



The Classic 'Y'



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

Issue No.164



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REGISTER NEWS

Back in August, Neil Cairns sent me a full-page (A4) colour ad' which he'd found under his YB's windscreen wipers at Elenheim Palace. The ad' concerned the sale of two Y-Types, with the number-plates "HBL709" and "283AWV". There are three colour photos of these cars in the advertisement and they are being described therein as a "barn find". "HBL709" turned out to be previously known to me (Register no.932, chassis no. YB/0477). I had not heard of "283AWV" before, though, said in the ad' to be a 1948 "YA". This latter car has been allocated Register no.1365. Both cars were said in the ad' to be complete, although the "YA" had been stripped and the "chassis work done". A large quantity of spares was being offered with the cars. The photos I found fascinating, and just the way I like to see these cars (for historical purposes, you understand) - side-by-side, both partly dismantled, surrounded by spare parts and other junk, and covered in dust! "Original", one might say! There, I've offended the concours people (again). "HBL709" was last heard of in Cornwall and the "contact" quoted for these cars was a chap called Ian Rayliss (unfortunately he seems only to have one of these "silly" 'phone numbers...)

A Y/T I'd heard of many years ago, which then "disappeared" (Register no.357, Y/T 3819), apparently still belongs to Mr. Peter J. Numm of Little Gaddesden, Hertfordshire. He reports that restoration is now almost complete. He needs an air filter oil bath for the engine (his address is: [REDACTED] [REDACTED] [REDACTED] [REDACTED] Hertfordshire, [REDACTED]).

Dave Lawrence, in South Africa, has come up with news on a couple of cars. Y/6564 (Register no.1091, original engine no. 5C/16360, current engine no. XPAG/C53642) we have known about for some ten years, but we did not have too many details as regards its condition and fate. As is often the case, the owner (who did not respond to Dave's first request for information) has now died, and the car has passed to his son (who was seeking a valuation, hoping to sell the car!). This current owner is J.A. "Jaco" Bruwer, and the "YA" is at present on his late father's farm in [REDACTED] Cape Province.

cont'd...

It turns out that Y/6564 was not an original factory-exported "YA" but a later private import into South Africa. It was a University Motors-supplied car in the U.K., "UM6322", and still has the University Motors plaque on the dashboard (along with a U.K. A.A. badge and M.G.C.C. badges also on the car). Additionally, there is a "home market" type of air filter fitted, and no "X" is shown in the engine number displayed on the "Guarantee Plate".

Dave also recently heard from a Y/T owner (John Hinchcliffe) in [REDACTED] Canada. His car is Y/T/EX(U) 2775, one that's new to me and to which I have allocated Register no.1383. The original engine number is TL/11955. This 1949 car will need a major restoration, says Dave.

Y/2313 (Register no.787, number-plate "AGL730") has recently surfaced again. It was last known with a Mr. A.Walters of Somerset; it is now with Kenneth Jones but has remained in the same county. It should be back on the road again by the time these words are read.

'2313 started me thinking of the sad story attached to Y/2314 (Register no.652). This car used to belong to Len Thorpe of [REDACTED] Surrey, and in the early days of the Register I made several enjoyable trips down south to see Len and his family and talk about the car and its coming restoration. Len's wife, Audrey, was not like most "enthusiasts" wives or girl-friends in that she actually encouraged the restoration of the "YA" and looked forward to the time when the family could enjoy trips out in it in the summer. When I first visited them, Len showed me how he had begun attempting to fit YB running gear to the "YA". On the face of it this seemed a straightforward and sensible proposition, but as the years went by the difficulties of this conversion became only too apparent. Len was a London ambulance driver and in the course of his work had seen many horrific sights; there is little doubt that the stress of this occupation led to the deterioration of his health, long before "normal" retirement age. Recently, however, Audrey also became ill and just over a year ago she passed away. Len followed her at the end of last year, and of course the "YA" restoration had never been finished. The last I heard, their son was going to continue with the restoration of Y/2314... What's the point of this story? I really don't know, except that there's an element of futility in it, a reminder to us all, perhaps, that there is, or should be, more to life than just classic cars, or whatever.

Rob Silk, of [REDACTED] in the Netherlands, tells me of another YB that's turned up there. It's YB/0805 and has been allocated Register no.1382 (as it was new to me). This car was first registered in the Netherlands on 29th March 1979, and its British number-plate was "MWD315" (which is still with the car, along with its last tax disc). This 1952 YB is presently owned by Nico Dreessen who has spent the last few years restoring it near [REDACTED]. Nico has finished the car in a colour scheme which appears to consist of dark red wings and running boards and an Old English White (i.e., cream) body. Also of interest to me was the

fact that I have "MWD316" on the Register. This is also a YB, but very little else is known of it, except that it was reported as being owned by a Mr. T.Q. Robinson of Hampshire, and was black in colour. As "MWD316" is Register no.31 (and therefore probably a car I have known about since the late 1970s), and as nothing has been heard of it since that first, sketchy, report, it may well be the case that '315 and '316 are, in fact, the same car. But probably we will never know...

Staying in Holland for the last news of this issue, Bert Baas from [redacted] tells me that his Y/T (Y/T/EX(U) 3436, Register no.1112) recently won the Prix d'Elégance at a local show (out of 150 cars). Bert needs some spares - see his separate "wanted" ad below.

EDITORIAL

I said last time that we would be continuing with the latest batch of amendments and updates to *Let There Be Ys* in this issue. However, Dave Lawrence finds he is still receiving additional information, with the result that some of the text I have here for inclusion is now out of date, or in error. Thus, I am holding over further amendments for the time being; their publication may resume in a future issue of *TCY*. Dave is presently working with the M.G.C.C. with a view to their publishing a "proper" updates booklet, and I hope to be able to make details of its availability known to readers of *TCY* in due course.

Spares Wanted

Swap perfect steering rack & pinion with housing (M.G. "YA", Y/T, TD, etc.) R.H.D. for a L.H.D. item in the same good order. Maybe someone has an imported L.H.D. car they want to change to right-hand-drive? I am also looking for an XPAG or XPAW engine for my TD, which seized recently. Contact: Bert Baas, [redacted] [redacted] The Netherlands.

Newletter 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): B. Mullen, [redacted] Liverpool, [redacted]

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Heading illustration courtesy of *The Motor*.

'KSC171' - Development & Modification History

Section H.

Late History & Fate

1. From mid. 1957 to the end 1961 (during prolonged overseas service) car laid-up & fully preserved. NOTE: (a) See "Preservation Routine" & "Car Laid-Up" details (TC's 162 & 163 - Ed.). (b) Routine preservation maintenance undertaken by my Father-in-law during my absence abroad.
2. Last & final mods. (twin 1 $\frac{1}{2}$ " carbs., high press. fuel pump, staggered pitch valve springs etc., etc. to full "T.F." spec.) undertaken early 1962 - late 1963.
3. Mid. 1965, car with all documentation & original parts as removed during modifications etc., etc., sold to McLay's Garage (Main B.M.C. Agents), Kirkintilloch, Stirlingshire. NOTE: (a) Prior to sale, minor areas of paintwork (in particular, the running boards) resprayed/touched-up. (b) At the time of sale the car had NOT incurred any collision, body or suspension damage. (c) Total mileage approx. 20,000.
4. Late 1965 early 1966, during my absence abroad, car sold by McLay's to "someone" in the Kirkintilloch area.
5. Subsequent "sightings": Late 1966 to early 1970, reports of "seen-in-the Kirkintilloch-area" made to my wife by a friend living nearby.
6. Last known sighting: 1974/75. This report was made by a friend to my son when he was attending Glasgow University. The sighting was in Glasgow & the report - "not in very good condition & the car appeared to have suffered some collision damage...". NOTE: (a) I checked with my son re. this sighting; unfortunately he was unable to provide any additional information. (b) At the time of this particular sighting I was, once again, overseas! (c) It is also noteworthy to state that, subsequent to my 1965 sale of K.S.C.171, NO contact whatsoever has been made by/with any new owner!!
7. During 1963 & most of 1964, the family car, in addition to K.S.C.171, was an H.G. "1100" purchased new from McLay's of Kirkintilloch.

Derek Ringer D.S.M., M.I.A.M. Chief Engine Room Artificer, R.N.

Next time I hope to finalize this long-running and fascinating series of articles by including a couple of photos of the car, "KSC171", and saying something of its very recent history - JGL.



