



# The Classic 'Y'



Issue No.158 October 2000

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

### GUARANTEE PLATE ISSUE LEDGERS

THE Ys - Pt.III.

Chassis No.	Engine No.	Date	Chassis No.	Engine No.	Date
Y/7238	SC2/17014	16/10/51	Y/7268	SC2/17110	01/10/51
Y/7239	SC2/17074	29/10/51	Y/7269	SC2/17095	01/10/51
Y/7240	SC2/17093	29/10/51	Y/7270	SC2/17099	01/10/51
Y/7241	SC2/17087	30/10/51	Y/7271	SC2/17085	01/10/51
Y/7242	SC2/17096	30/10/51	Y/7272	SC2/17113	01/10/51
Y/7243	SC2/17031	17/10/51	Y/7273	SC2/17097	02/10/51
Y/7244	SC2/17019	18/10/51	Y/7274	SC2/17115	02/10/51
Y/7245	SC2/17025	19/10/51	Y/7275	SC2/17118	02/10/51
Y/7246	SC2/17013	19/10/51	Y/7276	SC2/17119	06/10/51
Y/7247	SC2/17023	22/10/51	Y/7277 EXL/AF?	SC2/LHX/17120	06/10/51
Y/7248	SC2/17020	22/10/51	should be 'EXL/NA'. Records are also noted:		
Y/7249	SC2/17017	23/10/51	"Mk.II 1 1/4 14.12.51"		
Y/7250	SC2/17089	24/10/51	Y/7278	SC2/17151	15/11/51
Y/7251	SC2/17088	24/10/51	Y/7279	SC2/17015	15/11/51
Y/7252	SC2/17075	24/10/51	Y/7280	SC2/17112	15/11/51
Y/7253	SC2/X17080	24/10/51	Y/7281	SC2/17137	16/11/51
Y/7254	SC2/17091	24/10/51	Y/7282	SC2/17127	16/11/51
Y/7255	SC2/17083	24/10/51	Y/7283	SC2/17128	19/11/51
Y/7256	SC2/17077	25/10/51	Y/7284	SC2/17104	19/11/51
Y/7257	SC2/17076	25/10/51	Y/7285	SC2/17106	19/11/51
Y/7258	SC2/17084	25/10/51	Please note that cars Y/7268 to '7277 are shown as having been built in early October, and not early November as might seem reasonable (following on from Y/7267).		
Y/7259	SC2/17079	26/10/51			
Y/7260	SC2/17086	29/10/51			
Y/7261	SC2/17072	29/10/51			
Y/7262	SC2/17078	30/10/51	This instalment now brings to an end our long-running look at some of the official production records which still exist. This series started in TCY 137 (April 1997).		
Y/7263	SC2/17111	30/10/51			
Y/7264	SC2/17092	31/10/51			
Y/7265	SC2/17098	31/10/51			
Y/7266	SC2/17107	31/10/51			
Y/7267	SC2/17094	31/10/51			

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

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

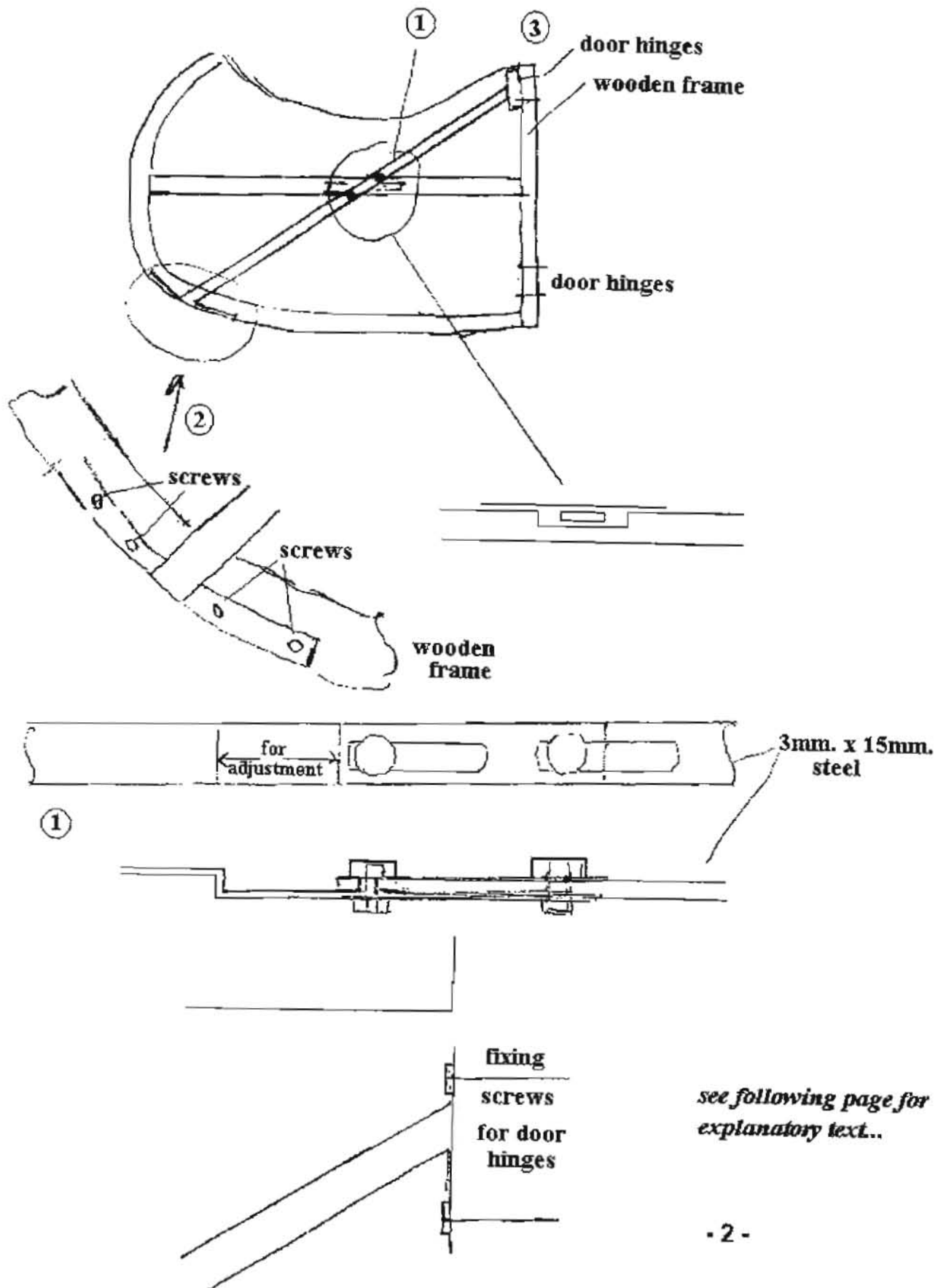
Heading illustration courtesy of Motor.

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# Making an Adjustable Door Cross-brace for the Y/T Door

(to make Y/T doors adjustable to the car body)

by Karl-Heinz Borchers



### *Making an Adjustable Door Cross-brace for the Y/T Door...*

Normally, the cross-brace for the door is fixed with nails in the wooden frame of the door. After the years the wood becomes rotten or broken, the nails rusted, and the cross-brace without function. To remedy this I made a new kind of cross-brace for the doors on my Y/T - the doors were flapping around like an elephant's ears!

I used a normal flat iron 3mm. x 15mm. In the round corner on the bottom of the door I made a big bracket (2) to fix the wood to the cross-brace. In the centre wood of the door I made space for the cross-brace (to clear the interior trim). At (1) is shown the construction which allows adjustment of the cross-brace. Then I fixed the cross-brace with an iron square to the normal door hinges (3). You can therefore adjust the door very easily, using the screws and the long holes in the iron (1).

Karl-Heinz Borchers,  
[REDACTED], Germany.  
(owner of Y/T 2778 - Reg'tr No.1231)

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### CARS for SALE

"M.G. YB four-door saloon. B.R.G. For restoration or spares. Offers. Tel: [REDACTED] (Gloucestershire)."

### CARS WANTED

M.G. "Y" Type wanted. Excellent home offered to a cherished car. Restored or in good original condition, must be capable of occasional but reliable use. Please contact Anthony Cross on [REDACTED] (Kent).

M.G. YB wanted. Contact: Mr. Raymond Cooper, [REDACTED]  
[REDACTED], Belfast, Northern Ireland, [REDACTED]

Also still looking for "Y" Types (as far as I know) are:

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

Mr. A.A.F.Baas, Pastoor van Laakstraat [REDACTED] [REDACTED] [REDACTED] Lent, The Netherlands.

### PARTS WANTED

A pair of boot hinges. Contact Mr. Edward Cook on [REDACTED].

## LETTERS

John,

I am pleased to report that "KXJ912" is no longer a hospital job in my garage, and I know it is foolish to suggest a completion date, but Easter 2001 looks good.

Please recommend Woolies to your membership for interior trim and all those difficult bits - also very friendly and helpful (cheaper than others, too). Woolies: 01778-347347 or fax 01778-341847.

Edward Cook,  
[REDACTED], Lancashire.

*It is good to hear that Woolies is still active, and still providing an efficient service. I had occasion to purchase from them several times when I was "restoring" YB/1524 in the early 1980s and I found their service always very efficient and their goods always of superb quality (unlike those from some other suppliers I came into contact with at the time) - JGL.*

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## REGISTER NEWS

Let's get the easy ones out of the way first, for I suspect we have one of those complex histories to unravel later on...

A very early "Y" turned up recently - Y/0330. This car was first registered in mid-May of 1947 in Bath, as "GL9899"; it has engine number SC/10098 and body number 99/178. Like many of the early cars, it may have originally been finished in the two-tone Elizabeth Grey/Shires Green colour scheme. It is, however, two-tone green now, thus perhaps giving weight to Dave Lawrence's theory that over time most of these originally Elizabeth Grey/Shires Green cars were resprayed in two shades of green after the greenish-grey shade had weathered to such an extent that a precise colour match was difficult. Y/0330 (which has been allocated No.1359 on our Register) is currently under restoration and is today owned by Mr. J.Slater Reynolds of Market Lavington, Wiltshire; it has been in his family since about 1955 and was previously owned by a Col. or Mrs. Thayer (spelling of surname unsure).

Another interesting recent "find" is Y/5206 (Register No.1206). Interesting because it is the next car "in line" to Trevor Austin's well-known and much-photographed (for *Let There Be Ys*) Y/5205. '5206 has engine number SC/15292 and body number 3853/3942; it is registered "UMG186". Those of you who have *LTPBYS* to hand will note that '5205 is registered "UMG360". Why the large gap, given that the "UMG" registrations seem to have been allocated to "T" Types and "Y" Types etc. pretty much in numerical order? It is "UMG360" that is seemingly "out of order". Y/5206 belongs to Mr. Tom Hume of [REDACTED] [REDACTED], Northumberland and is a roadworthy, restored, black and silver two-tone.

I thought we were dealing with the easy ones first!!

The letter from Edward Cook above gives the latest info' on Y/5100 ("KXJ912", Register No.136). But as he also sent me a copy of the original logbook for the car, I can give details of some of its history:

It was first registered on 22nd May 1950 in Manchester. Why, then, is its first owner noted as Mr. Tom Martin of [REDACTED], Somerset? Mr. Martin had moved to [REDACTED] by January 1954 and the car has stayed in this area since, being owned by Freda Clara Lucy Taylor from 10th May 1958 to a date not known. Y/5100 has engine number SC/14813 and is Maroon in colour.

And so we come to an interesting puzzle. Y/5773 was reported to me by its current owner as having the following additional "numbers": engine number on guarantee plate "XPAG/SC115611"; engine number on engine "15164"; "1.25 M.G." plate "1.25MG-24500"; Registration: original "OSV528", now "DSL801". What immediately springs to mind is that both of those "number plates" are of the so-called "age-related" variety issued by the D.V.L.A. for cars which have "lost" their original registration numbers. Both are age-related numbers; and I was of the opinion (though I may be wrong) that a car could only ever receive one of these numbers in its life. On running the Register database on this little lot, I found:

Reg'tr No.958 Y/2710 SC/15411 OSV528 P.A.Elkin, Essex. Black with  
red interior  
Reg'tr No.957 n/k SC/15611? LND224 M.Coan, Norfolk. Body No. 5773.  
Black with red interior

So, a "two-into-one"? An engine number of 15611 would fit well with a chassis numbered '5773. Engine number 15411 is, of course, nowhere near correct for Y/2710; it is more suited to the Y/5300 range. Surprisingly, body number 2450 is not right for Y/2710 either; somewhere around Y/3000 would be better. A body number of 4500 is "near enough" for Y/5773. So, was this maybe even a "three-into-one" hybrid? There were an awful lot of "Y"s in Essex when I started this Register twenty years or so ago! The car is now in Suffolk and is cream in colour, with a red interior; "Y/5773" is on both the guarantee plate and the chassis itself, per the owner. The only "original" registration number out of all that, of course, is "LND224".

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# 'KSC171' - Development & Modification History

## Section C.

Stage of Tune	Through Gears time in seconds		Acceleration from Constant Speed in 3rd & 4th Gears time in seconds		
	0/50 m.p.h.	0/60 m.p.h.	30 - 50 m.p.h. 3rd	40 - 60 m.p.h. 4th	50 - 70 m.p.h. 4th
Standard	18.7	30.1	12.1	20.6	—
Mod.1	17	28	12	19	—
See TCY157 pp.4&5			3000/5000 r.p.m. = 31.7/53.6 m.p.h. in third gear	2500/4000 r.p.m. = 37/58.7 m.p.h. in top gear	
Mod.2	16.7	24.8	11.8	17.9	—
Mod.3	15.1	24.1	10.9	15.7	—
Mod.4	13.8	22.7	9.9	14.7	—
Mod.5	13.4	21.2	9.2	14.1	—
Mod.6	12.9	20.1	0/70	13.8	15.1
			32.6		
Mod.7	11.8	18.6	8.7	14.3	14.7
					Max. m.p.h.
					82.5
					85