



The Classic 'Y'



Issue No.155 April 2000

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

EDITORIAL

This issue will just about see the end of the Y/T Factory Production Records' listing, with only a few more cars to appear in the June newsletter. So it's as well, I think, to make a few comments now on what we've seen so far, before we go on to the 'Y' Saloons.

Dave Lawrence has drawn my attention to a recent book, *M.G. Saloon Cars* by Anders Clausager, wherein the author gives extracts from the (Abingdon) Production Control Department Statistics, breaking down 'Y' Type deliveries into totals for R.H.D. Home, R.H.D. Export, L.H.D. Export, L.H.D. North America, Chassis (only) R.H.D. and C.K.D. R.H.D. He also includes a production totals summary for each calendar year which differs not only from that at the beginning of p.86 of my book, but also from the one on pp.235 & 236 of *Let There Be Ys*. Of course, this highlights the problem in deciding when to count a car as "produced" for statistical purposes in a production line environment. But, more importantly, it has revealed that I was wrong to entitle the last column of the (YB) Guarantee Plate Issue Ledgers listings (TCYs 137 to 150) as "Completion Date" (the actual records held show only the word "Date" at the head of this column). Comparing what Clausager says with the records we have, it now seems that the Guarantee Plate must have been allocated to a car when it started down the line. If we take YB/0267 as an example (Clausager says that this was the first 1952 car), we can perhaps assume that it took 28 days to progress down the line (allowing for Christmas holidays) (see TCY 137).

When we begin listing Guarantee Plate Issue Ledger details for the 'Y' Saloons, probably in the next issue, readers will be no doubt be very disappointed to see that we only have records for cars Y/7124 to Y/7285 (i.e., late 1951, to the end of 'Y' production). The remainder (bulk) of the records are "missing" and no one has yet been able to provide me with a satisfactory explanation as to what happened to them. There is an outside chance, however, that they *do* still exist.

Since last time I have been sent a photocopy of part of a letter allegedly written by Harry Crutchley of the Octagon Car Club on 31st December 1995 in which he says that "I believe the chassis file records for the Y types was (sic) stolen some years ago". This is given as being the reason why B.M.I.H.T. at Gaydon have never been able to issue "Production Trace" certificates in respect of 'Y' Types. I have written to Mr. Crutchley asking for further details, but so far he has not replied.

You will find more on the (Abingdon) Production Control Department Statistics/Abingdon Works Export Statistics, courtesy of Frank Neumann and Hagen Nyncke, in "Register News" in this issue.



Y/T FACTORY PRODUCTION RECORDS

Pt.V.

Chassis No.	Chassis No.	Chassis No.	Chassis No.
Y/T 4072	Y/T/EXR 4262	Y/T 4456	Y/T 4778
Y/T/EX(U) 4073	Y/T 4263	Y/T 4457	Y/T 4779
Y/T/EXR 4113	Y/T/EXR 4264	Y/T 4458	Y/T 4780
Y/T/EXR 4114	Y/T/EXR 4265	Y/T 4535	Y/T/EXR 4781
Y/T/EXR 4115	Y/T 4266	Y/T 4536	Y/T/EXR 4782
Y/T/EXR 4116	Y/T 4267	Y/T/EXR 4537	Y/T/EXR 4825
Y/T/EXR 4117	Y/T 4268	Y/T/EXR 4605	Y/T 4826
Y/T/EXR 4118	Y/T 4269	Y/T 4606	Y/T 4827
Y/T/EXR 4119	Y/T 4270	Y/T 4607	Y/T 4828
Y/T/EXR 4120	Y/T 4271	Y/T 4608	Y/T 4829
Y/T/EXR 4121	Y/T 4272	Y/T 4609	Y/T/EXR 4830
Y/T 4122	Y/T 4273	Y/T 4610	Y/T/EXR 4831
Y/T 4123	Y/T/EXR 4274	Y/T 4611	Y/T/EXR 4832
Y/T/EXR 4124	Y/T 4311	Y/T 4612	Y/T/EX(U) 4833
Y/T/EXR 4125	Y/T 4312	Y/T 4613	Y/T 4913
Y/T/EXR 4126	Y/T/EXL 4313	Y/T/EXR 4614	Y/T 4914
Y/T 4129	Y/T/EXR 4314	Y/T/EXR 4615	Y/T 4915
Y/T 4161	Y/T/EXR 4315	Y/T 4616	Y/T 4916
Y/T/EXR 4162	Y/T 4316	Y/T 4617	Y/T/EXR 4917
Y/T 4163	Y/T 4317	Y/T 4618	Y/T/EXR 4955
Y/T 4164	Y/T/EXR 4318	Y/T/EXR/K 4619	Y/T/EXR 4956
Y/T 4165	Y/T 4319	Y/T 4620	Y/T 4957
Y/T/EXR 4166	Y/T/EXR 4320	Y/T/EXR 4621	Y/T 4958
Y/T/EXR 4167	Y/T/EXR 4321	Y/T/EXR 4664	Y/T 4959
Y/T 4168	Y/T 4322	Y/T 4665	Y/T 4960
Y/T/EXR 4169	Y/T 4323	Y/T/EXR 4666	Y/T 4961
Y/T/EXR 4170	Y/T/EXR 4324	Y/T 4667	Y/T/EXR 4962
Y/T/EXR 4171	Y/T 4325	Y/T/EXR 4668	Y/T 4963
Y/T 4172	Y/T 4326	Y/T 4669	Y/T 4964
Y/T/EXR 4173	Y/T/EXR 4327	Y/T 4670	Y/T 4965
Y/T 4174	Y/T/EXR 4368	Y/T 4671	Y/T 4966
Y/T/EXR 4175	Y/T 4369	Y/T 4672	Y/T 4967
Y/T/EXR 4176	Y/T 4370	Y/T 4673	Y/T 4968
Y/T/EXR 4177	Y/T/EXR 4371	Y/T 4674	Y/T 4969
Y/T/EXR 4186	Y/T/EXR 4372	Y/T 4675	Y/T 4970
Y/T 4211	Y/T/EXR 4373	Y/T 4676	Y/T/EXR 4971
Y/T/EXR 4212	Y/T 4374	Y/T 4677	Y/T 5033
Y/T/EXR 4213	Y/T 4375	Y/T 4678	Y/T 5034
Y/T/EXR 4214	Y/T 4376	Y/T 4679	Y/T 5035
Y/T 4215	Y/T 4377	Y/T/EXR 4725	Y/T 5036
Y/T/EXR 4216	Y/T 4378	Y/T 4726	Y/T/EXR 5037
Y/T/EX(U) 4217	Y/T 4379	Y/T 4727	Y/T 5038
Y/T 4218	Y/T/EXR 4448	Y/T/EXR 4728	Y/T/EXR 5039
Y/T/EX- 4219	Y/T/EXR 4449	Y/T 4729	Y/T 5040
Y/T 4220	Y/T 4450	Y/T 4730	Y/T 5041
Y/T/EXR 4221	Y/T 4451	Y/T/EXR 4731	Y/T 5042
Y/T/EXR 4222	Y/T/EXR 4452	Y/T 4732	Y/T/EXR 5043
Y/T/EXR 4223	Y/T 4453	Y/T/EXR 4733	Y/T/EXR 5044
Y/T/EXR 4260	Y/T 4454	Y/T 4776	Y/T/EXR 5129
Y/T/EXR 4261	Y/T 4455	Y/T/EXR 4777	Y/T 5130

REGISTER NEWS

Frank Neumann of the Danish 'Y' Type Register brought me up to date recently on the 'Y' Types in his country. A new car to us, imported from Switzerland into Denmark seven years ago, is Y/2638 (a 1949 example); I have allocated Register No.1351 to this. This R.H.D. 'Y' is now restored in maroon with a beige interior and is owned by Bent Eriksen of Langeskov. Y/4507 (Register No.680) has changed hands but the name of the new owner is not yet known.

Of even more interest from Frank was his find in a new book by Hagen Nyncke and Halwart Schrader called *Aus Liebe zum Sportwagen*. The authors have managed to obtain statistics from the German importer of 'Y' Types, J.A.Woodhouse of Cologne. These are as follows:

	YA R.H.D.	YA L.H.D.	YT R.H.D.	YT L.H.D.
1948	4			
1949	13		2	5
1950	1	4	2	4
1951		1		

You will recall that in the 20th Anniversary Issue (TCY 142) Frank supplied us with import figures for Denmark, Sweden and Norway. Is there anyone out there who has records for South Africa or New Zealand? They would be nice.

Dave Lawrence tells me that Nancy Anderson of [REDACTED] Colorado, U.S.A. is currently restoring Y/T 3338 (Register No.1325).

Another Y/T, but this time nearer home, is Y/T/EXR 4733 (Register No.1352) which now belongs to Mr. John Kelly of [REDACTED] Newcastle-upon-Tyne. This black car (with red vinyl interior) was found in Arizona and brought back to the U.K. It is of particular interest because it is known to have been imported into the U.S.A. by J.S.Inskip of New York and still has the additional dealer-added chrome side strips (like the car pictured at the foot of p.40 of my book).

Cars Wanted

"I am looking for a 'Y' Type for restoration, no matter how much of a wreck it is! A friend of mine is helping and he is a kind of magician who can make all kinds of things (like wings, bonnet, etc.) out of a piece of steel. Maybe someone has an abandoned restoration project? Contact: Mr. A.A.F.Baas, [REDACTED] The Netherlands."

Also still looking for 'Y' Types are:

Mr. J.Heath, [REDACTED], London, [REDACTED]

Mr. R.G.W.Coomber, [REDACTED], East Sussex, [REDACTED]

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]

Front page heading illustration courtesy of Motor.

The Classic "Y" is published by Skycol Publications



Let there be



'Y's

by

David R. Lawrence

Corrections and Additions

Pt. III

Chapter 11, Part B, Section 12c. Page 142 (para. 2)

On the "DESMO" rear view mirror for the "Y/T", the chrome-plated back had the inscription "DESMO B'HAM" stamped "top-central" above the stem attachment. Note that this mirror was the same as that fitted to the "TD" Midget.

Chapter 11, Part B, Sections 13a & 13b. Page 145 and Appendix Three, Pages 282 & 283

The shaped Packing Pieces were curved on one side to fit against the Bumper Bar. This curve, of course, went in the "up-and-down" direction. The diagrams on Plates 26 & 27 show the curve going sideways. This was drawn diagrammatically, to show the curved piece, but may cause some confusion.

Chapter 11, Part B, Section 15b, Page 148 and Chapter 12, Section 8d. Page 190

Later "Y/T"s were equipped with two specially-shaped brackets, one in each "rear quarter panel" compartment, to hold the folded-down hood frame steady in its special compartments on either side of the rear seat. The brackets in each compartment were "Y" shaped, rather like a large "tuning fork", and they were attached to the metal panel of the rear quarter panel trim assembly. The two top edges of the bracket had rubber covers, and possibly the purpose of the bracket was to stop the folded-down frame from rattling. Early "Y/T"s did not have these brackets, and the earliest car noted with them so far is Y/T/EXR 3863.

Chapter 11, Part B, Section 15b, last Para., Page 152

Further Hood Frames painted in the burgundy colour have been seen.

Chapter 11, Part B, Section 16. Pages 153 & 154

Some information on the sound deadening material was omitted from this Section:

1. In addition to the impregnated felt material attached to the rear part of the roof (Page 153, [last para.]), two similar pieces were attached to the inside of the sliding roof panel and one similar piece was attached inside the front of the roof, in the area of the sun visor brackets.

2. The doors also were fitted with similar sound deadening panels (or "pads", as they are referred to in the Parts List). The front doors had three pads (top, centre and bottom), while the rear doors only had two pads (top and bottom).

All these sound deadening panels were attached by adhesive.

Chapter 12, Section 1e, Para. 2, Page 160

The Glove Locker lid was NOT prevented from closing too far by a hardwood "stop". This job was achieved by a small rectangular metal plate secured to the inside top edge of the dashboard panel by two screws. It was attached in such a way that a corner projected into the compartment, through a slot in the fibreboard that made up the compartment itself. This can be seen in the **second photograph on Page 159**.

(Note: A hardwood "stop" IS referred to in the Parts List section for the left hand drive saloon. It is not known what this was used for. Left hand drive saloons used the same "stop" as did right hand drive cars.)

Chapter 12, Sections 1e, Para. 3 & 1f, Para. 3, Page 160 and Chapter 12, Section 1g (ii), Para. 3, Page 161

Reference the chrome plated trim strips used around the Glove Locker aperture and around the Instrument Panel of the saloon, and those used around the dashboard of the "Y/T", these were not the same. Both models used strips $\frac{1}{2}$ inch wide, but the curved-over edge on the strips used on the saloon had a very small radius, while the radius of those on the "Y/T" was considerably larger. The strips used on the "Y/T" were the same as those used on the "TA", "TB" and "TC" Midgets.

Chapter 12, Section 2b, last Para., Page 162 and Chapter 10, Section 11c, first Para., Page 114

It is now confirmed that left hand drive saloons for the U.S.A. were fitted with a fog lamp.

Chapter 12, Section 7b, Page 182 (para. 5)

In comparing the front passenger seat of the "Y/T" to the driver's seat, note that some passenger seats did have the vertically-drilled and horizontally-drilled holes as per the driver's seat, although, of course, they were unused. While not definitely confirmed at this stage, it tentatively appears that early cars had seats without the holes, while later cars had "standard" seats, with the holes already drilled.

Chapter 12, Section 8a, Page 185 (para. 2)

The "Coach Key" was stamped "PENNANT" on the shaft.

Chapter 12, Section 8f (ii), Page 191

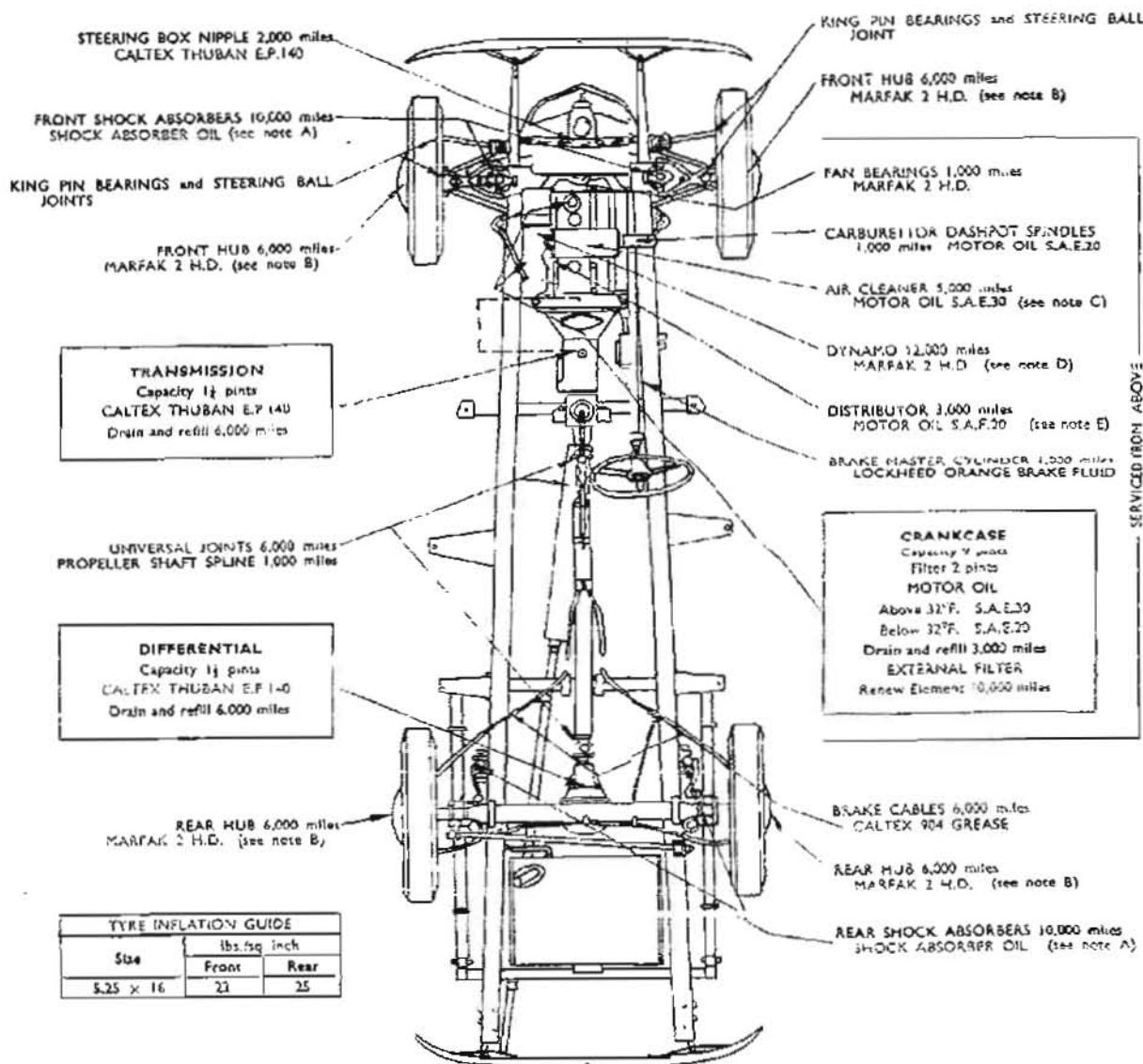
The Heelboard trim panel on the "Y/T" was almost certainly $\frac{1}{8}$ inch thick, rather than $\frac{1}{4}$ inch.

Chapter 12, Section 8g, Para. 5, Page 196

Although it is stated that the Roof Headling material was fitted in four sections, this can be qualified somewhat. The rear, largest, section was in fact made up of one large piece with two smaller pieces sewn to it. These two smaller pieces extended between the rear window and the rear quarter windows, below the Lace Flex that ran above these windows. In addition, the section of wood that fitted above the rear window was separately covered by material. The large piece was fitted as mentioned in the main text. *more next time...*

LUBRICATE EVERY 1,000 MILES WITH MARFAK EXCEPT as NOTED

(W. R.F.D.)



SERVICED FROM ABOVE

NOTES:

- A. SHOCK ABSORBERS—Luxur-Girling Piston Type. Fill to bottom of filler plug hole. SHOCK ABSORBER OIL AA
- B. HUBS—Front and Rear, 3 or 4 strokes of mops gun only. MARFAK 2 H.D.
- C. AIR CLEANER—Wash gauze and re-oil. MOTOR OIL S.A.E.30
- D. DYNAMO—Remove cap and half fill if wick is dry. MARFAK 2 H.D.
- E. DISTRIBUTOR—Remove Rotor, Oil Cam, Spindle and Automatic Advance Mechanism. MOTOR OIL S.A.E.20.

- F. OIL POINTS—Clutch Pedal Linkage and Cross Shaft Bearings, Accelerator Joins, Door Locks and Hinges
- G. POINTS REQUIRING NO LUBRICATION—Rear Springs and Shackles, Clutch Withdrawal Pad
- H. COOLING SYSTEM CAPACITY—13 1/2 pints
- I. PETROL TANK CAPACITY—8 gallons



M.G. 1 1/4 Litre (Series "Y")

