



# The Classic "Y"



Issue No.169 August 2002

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

### LETTERS to THE EDITOR

Dear John,

I've nothing new to report except a "wrecked YB" in Eindhoven - I think the chassis number was YB/0595 but can't be 100% sure as it was very dark and difficult to read. It is not restorable, the rust worm having had a great time, but may be of interest for spares. The same firm also makes a replacement for the original "throw away" oil canister/filter, and I purchased one for my "TD". From above it looks exactly like the original, but the lower half has been modified to accept cheap "screw on" oil filters (Opel Kadett), much reducing the cost of replacement.

Rob W. Silk,  
[REDACTED] The Netherlands.

*(The "wrecked YB" could be YB/0525 - JGL.)*

Dear John,

I am just awaiting delivery of a mild-steel exhaust system, cost £134 from Anscar (Phil Jarvis). I will just give the fitting job to the M.D.T. garage (the M.D.T. runs out on 10th August). In September last the "Y" had a virtual respray done and I have to get this finished off by the guy who did most of it last time. All the preparation is complete and I am just putting masking tape on the running board strips and three wing pipings, etc. The car has been up on axle stands since November and it will have to stay on them until the exhaust arrives so as I can check it all out, to make sure it will fit. After that, I will do a road test. I took the pedal box brake light switch out of the car eight years ago and I recently repaired it and put it back - it was a twelve-hour job. Something has happened to it and now the brake lights are on when they should be off, and vice versa.

*cont'd...*

The car also has a hydraulic brake light switch built into the brake fluid system, so I switched the wires over to it and so far it is working O.K. I also have a spare pedal box brake light switch which I took off my spare chassis. I tested this out 200 times with a circuit breaker and it worked every time, so I'll try for the M.O.T. and fit the spare switch after that.

The only other fault is that I have detected a pin-hole in the driver's side steering rack gaiter. I cleaned off the small amount of grease and it looked O.K., so I think I can get away with it. I'll just change it for a new one after the M.O.T. The gaiters don't last long and, as it's the driver's side, it's the most difficult one.

Allan J.J. Bolt,  
[REDACTED] Perthshire.



Look what you could have done to your Y-Type in the '60s or '70s! The nearest a "Y" ever got to this kind of treatment, to my knowledge, was the proposed fitting of a Rover V8 engine to Y/7056 ("MNA720"). I believe the conversion never proceeded. The above cutting came from *Street Machine* magazine.

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

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# Let there be Y's

by

**David H. Lawrence**

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

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

The roof headlining material was fitted in six sections, not four as mentioned in this paragraph in the book. The sections that extended between the rear window and the rear quarter windows, below the Lace Flex that ran around the rear of the cabin above the rear window, were actually fitted as separate pieces and were not attached in any way to the rear section. When installed, the junction between these pieces and the rear section was hidden by the Lace Flex.

Note also that the two wood pieces, one above and one below the rear window, were also covered separately by headlining material.

## Chapter 12, Section 8i, NB, Page 200

Another early car, Y/0330, has been inspected, and also is not equipped with ashtrays in the back of the front seats. This car has its original upholstery and there are no cut-outs in the back panels for these items. On both this car and Y/0336, apparently there are no recesses under the Rexine for ashtray inserts.

## Chapter 12, Section 8p, Page 202 (para.2)

The reference to the body shell panel above the boot aperture being double-skinned is not accurate, although from inside the boot compartment the appearance was of double-skinning. It was actually a single panel that was extended further forward than where the car roof started, thus forming a flange. The two screws for attaching the millboard passed through holes in this flange. The structure of the "Y/T" body did not allow a flange, therefore the "Y/T" boot compartment did not have the upper piece of millboard trimming.

## Chapter 14, Section 3a, Page 228

Car Numbers Y/0330 and Y/0336 have been inspected since publication, and both have the "Body Type" designation of "B281". This makes the anomaly of the three cars seen with the "Body Type" stamped as "B280" even more strange. It has been confirmed that these three cars DO have "B280" stamped on the plate, but the reason is not known.

cont'd...

Chapter 14, Section 5, Page 232

On car Y/0330, inspected after publication of this book, the "1.25 MG\*\*\*" plate WAS painted body colour.

Chapter 14, Section 6, Page 232 and  
Appendix Two, Page 245

Y/1175 and Y/1336 (to replace Y/1175 and Y/1633)

The "MGA\*\*\*\*" plate was introduced (Saloons only). An earlier car than originally quoted has been discovered equipped with this plate. (Car Number Y/1336, Plate Number "MGA1156".)

Chapter 14, Section 11, Page 234

Other cars with a number stamped directly into their bulkheads have been noted:

Y/6564 - has "87" stamped into its bulkhead  
Y/7011 - has "51" stamped into its bulkhead  
YB/0321 - has "66" stamped into its bulkhead  
YB/0559 - has "34" stamped into its bulkhead  
YB/0561 - has "62" stamped into its bulkhead

Appendix Two, Page 247

Y/T/EXR/3591 and Y/T/EXR/3563  
approx. mid to late 1949

A "Y" shaped bracket was added to each "rear quarter panel" compartment to hold the folded-down hood frame steady in its special compartment on either side of the rear seat (Tourers only).

this brings us up-to-date with all the corrections and additions to Let There Be 'Y's.

**Let there be**  
 **'Y's**  
by **David H. Lawrence**

*Original Book (1998) plus Supplement (2002)* £44.50

*Supplement (2002) only* £ 5.00

from:

David Hague, [redacted] Hampshire,  
(Tel/Fax: [redacted] [redacted])

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