



# The Classic 'Y'



Issue No.186 June 2005

## REGISTER NEWS

La Torre Loizaga, a castle in the Las Encartaciones region of north-east Spain, near Bilbao, apparently contains a large car museum in which M.G.s feature to some degree (the collection specializes in Rolls-Royce vehicles). They have what appears to be at least one Y-Type, maybe two, a cream saloon and a red/black saloon (with the colours on this latter split at the waist-line of the car (i.e., not per the original factory practice)). I have only a small indistinct photo to go by, so one of these saloons may well be an 'SA', 'VA' or 'WA'. Perhaps someone going down that way on holiday can inform me further. Chassis, engine and body numbers, please.

L e T t e R S

*(the first one was sent to Neil Cairns and passed on to me - JGL)...*

Dear Neil,

I wonder if you could help me? I am on the T-Register committee and have recently been asked by a near neighbour to give my opinion on what he has in his garage, and which he bought some years ago as a '47 T-Type.

Well, there is no way it is a T-Type. It now has a totally metal and very angular fabricated body without doors, and it has a square boot but appears to have what might be a Y-Type rad' grille but with a sealed rad' cap. It has an 'A'-Series engine, maybe 'Y' or 'TF'-type bonnet, cycle wings front and rear, and a log book which refers to it as an 'M.G. Sports 1947'. Interestingly, it has independent front suspension, which confused me even further until, in talking to Peter Edney last week, he thought it might have been an early Y-Type Sports which has been hacked/played about with. It also has the registration number 'UMG118' which can only have come through a chequered history and be related to the chassis that was originally produced in '47.

*cont'd...*

My reason for contacting you is to see if the registration number can give any clues and also to seek your opinion on what other components might indicate what its original 'status at birth' might have been.

Sorry I do not have a photo and, in any case, I do not think it would help to see its external appearance - it is more the unseen attributes that might give a lead. Clearly, if there is some genuine history it might be worth a restoration project from chassis up by someone very keen and with lots (!) of money. Hoping you can help.

Graham Brown,  
Bedford.

*The registration number 'UMG118' was last known to be on 1950 'Y' Saloon, Y/4407. This car's engine number was XPAG/SC/14060 and its body number was 3299/3335. It was green in colour and last heard of in Hampshire, when owned by a Mr. D.N.Gray. What's a 'Y-Type Sports', anyway?! Of course it has some 'genuine history', if only we can discover it!! - JGL.*

Dear John,

We have just collected the M.G. (Y/T 4264 - 'LXH93') from Naylor Restorations at Shipley. Ian Rooney there has been re-doing the gearbox. We had a couple of days' holiday in the Dales - one glorious drive-into-the-sunset day, and one freezing-cold, soaking-wet, can't-see-through-the-windscreen day.

Val Haywood,  
Dumfriesshire.

*Rob and Val Haywood have been subscribers to TCY almost right from the beginning and I just about remember them visiting me here in Liverpool in their Alvis Grey Lady. They moved from south Wales to Scotland just around this time - JGL.*

Dear John,

~~...Interestingly the Y/T (Y/T/EXR/3148) seems to be very original, and the first owner was Stuart Williams, who owned it from 1949 (when it was new) until 1980, when he died. His wife kept it until November 2004, when she sold it to the present owners, Rob and Denise Dunsterville. Stuart Williams was a director of P. & R. Williams, the N.S.W. M.G. importers (P. And R. were his older brothers). Some refurbishment has been done, but it generally seems to have been close to original standards, apart from the rear window ( probably larger, although I am awaiting details). The car is Clipper Blue, with a beige interior. The wheels are still yellow, with the spare appearing never to have been used.~~

*cont'd...*

David R. Lawrence,  
[REDACTED], South Africa.

*I'm intrigued by the idea of the spare wheel having lain completely unused for some 56 years or so! Original indeed!- JGL.*



Newsletter Editor: J.G. Lawson, [REDACTED] Liverpool, [REDACTED]  
Registrar: J. Murray, [REDACTED] Hampshire, [REDACTED]  
Spares Secretary: A. Brier, [REDACTED], York, [REDACTED]  
(tel/fax: [REDACTED])

*The Classic Y* is published by Skycol Publications  
and printed by: R.T.S. (U.K.) Ltd., 7a Rose Lane, Liverpool, L18.8AD

