
India	3	2
Malaysia	2	2
Norway	2	2

cont'd...

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

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### REGISTER NEWS

Very much a Swiss flavour this time, but first there's Y/4002 (allocated No.1341 on the Register) owned by David Jones of Pembrokeshire and registered "UMG79". I'm told Mr. Jones says he has a list of "300 Y-Types", but he has not contacted me yet to enlighten me further. Are these cars he has seen in recent years, and of which he has noted down the number plate details only, or are they like those sightings recorded by Lionel Morriss in the 1960s, to which I have referred before in this column? Better still, are they chassis numbers? Or even, heaven forbid, more "original factory production records"? We'll probably never know...

At the beginning of December, Mr. Remo A. Peter wrote to me from [REDACTED] to tell me of his recent purchase of YB/0561 (Register No.134). He came across this 1952 YB in Berne last August and apparently it had been in Oldham, Lancashire until 1982. The car was registered "UMG688" in the U.K. and as such turned out to have been included in the listing in my book (Appendix 2, p.85) as YB/0551 (a misreading by a previous owner/reporter, no doubt). It is Woodland Green in colour (with a green interior), is today fitted with an "XPAG/TD2" engine, and I'm sure Dave Lawrence will be interested to learn that there is a number "62" stamped into the bulkhead (see p.234, Section 11 in *Let There Be Ys*). YB/0561's body no. is 6157/389 No.300 SRZ.12592. The car has suffered many modifications during its long life: the headlamps have painted 8-inch shells, with chromed conversion rings to take 7-inch European light units; the over-riders are missing; the trafficators are operated from a switch in the centre of the dashboard; the headlining is "synthetic plush"; the carpet is crudely-cut household ware; the rear window blind is missing (this all sounds very much like my old YB, YB/1524!!); the rear-view mirror has a dipping function; a battery cut-off switch has been fitted and can be operated from inside the glove-box; and both front doors have locking cylinders. Alas, the days of such bodging and make-do-and-mend are gone forever; spoiled by all the concours activity!

cont'd...

It wouldn't be Christmas without a letter or two from the Swiss enthusiasts, so to follow up the above, at the year's end Dr. Tobias Studer of [REDACTED] (long-time subscriber to TCY) sent me a very comprehensive run-down on 18 of the "Y" Types in Switzerland. To summarize, the "New Discoveries" are:

Register No.1342	Y/2354	owned by Jacques-Daniel Odier of [REDACTED]
1343	Y/1295	owned by Bruno Krebs of [REDACTED]
1344	Y/1363	possibly combined with Y/1295 as a "hybrid".
1345	Y/4134	owned by Reto Kaufmann of [REDACTED]
1346	Y/1698	owned by Roger Righini of [REDACTED]
1349	Y/T 3348	owned by Emil Meyer of [REDACTED]

It may be noted that Y/T 3348 is not within the "official" production batches recently published in TCY (TCY152, p.6). It cannot, presumably, be a misreading of Y/T/EX(U) 3343, so this would tend to cast further doubt on the accuracy, or completeness, of this latest set of documents which has been passed on to me.

Of particular interest to me on Dr. Studer's list was mention of Y/7225 (Register No.82). This is now owned by Thomas Künzli of [REDACTED], but I last knew of it in the Bristol area with Brian Griffin as long ago as the late 1970s. It was then two-tone red in colour (slightly darker wings and running boards than remainder of body). Brian Griffin helped in the early days by photocopying workshop manuals for me to sell (I still have the authorization to do so, from British Leyland - that shows you how long ago this all happened!)

Y/T 4619 (Register No.1052), which used to belong to Max Stoop in Switzerland, has now been sold to David Pelham in England and is registered "TSJ946"; it was on the 1999 Regency Run. And the first production Y/T, Y/T/EX(U) 1922, has undergone a coachwork restoration and participated in both the 1998 and 1999 Basel-to-Paris Raids; this car is owned by Rudolf Lüthi.

All of the above has resulted (as you will see from page 2 in the "Annual Stats") in Switzerland taking sixth place from Wales in the "Countries" table. Before this begins to sound even more like the Eurovision Song Contest, I'd better sign off...

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On the following page are some more "Corrections & Additions" to Dave Lawrence's book *Let There Be Ys*.



## Corrections and Additions

Pt. II

### Chapter 11, Part A, Section 1a, Page 120 (last para.)

Another pre-Y/4460 car with a central battery box has been discovered. This is Y/4249, currently in the Cotswold Motor Museum, Bourton-on-the-Water.

### Chapter 11, Part A, Section 3d, Page 127 (para. 3) and Chapter 12, Section 8p, Page 201

The Boot Floor covering was also held down at its forward edge by the "Finisher Strip - Squab Board". This was a length of nearly-square-section wood (with the upper rear corner cut away, to make it 5-sided in cross-section) which was held down at the back of the boot compartment (i.e., towards the front of the car) by three self-tapping screws. The strip fitted in the corner of the Boot Compartment where the floor joined the back of the rear seat backrest, and the three screws located into holes in the metal floor of the Boot Compartment. The purpose of this strip of wood was to secure the Boot Floor covering and to brace the bottom of the rear seat backrest.

The length of the wooden strip was 3 feet  $4\frac{1}{4}$  inches. Width was  $1\frac{1}{16}$  inch at the bottom, and  $\frac{9}{16}$  inch at the top. Height was  $\frac{3}{4}$  inch against the seat backrest and  $\frac{5}{8}$  inch at the rear, thus making it not quite a square-section. Also, the upper rear corner was cut away along the whole length, to make it 5-sided in section.

The centre screw hole was  $20\frac{1}{8}$  inches from each end and the two end screw holes were 3 inches in from each end.

### Chapter 11, Part A, Section 3e, Page 127

See Chapter 9, Section 7q, Page 79.

### Chapter 11, Part B, Section 7d, Para.1, Page 135

Reference the non-conductive material riveted to the underside of the battery box lid, it has been suggested by a reader that this material may be "TUFNOL". Although not confirmed, it is certainly very similar in appearance to "TUFNOL".

### Chapter 11, Part B, Section 9, Para 1, Page 137

See Chapter 9, Section 7a, Para.2, Page 69.

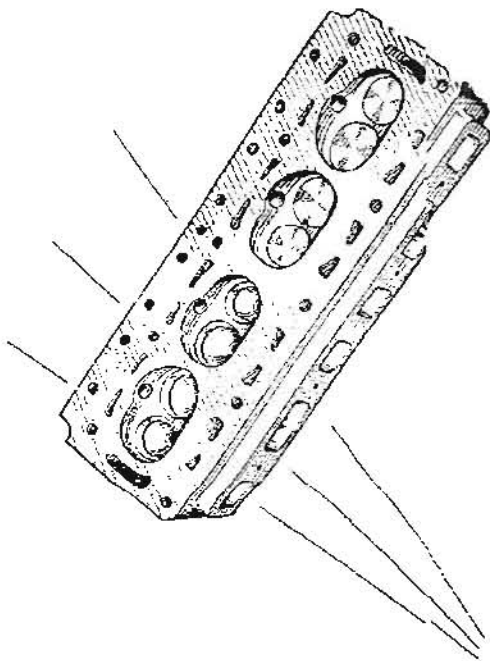
### Chapter 11, Part B, Section 11, Para 2, Page 139

Some evidence has come to light to suggest that those early "Y" Saloons which had an "MGA\*\*\*\*" plate on their bulkheads (see Chapter 14, Section 6, Page 232) also had the same number (only) stamped into the shallow channel at the rear of the sliding roof panel. This number is located approximately midway between the centre and the left edge, and is positioned across the channel, so that it can be read from the left side of the car. As with the riveted body number plate, this number would be covered, or partly covered, by the rubber seal for the roof (and see Chapter 14, Section 10a, Page 234. (insert new para. [Section 11A] at foot of Page 234)).

### Chapter 11, Part B, Section 12c, Para 2, Page 141

The support stanchions for the "Y/T" Windscreen frame were attached to the scuttle by THREE bolts (rather than four). The top (fourth) attachment point was actually a wood screw.  
*more to come next time...*

# "Horses for Sale!"



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