

The Classic 'Y'



Issue No.170 October 2002

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

REGISTER NEWS

Looks like I have quite a bit of news on hand this time, so here goes...

Dave Lawrence continues to unearth Y-Types which are new to us, not only from his home in South Africa but also whilst he was in this country in July attending the M.G.C.C. Silverstone rally. A newly discovered left-hand-drive "Y" saloon he has learnt of is Y/5095/EXLU, with owner Paul Briggs of [REDACTED] Kansas. Y/5099, meanwhile, has been recently converted into a L.H.D. car in the Netherlands. Y/0617 has turned up in Sri Lanka but has unfortunately been the subject of many non-original modifications (that's putting it kindly!) since the 1980s; it's currently in a very poor way.

At Silverstone, Dave came across someone attempting to sell Guarantee Plates and associated documentation from two scrapped Y-Types. The first, Y/3728, was apparently once registered as "LTT935" in this country. And the other, Y/5383, was "MTV209". Both these cars were scrapped around 1969. Interestingly, Y/5383's plate showed the factory replacement engine "SC/B97709", an example of a new Guarantee Plate being issued when such an engine change was carried out. The presence of the letters "SC" on the plate is also of note, as over the years there has been some suggestion in some quarters that factory replacement engines would have been designated simply as, for example in this case, "XPAG/B97709". Thus, presumably, a factory replacement engine could also be designated "SC2", "TR" or "TL". But surely, some of the later replacement engines would have been built up using a mix of "SC" and "SC2" parts??

Y/T/EXR 4118 was at Silverstone, fittingly now owned by a Mr. Ken Silverstone! This car was recently imported into the U.K. from New Zealand (the trend continues!), but was originally exported to N.S.W., Australia. We have details of this car on our "Australian Imports" database, as follows: It arrived in Sydney on 30th March 1950 aboard the ship *Nordkap*. It was delivered (presumably to its first owner) on 10th May of that year, registered "HA209". Its original engine number was TR/13868 (but an "SC" unit is currently fitted). '4118 was originally blue with a beige interior and is a 1949 car (it took at least three months to reach Australia). Sometime after its first owner parted with it, '4118 was sold second-hand by Ron Ward's of [REDACTED], Sydney to Mr. Eric W. Pendlebury of [REDACTED]. At this juncture, Ron Ward's records give the
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licence plate number as "GG477"; in the original importer's listings this registration was allocated to Y/T/4116.

Jean-Marie Gillen in Luxembourg has the remains of Y/1642 (his roadworthy car is Y/7142). '1642 was originally exported to Switzerland. Y/6528 ("UMG326") has passed from Mr. P.Kazer of Yorkshire to current owner Terence Williams. '6528 originally had engine no. SC/16014, but factory replacement "SC/B6771" may currently be fitted.

On the front page of the October 2001 issue of *TCY* (No.164) there was news of two Y-Types found together in a "barn". "283AWV" was new to me, but now turns out (according to Dave L.) to be Y/5221 (with engine no. SC/15085). Readers will note that "283AWV" was said to be a 1948 car, in its "for sale" ad, but Y/5221 is a 1950 vehicle.

According to *Classics* magazine of September 2002, there is a YB in the Automobilia Museum in St.Stephen-in-Brannel, near St.Austell, Cornwall. The museum was due to close at the end of this summer. Does anyone know which YB this is?

Rob Silk and friends in the Netherlands have been tracking down more Y-Types for us... Sef Smeets of [REDACTED] has three cars, Y/1404, Y/1949 and Y/6169. '1404 is the roadworthy/restored "Y", with the other two being, shall we say, "parts cars". Only chassis parts of '6169 remain. Interestingly, Y/1404 was reported to me as having "Body 280, 5021/A29643". At first I thought this might be a further example of the Body Type anomaly which Dave Lawrence refers to on page 228 of *Let There Be Ys*, but I soon realized (and confirmed by reference to Mike Marjot's wonderful listing of T-Type body numbers) that this is, in fact, a "TC" body number! A case of a T-Type being scrapped to provide parts for a "Y" restoration, perhaps? I never thought I'd see the day... etc.!

Two recently published sources may have provided us a clue as to the place of manufacture of the Y-Type chassis. As a starting point, readers may care to refer to the official factory photo published at the start of Malcolm Green's article *A tour of the M.G. Factory at Abingdon in 1947* (the chap welding the chassis components together) (this article first appeared in *Enjoying M.G.* - the magazine of the M.G. Owners' Club - for April 1996). Now, in his article for the "Z" & Farina Newsletter in *Safety Fast!* of July 2002, the late Jim Mackaness refers to the Riley Pathfinder and says that the prototype chassis for this car was made by John Thompson of Wolverhampton. One might think, understandably, that there's nothing of much relevance to Y-Types there. That's what I thought, until I later read John Price-Williams' recently re-issued book, *The MGA*. On page 40 he states that: "On the ground floor below (at Abingdon) the chassis was taking shape in the press shop. It was built up from box-section sidemembers, tubular crossmembers... The components came from John Thompson of Wolverhampton and were largely of heavy 14-gauge steel. They were put first in a tacking jig to ensure they were properly assembled, before being transferred to a welding jig... Each chassis was assembled by a pair of men, who could produce 20 frames a day". Now, from all this, my theory is that the Y-Type chassis components (brackets, cross-members and longitudinal rails etc.) came from Wolverhampton and were assembled at Abingdon. This is what is going on in the "Malcolm Green" photo. (The

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caption reads: "...the chassis frames were built in the press shop... Here the body mounting brackets are welded onto a Y-Type chassis".) This would account for the two different series of "chassis numbers" (on the left and right longitudinal members, see p.24 of *Let There Be Ys*) - one allocated in Wolverhampton, and one at Abingdon (in exactly the same way as for the body numbering). Thus, the supposed "foundry" at Abingdon, in which the chassis are said by some sources to have been manufactured (cast) was, in reality, just an assembly area. I think it would be very interesting if someone could do some research into John Thompson of Wolverhampton (to confirm that they did, in fact, build the Y-Type chassis components, and also to discover, perhaps, their origins and (more importantly?) what happened to them in later years). Because the chassis of a "separate-chassis" car was always regarded as constituting its identity, imagine the fuss there'll be "down south" if it can be shown that Y-Types (and many other M.G.s, including the "T"s?) began life "in the north of England"!!!

In Issue No.165 (December 2001), in *Register News*, there appeared details of a "Y" Saloon which was for sale, curiously registered "DFD672B". John Edwards of Gosport writes to tell me that he purchased this car in May of this year, to keep his Y/3764 company whilst the latter is being restored. "DFD672B" turns out to be Y/5650 (engine no. SC/15404); it has been made roadworthy after having initial problems with its valve stem oil seals and severe overheating.

Spares Wanted

Wanted, for 1949 Y-Type: 8-inch headlight rims, glasses & reflectors; rear-of-seat ashtrays; distributor. Contact: Mr. J. Terry Cathcart, [REDACTED] Northern Ireland, [REDACTED]. Tel: [REDACTED]. (Terry would also like advice as to the correct positioning of the University Motors plaque on the Y-Type dashboard - JGL.)

LETTERS to THE EDITOR

Dear John,

Thanks for the June copy of the "Y" newsletter; also thanks for the M.G.C.C. "Y" spares list. I bought transfers for the Jackall reservoir tank and also the Y-Type brake light switch conversion set which fits onto the back of the master cylinder. I have had the engine running four times for ten minutes each time, over two months, and the hydraulic switch which is currently on the car is still working all right, so I may not require to fit the new switch till a later date.

If you wish, you may like to recommend an exhaust supplier - Phil Jarvis, Ascar, Corporation Street, Sheffield. He has been established since 1974 and I can say I have had a satisfactory service from him. I bought a full mild-steel exhaust from him for £128, delivered within 15 days (see "Letters" in Issue No.169, August 2002 - JGL). There was a fault with the front pipe which had not been fashioned properly where it fitted the manifold. It seemed to have had the top of the pipe cut half-an-inch too short, and there was a gap of a quarter of an inch where the flange of the

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front pipe joined the manifold. So, I 'phoned Phil and he suggested that I send the faulty pipe back, along with my car's original front pipe, and he would copy my pipe exactly. The two pipes were sent back via Parcel Force, which took fully a week to deliver the pipes to Sheffield ("Snail Mail") (you were lucky they didn't lose them! - JGL), and after that I had the new front pipe delivered within five days and it was an excellent fit. The car is all ready for its M.O.T. in a week's time, so I'll let you know how I get on.

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

Dear John,

How good is your memory? Cast your mind back some 20 years - yeah! it is that long ago! I wrote to you and subscribed to your newsletters, all of which are still nestling safely in my "Y-Type" archives. Career/work and family commitments somehow seem to have taken priority over my "Y" project, but now, now is the hour! Now is the time to get "MUF" on the boil! ("MUF312" - JGL). Stored "dry" and in various parts of the house, YB/1084 eagerly awaits my attentions. How my wife has lived with the engine in the cupboard under the stairs for all this time, really is beyond me. But I suspect she probably has an affection for this M.G., in which we did the tail-end of our "courting" before getting married. My ambition? To get YB Saloon "MUF312" onto the front cover of *Classic Cars* and drive it to Liverpool to obtain your autograph in my copy of your book.

Paul Scott,
[redacted]
Sussex.

(To me, this letter sums up what the Register is all about - longevity and consistency over 20-plus years. I remembered your address, Paul!! - JGL).

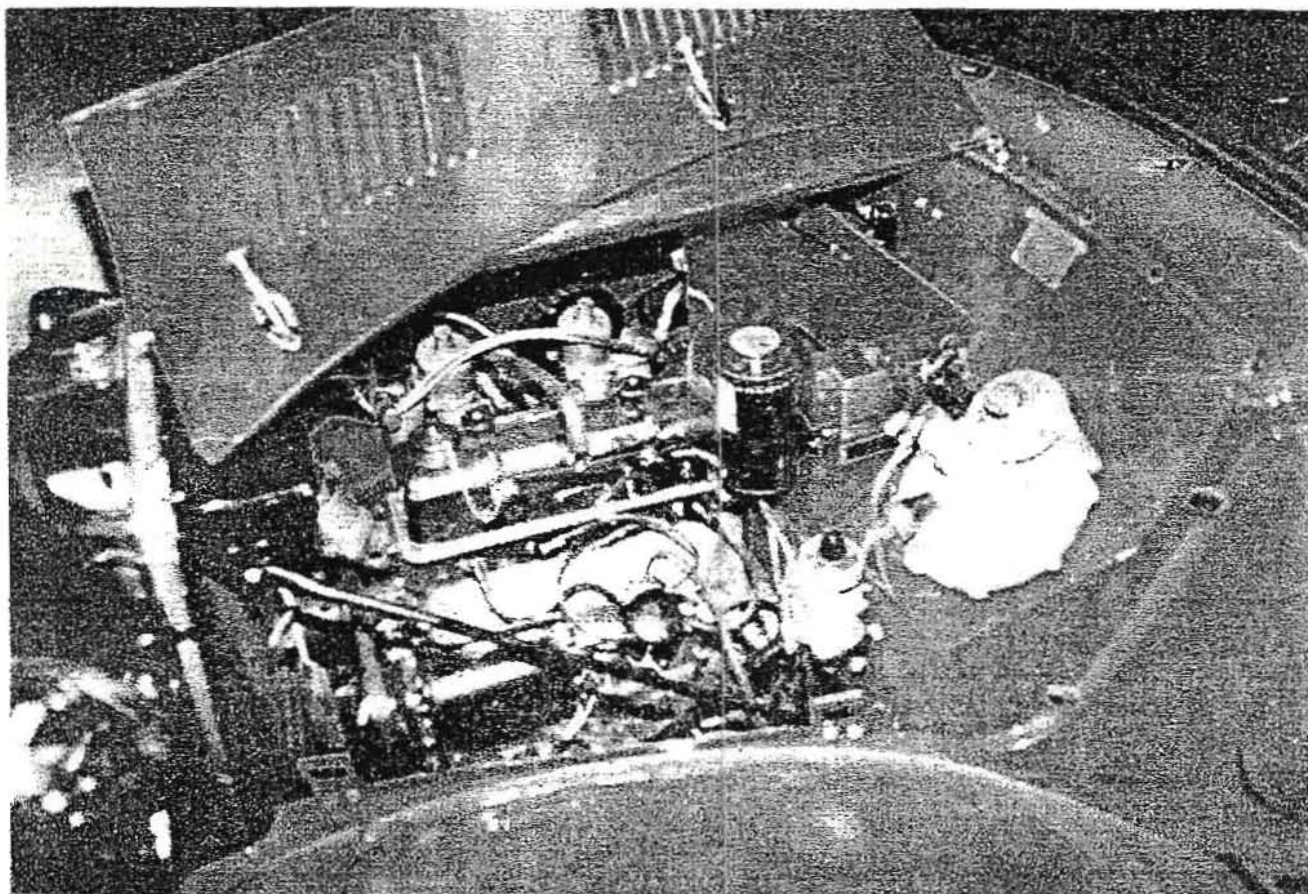
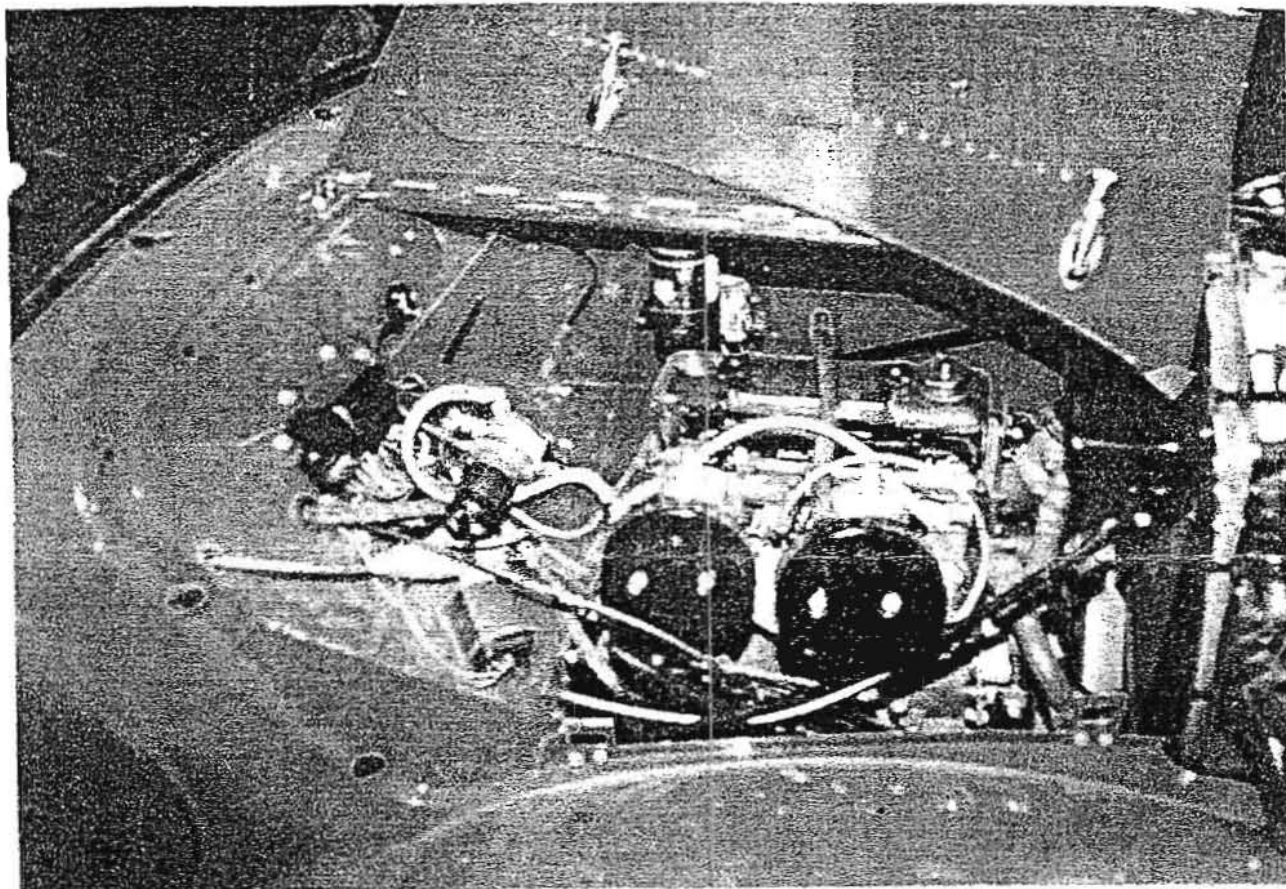
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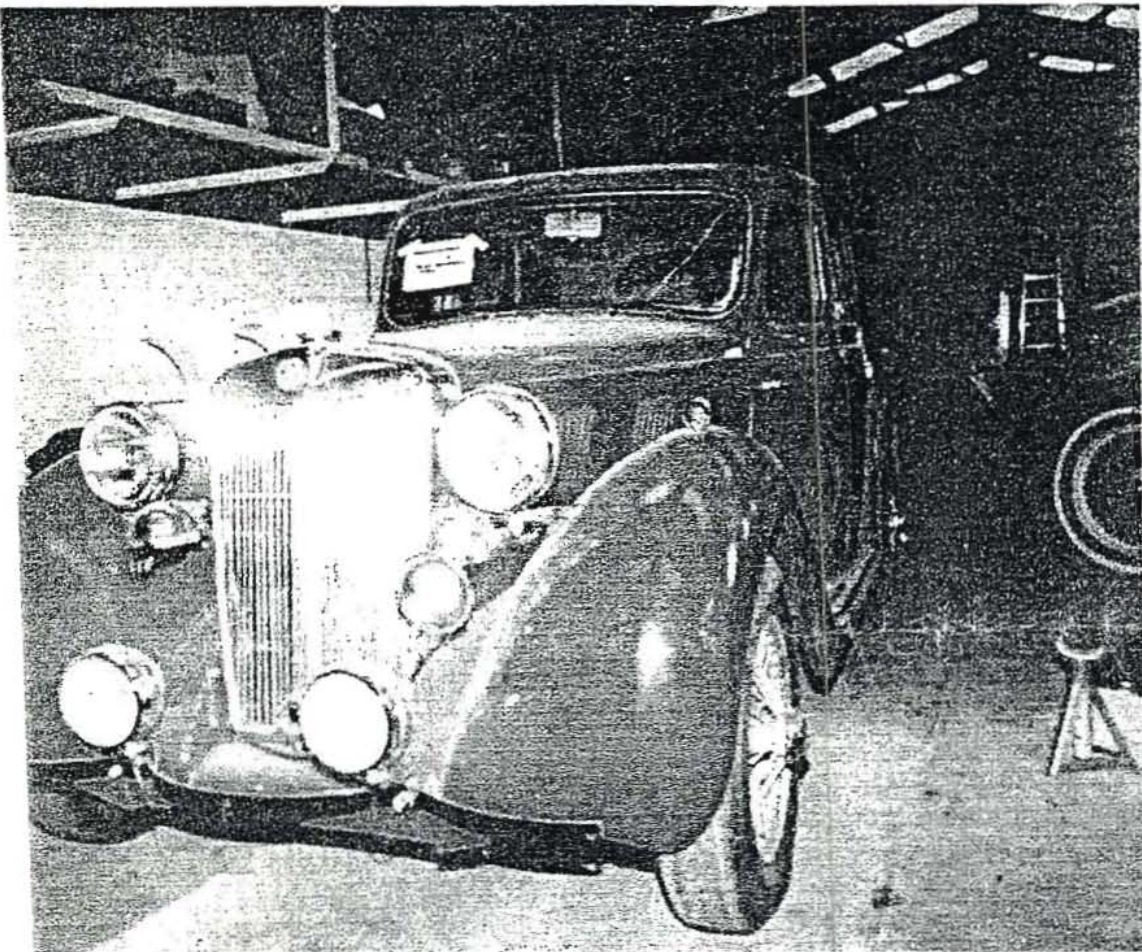
The two photos on page 5 and that at the top of page 6 show Y/6551 whilst it was undergoing restoration at Naylor Bros. (see "TCY"s 156 to 165 & 168 etc.) Note the modifications. (Photos by Mike Silk). The picture at the bottom of page 6 was sent in by Rob Silk, and shows a Y-Type run in the Netherlands. What's that square framework structure on top of the building, Rob?

Thanks to Gary Mills for the photo scanning (and the heading drawing on page one (which we've used in the past)), and to my cousin Jeff Jones, for supplying a new printer (long overdue!) - JGL.

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(tel/fax: [redacted])

The Classic Y is published by Skycol Publications





Books on M.G's.

By Neil Cairns.

From time to time I will run off a number of books, after people have contacted me asking for copies. It is not a business, just a hobby, so you pay just a bit more than the cost price plus P&P. The following are now available:-

- 1) **NEW** 'Post War M.G. Saloon Cars', 126 pages with b/w photo's about the saloons, 1947 to 1990. Cost... £9
- 2) 'M.G. Engines, 1935-1998'. 181 pages with b/w pictures covering the XPAG to the 'O' series. Cost.....£11
- 3) 'Living With The M.G. Metro 1300'. Articles on this nippy little hot-hatch. Cost.....£9
- 4) 'The Cinderella M.G. & Riley Farina,' a history of this now rare model. Cost.....£10
- 5) 'Y' Type Information', lots of data and out of print information on this smart little M.G. saloon. Cost.....£9
- 6) **NEW** 'Living With The XPAG Engine'. Running, servicing, faults, cures, and worries. Cost.....£9

The price includes P&P. If you want a copy, please make any cheques out to Neil Cairns, and enclosing your name and address, send to [REDACTED], Beds. [REDACTED]. If 'OOP' is on the price list, it is out-of-print. Send me an SAE and I will inform you when some are ready.

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RETURN THIS FORM WITH YOUR CHEQUE. Indicating the quantity.

Neil Cairns, M.G. Enthusiast, < [REDACTED] >

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