



# The Classic "Y"



Issue No.166 February 2002

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

## EDITORIAL

First of all, I would like to thank everyone who sent Christmas cards and good wishes over the holiday season, and those who contacted the Register with news and updates etc. around the end of last year. Many times in these past few years I have found that my Christmas has been "made" by people of the Y-Type Register, and last year was no exception, with a record number of cards being received. Thank you to all; it all gives me a very good, warm, feeling!!

This issue sees our usual review of the "Annual Stats" of the Register; but intriguingly, this may well be the last time it appears (in this form, anyway). Throughout last year, Jack Murray, the Registrar of the M.G.C.C.'s Y-Type Register, has been very busy amalgamating the data from our two, hitherto separate, registers. Just before Christmas, he sent me a print-out of the combined listings. And what lists they are! As Mr. Hussein was wont to say, they are "the mother of all lists"! There are many cars that were on the M.G.C.C.'s register but not on mine, and vice-versa. Hence, it would now seem logical for my register here in Liverpool to become subservient to the "master database" held by Jack, in Petersfield, Hampshire. A further updating of my "Annual Stats", without taking into account those other cars known only to the M.G.C.C., would be meaningless.

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Newsletter Editor/Registrar: J.G.Lawson, [redacted], Liverpool, [redacted]  
U.K. Spares Secretary: A.Brier, [redacted], York, [redacted]

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## REGISTER NEWS

The fashion for importing Y/Ts into the U.K. from Australia apparently continues, with Y/T/EXR 4716 recently finding a home with Mr. Saul Dick of Hampshire. This car was already on my Register (as No.646), but listed only under its engine number (TR/14435) - picked up from who knows where, many years ago. I didn't even have a "location" for it! This illustrates, perhaps, the importance of keeping even the smallest scraps of information on cars, however much one may be criticized for being excessively pedantic.

Long-time supporter of *The Classic Y*, Miles Harris of Co.Antrim, Northern Ireland, has now sold his car (YR/1041, Reg'tr No.154), after 15 years of ownership and pleasure, to Mr. John Watson of Co.Armagh.

The left-hand-drive "YA" owned by Berend Kemmerling of Rotterdam in the Netherlands (Y/EXL/2260, Reg'tr No.624), is now completely restored. On 22nd November last, Berend collected the car from Mike Collingburn in Richmond, North Yorkshire, where it had been having its interior refinished (dark green seats with green piping). The exterior of the car has been painted in the Elizabeth Grey/Shires Green two-tone scheme. Y/2260 has done 196,000 km. from new, Berend is its third owner, and the restoration took 16 years to complete!

## Cars for Sale

"1952 M.G. YB, Black, 'UMG' registration, M.O.T. Much-loved; reliable; good, sound condition; not concours. Some spares, 'unleaded head'. £5,000. Tel: [REDACTED] [REDACTED]"

"YB chassis with V5 reg', 'GRX545'. Various panels, wheels, petrol tank. Tel: [REDACTED]"

"M.G. YA Saloon, 1952 (sic), brown/cream body, recent retrim in beige leather, good useable condition, M.O.T. (to February 2002?). £5,500. May part-exchange for good T-Type. Tel: [REDACTED] - [REDACTED] (W.Yorkshire)."

"M.G. YA. Scruffy, but full M.O.T. £2,250. Contact: Oak Tec, tel: [REDACTED], fax: [REDACTED]"

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## The Annual "Stats"

|   | <u>2002</u> | <u>2001</u> |
|---|-------------|-------------|
| YAs on the Register                               |             |             |
| (of which 10 are left-hand-drive)                 | 758         | 744         |
| YBs on the Register                               | 287         | 278         |
| YTs on the Register                               | 267         | 264         |
| Reinbolt & Christie-bodied cars on the Register   | 3           | 3           |
| Keller-bodied cars on the Register                | 1           | 1           |
| Other Specials/Composites/Hybrids on the Register | 17          | 17          |
| Unknown (mainly saloons) on the Register          | 66          | 65          |

|                                      |       |       |
|--------------------------------------|-------|-------|
| Total number of cars on the Register | 1,399 | 1,372 |
|--------------------------------------|-------|-------|

Cars identified by chassis number:

|      |     |     |
|------|-----|-----|
| 1947 | 76  | 76  |
| 1948 | 114 | 113 |
| 1949 | 331 | 329 |
| 1950 | 230 | 225 |
| 1951 | 108 | 104 |
| 1952 | 103 | 100 |
| 1953 | 105 | 102 |

|       |       |       |
|-------|-------|-------|
| TOTAL | 1,067 | 1,049 |
|-------|-------|-------|

|                                 |                |      |
|---------------------------------|----------------|------|
| Number of cars in each country: | (36 countries) | (35) |
|---------------------------------|----------------|------|

|                          | <u>2002</u> | <u>2001</u> |
|--------------------------|-------------|-------------|
| England                  | 634         | 617         |
| Australia                | 333         | 333         |
| U.S.A.                   | 164         | 160         |
| Republic of South Africa | 45          | 45          |
| Scotland                 | 33          | 34          |
| Switzerland              | 31          | 30          |
| Wales                    | 27          | 27          |
| Canada                   | 19          | 17          |
| Republic of Ireland      | 16          | 16          |
| Netherlands              | 15          | 14          |
| New Zealand              | 12          | 12          |
| Northern Ireland         | 10          | 9           |
| Denmark                  | 9           | 9           |
| Singapore                | 6           | 6           |
| Belgium                  | 5           | 5           |
| Germany                  | 5           | 5           |
| Channel Islands          | 4           | 4           |
| Sri Lanka                | 3           | 3           |
| Portugal                 | 3           | 3           |
| India                    | 3           | 3           |
| Malaysia                 | 2           | 2           |
| Norway                   | 2           | 2           |

cont'd...

|            |   |   |
|------------|---|---|
| Uruguay    | 2 | 2 |
| Japan      | 2 | 2 |
| China      | 2 | 2 |
| Sweden     | 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 |
| Luxembourg | 1 | 1 |
| Brazil     | 1 | 0 |

No Y-Types in Afghanistan, then?



Frank Vautier raising the dust at Lydden Hill (Photo: T. Buddle)

A photo of Y/7171 from an issue of *Safety First* of the '70s.



# Let there be



# 'Y's

by

**David R. Lawrence**

LET THERE BE 'Y's  
Corrections & Additions  
Pt. VI

## Chapter 9, Section 5c, Page 66

The larger capacity sump, as fitted to the "YE", was NOT provided with a four-bolt attachment for the oil suction pipe flange. It retained the two-bolt attachment until the end of "YE" (and "TD") production. The four-bolt attachment (which required a "new" sump, actually a slight change to the casting boxes to give the extra two holes) was only introduced at engine number XPAG/TF/33024, for the "TF" Midget. The retrospective action referred to in the first paragraph on page 66 was only for the forward-facing flat intake extension for the oil pick-up.

Details of the various oil suction filter assemblies used are more extensive than printed, and are outlined in *Corrections & Additions* which follow.

NB. The "Type 1" and the "Type 2" assemblies are as already detailed on page 89 of the book, under "XPAG/SC/16729".

## Chapter 9, Section 6, Page 68

It now appears more possible that the basic power unit colour on early "Y" Types WAS greyish-green. Recent research on V/0330, which still has its original engine, has shown that this engine and gearbox are presently this colour, and although not beyond ALL doubt, it is strongly thought that this was their original finish.

## Chapter 9, Section 7a, Page 69

Reference the "M.G." badge on the radiator cowl nose piece (and also on the boot lid), it has been suggested by some readers that enamel does NOT fade over the years. This would indicate that some of the modern reproduction badges, with the darker brown, may not be accurate.

## Chapter 9, Section 7p, Page 77

It is possible, but not confirmed, that fuel pumps with brass bodies were used until late 1947/early 1948. The "TC" Midget used such pumps until this period, and it is thought probable that the "Y" Type was also so equipped. The alternative to the brass body was the grey-coloured alloy body, which was used subsequently. So far, it has not been possible to ascertain when the alloy-bodied pumps came into use on the "Y" Type.

Chapter 9, Section 7q, Page 79

A length of black felt, in two pieces (left side and right side), was glued to the top rear edge of the Petrol Tank of the "YB". This piece of felt was approximately 2<sup>3</sup>/<sub>4</sub> inches wide, and extended the full width of the Tank, left to right, and overlapped down the sides slightly. The purpose was to prevent possible direct contact and consequent rattling between the Tank and the floor of the Spare Wheel Compartment, which was very close on the "YB". (See also Chapter 11, Part A, Section 3e, Page 127.)

Chapter 9, Section 7a, Page 82

On Engine Number XPAG/TR/14384 the engine number was stamped into the flywheel housing below the brass identification plate. While generally the procedure as described in this Section (foot of column 1) was followed, it seems there were exceptions, probably both with the pre-13404 blocks and the post-13403 blocks.

Chapter 9, Section 9c, Page 86

Further Gearbox Numbers obtained:

|        |                |               |
|--------|----------------|---------------|
| SC742  | XPAG/SC/10098  | Y/0330        |
| SD766  | XPAG/SC/11720  | Y/1934        |
| SE259  | XPAG/SC/12508  | Y/2554        |
| SJ362  | XPAG/SC2/17437 | YB/0538       |
| TR1025 | XPAG/TR/12359  | Y/T/EXR/2425  |
| TR1192 | XPAG/TR/13289  | Y/T/EXRK/3374 |
| TR1403 | XPAG/TR/14016  | Y/T/EXR/4267  |
| TR1471 | XPAG/TR/14384  | Y/T/EXRK/4619 |
| TR1560 | XPAG/TR/14794  | Y/T/EXR/4917  |

Chapter 9, Section 10, Page 92 (XPAG/SC2/17383, sub-para. b.)

In addition to a new oil pipe, this oil suction filter assembly also incorporated a two-bolt fixing bracket on top, to attach to the baffle plate. It did not have the forward-facing flat intake scoop, and it was attached to the sump by a two-bolt fixing. (This can be referred to as the "Type 3 Assembly".)

Chapter 9, Section 10, Page 94 (XPAG/SC2/18097, sub-para. b.)

The new ("Type 4") oil suction filter assembly, incorporating the forward-facing flat intake scoop, was STILL attached to the sump by a two-bolt fixing. It also incorporated the two-bolt fixing bracket to the baffle plate.

NR. The four-bolt fixing to the sump ("Type 5 Assembly") was only introduced at XPAG/TF/33024, on the "TF" Midget. The diagram on Page 91 of the book incorrectly shows this four-bolt ("Type 5") assembly, but should show a two-bolt ("Type 4") assembly.