

## The Classic 'Y'



Issue No.193 August 2006

### REGISTER NEWS

Apologies! In my brief review of Swiss special-bodied Y-Types in the last issue I forgot to mention the Keller-bodied car, Y/1225. And the probable reason why I forgot to include it was that I was concentrating on the other cars, all of which seem to fall into a small 'batch' between chassis numbers Y/1366 and Y/1381. If I may speculate, as J.H.Keller had pre-war experience of producing special bodies for M.G. saloons, and were, I believe, the official importers of M.G.s into Switzerland, they may have been given preference in the allocation of 'chassis only' for potential rebodding. Then, once the other Swiss coach-builders had seen Keller's effort, they might have thought to do likewise, in competition, and hence ordered some of the cars (as 'chassis only') which we now know fall into the range Y/1366 to Y/1381.

Elsewhere in this issue there should be a couple of recent pictures of the Reinbolt & Christé car, Y/1366. This car was featured on page 63 of my 1988 book on the Y-Type. It seems to be looking a bit shabby these days, but fortunately retains the special Reinbolt & Christé badge between the rear of the bonnet side and the door. Again, note the differences in styling between Y/1366 and the cars featured in TCY 192.

### Cars Wanted

Mr. David Manly of [REDACTED] Co. Meath, Republic of Ireland would like to acquire a 'Y' requiring restoration or in restorable condition. His telephone numbers are: [REDACTED] (evening) and [REDACTED] (daytime).

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Newsletter Editor: J.G.Lawson, [REDACTED] Liverpool, [REDACTED]

Registrar: J.Murray, [REDACTED] Hampshire, [REDACTED]

Spares Secretary: A.Brier, [REDACTED] York, [REDACTED]

(tel/fax: [REDACTED])

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Strictly Non-Internet

## Let There Be Ys updates & amendments...

Chapter 14. Para. 4f ("Z 12488"), and Para. 4g ("SR Z 12592"), Page 231

Further research indicates that the assumption that the Z 12488 Plate did not continue into early "YB" production is incorrect. YB/0291 carries a Z 12488 Plate with the sequence number 522, and it has been calculated that this number fits closely enough into the sequence to make it probable that this version of the plate did continue on from late "Y" production into early "YB" production.

In addition, the suggestion that YB/0441 may these days be fitted with the incorrect version of the "Nuffield" Plate may well also be incorrect. A little bit more is now known about the Body numbers and "Nuffield Metal Products" Plate numbers of these cars than when the book was published, and although an earlier "YB" (YB/0362) was fitted with a later version of the "Nuffield" plate, a check of the Body Numbers shows that the first of the two numbers for YB/0441 (5952/277) is considerably earlier than that for YB/0362 (5993/205). It is thought that the "Nuffield" plate was already on the body shell and the first of the Body numbers was already applied to the Body No. Plate when the body shells arrived at Abingdon. After the bodies moved down the production line and were completed, the second of the two Body Numbers was added. What possibly happened in this case (and no doubt in other cases as well) was that one of the body shells was held back from going down the production line (perhaps due to some damage, or something similar), and when it did eventually enter the production line (still fitted with its "Nuffield" plate and Body No. plate with the first number stamped on), it was then given a Car No. (ie. YB/0441) in sequence with cars on the line, and when completed, a second Body No. also in sequence with those on the line. Thus, this car would then be equipped with an earlier "Nuffield" plate than would be expected from its Car No., and a Body No. with the first part apparently out of sequence.

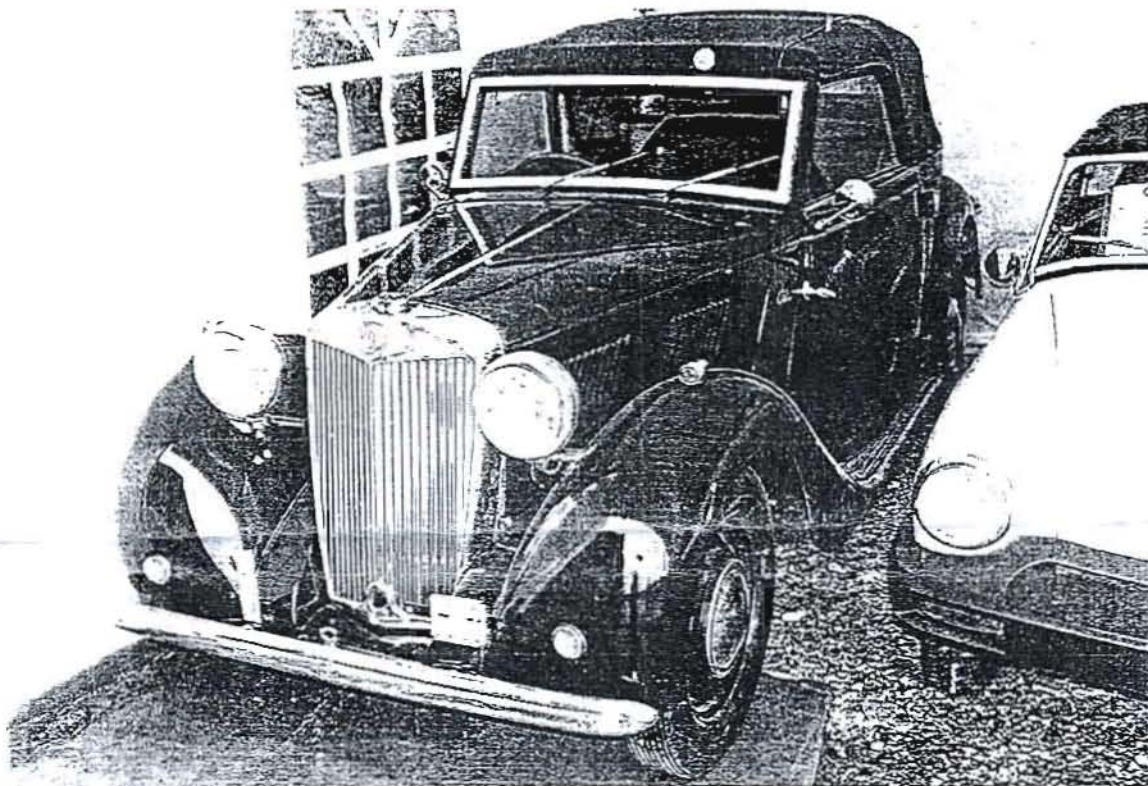
Chapter 12, Para. 6c, Page 176 and TCY 190, pp. 3 to 6.

An interesting anomaly is that the first prototype car was fitted with a Rear Tunnel Carpet Piece mounted on millboard, with the handbrake cables etc. hidden. The only difference between this fitting and that of all the later production cars was that the rear edge of this Tunnel Piece seemed to go through the heelboard panel, with the rear edge not being bound with Rexine. This fitting was seen on a photograph of the prototype car taken on 20 June 1946.

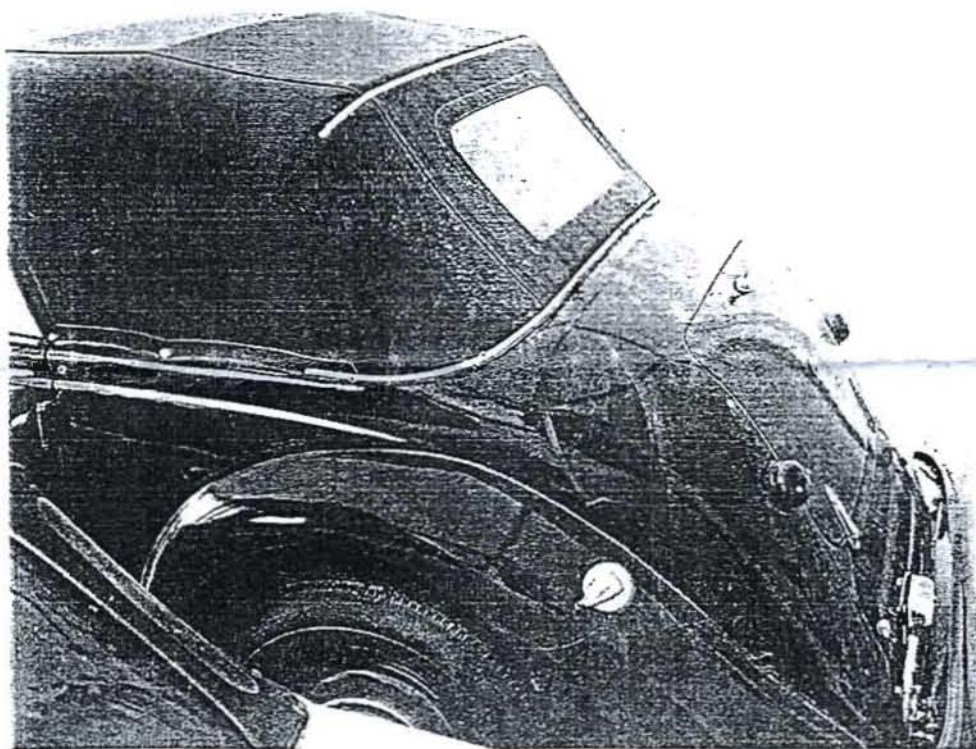
Why the fitting of this Tunnel Piece was changed for early cars, and then changed back for the great majority of production, remains a mystery.

\* David R. Lawrence





Y/1366



Y/1366

photos via David R. Lawrence

With this Issue I am going to begin serialising what for many years I have called the 'Reference Library'. This is by way of being a sort-of index to *TCY*, plus a little bit more, in that it also lists magazine etc. articles relevant to Y-Types which have not (yet) appeared in *TCY*. To call it a 'Reference Library' gives the (erroneous) impression that I currently hold copies of all the literature so-listed, but that is no longer the case. These listings will appear by 'category' (for example, 'Engine', 'Suspension', 'Historical', 'Braking System', etc.) in no particular order and to fit the available space when I am short of other meaningful material for *TCY*. So, we will start off this time with a somewhat short (less-than-one-page) listing. Dare I say 'if anyone knows of any (non-Internet, i.e., printed/written) items which I don't know about, would they please let me have details, so that I can add to the listings? These listings are in no way claimed to be exhaustive, but might be of some interest and help to the reader...

### General Descriptions/Specifications:

			Published in <i>TCY</i> etc.
Motoring	"The M.G. 'YB' Saloon" (launch of new model)	( 1 )	RSA
Motor Trader 02/06/48	"M.G. 1½ Litre Series 'Y'"	( 8 )	AUS
Thoroughbred & Classic Cars 04/78	"M.G. YA-B" by Jonathan Wood	( 2 )	RSA-13
M.G. Magazine No.11 82/83	"M.G. Saloons... with particular reference to the Y-Type" by Richard L.Knudson	( 5 )	
Practical Classics 12/84	Buying Guide	( 5 )	
Automobile Engineer 01/49	"The 1½ Litre M.G. Chassis"	( 7 )	RSA
Modern Motor 03/59	"Know Your Series 'Y'"	( 5 )	RSA
Trader Handbook 1952	Three pages showing specifications	( 3 )	RSA
Australian Sports Car Quarterly Aug/Oct 1977	"Abingdon's Four Door Enigma"	( 4 )	
Classic & Sports Car 10/89	"Old Faithfuls" by Martin Buckley	( 3 )	AUS
Classic Cars 08/93	M.G. Y/T	( ? )	
Enjoying M.G. 03/93	M.G. Y/T	( ? )	
Enjoying M.G. 01/96	"A Family of M.G. Saloons" by Neil Cairns	( 3 )	
M.G. Enthusiast 01/95	"YT Exudes Novel Charm" by Martyn Wise	( 3 )	
M.G. Enthusiast 03/06	"1940s Hot Wheels" by Andrew Roberts		
	(includes, somewhat inappropriately, photos of "KSC171" (Y/6551);	( 5 )	
Old Motor 06/81	"Tipped for the Top" (small item)	( 1 )	174
	M.G. 1½ - 2½ Litre Quick Check-Over Data Sheet	( 1 )	
	"THE SAME, but very different!"		
	(Wolseley 4/44 & Y-Type compared) by Neil Cairns	( 2 )	130
	Extract from "The Motor Car 1946-56" by Michael Sedgwick	( 1 )	171

### Notes

- Figure in brackets after description of item indicates number of pages comprising that item.
- Abbreviations in 'published in' column:  
AUS: Published in Tony Slattery's Australian Y-Type Register newsletter.  
RSA: Published in David Lawrence's South African Y-Type Register newsletter  
or original of item sent to David Lawrence to assist in preparation of *Let There Be Ys*.

