



THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.
Volume III. No. 25. February 1980.

EDITORIAL:

And so we begin our third volume. I'd like to thank everyone who has renewed their subscription and I'd like you all to know how sincerely appreciated are your comments concerning the pleasure and help you derive from this magazine. Long may it continue.

Good news first. Instead of printing our own Workshop Manuals we are from now on going to obtain our supplies from the M.G. Owners Club who have recently started production. The major benefit to members of this arrangement is that we will be able to reduce the price of our manuals as follows with effect from 1st February:

Within U.K:	£10	(includes postage by surface mail)
Overseas:	£12	(" " " " ")

(Overseas airmail cost is £10 extra)

The benefit of this arrangement to Mick Dobby our printer is that it will reduce his workload somewhat. Mick has done excellent work over the past year supplying manuals to members worldwide.

On Thursday 24th July, U.S. member Walt Genther will be visiting our Spares Secretary, Tony Brier, in [REDACTED]. I will be there too and Tony and I decided that it would be a good idea if we were to invite any other member who might like to attend. So I am provisionally treating this date and location as that for our '1980 Rally' and if you wish to attend what will probably be a very useful and enjoyable occasion either to hear what restoration is like in the States or perhaps to see if Tony can help you with a missing part (for your car!) please drop me a line. Details will be finalised later when we see what response there is.

More good news. Until now the only scale model of a Y-Type was that available from D.G. Models at around £8. This metal model wasn't too authentic so I am glad to be able to announce that Abingdon Classics are going to release a model of the Y-Type early in 1981. Coming from this manufacturer this metal model will no doubt be an excellent reproduction and will probably cost around £20 (1/43rd scale).

Now for some rather sad news. It seems that Paul & Maggie Grafham in [REDACTED] are no longer able to hold the regular monthly meetings in the 'White Blackbird' at Loudwater which have been a regular feature of Register activities for the past two years.

Lastly, whilst studying some photographs recently I noticed that a 1950 YT featured in one photo had its windscreen wiper spindles protruding from the scuttle below and in front of the windscreen as do YA's and YB's. All other YT's I have photos of (all 1948 or 1949 models) have the wiper motor fitted to the top edge of the windscreen with the blades sweeping the screen from the top edge. Perhaps someone could tell me whether the saloon type fitting was introduced on all 1950 YT's as an 'improvement'.

1st February 1980.

REGISTER NEWS:

<u>Chassis No.</u>	<u>Year.</u>	<u>Type.</u>	<u>Reg'n No.</u>	<u>Engine No.</u>	<u>Owner's Name.</u>
Y 1136	1947/48	YA.	MGY-050	XPAG/SC/X11062	N.E. Thurston.
Y 5776	1950	YA.	1232	XPAG/SC/15610	D.H. Miller.

Total cars on the Register as at 1st February 1980: 395.

MEMBERSHIP NEWS:

New Member: 218. D.H. Miller Sportsparts (USA), [redacted]
[redacted] California, [redacted] U.S.A.

CARS FOR SALE:

Reg'tr No. 394: 1952 YB. Complete, partially dismantled. Stored for five years. Offers to: [redacted].

Reg'tr No. 387: See Issue No. 24., page 47. Car now reported as a '1951 M.G. 1½ litre saloon' for sale as parts or for restoration. Tel: [redacted] (office hours).

Reg'tr No. 91: "M.G. T Sports Saloon. Fortune spent on high standard respray, retrim and chrome. Details still to finish. Due to loss of garage will sacrifice for £800. Tel: [redacted]."

Reg'tr No. 32: YB. Very good condition. M.O.T. for 1980. Recent respray. £1,650 o.n.o. Tel: [redacted] (evenings and weekends), or [redacted].

PARTS FOR SALE:

Gearbox, differential, brake drums, steering column. Tel: [redacted].

Radiator, front wings. Tel: Churchdown [redacted].

Carburettors, instruments, hub caps, lights, radiator grille etc. Tel: Weston-super-Mare 412052

PARTS WANTED:

Front and rear bumpers for 1951 YA. Must be in good condition. Tel: Mrs. G. Sanderson, [redacted] (after 5pm.).

For YB: Carburettor, doors, front seats, trafficators. Tel: Billy, [redacted] (Cheshire).

Wooden interior trim and dashboard. Contact: Mr. E.R. Starnes, [redacted]
[redacted] California, [redacted] U.S.A. (For 1948 YA).

For 1950 YT: 2 x useable hub caps, 2 x useable over-riders for rear bumper, 1 x flexible rubber brake line (rear of chassis), 1 x flexible hydraulic line (rear of chassis). Contact: Jim Krekovich of Krekovich Automotive Restoration Service, 1638 Central, Kansas City, Missouri, 64108, U.S.A.

For 1950 YA: Sun visor brackets, original 'D' light lens with white segment for reversing light. Contact: David H. Miller, [REDACTED] California, [REDACTED] U.S.A.

For 1949 YT: Patterns for hood and side curtains or the original articles. Pattern for carpet. Contact: Norman D. Shanklin, [REDACTED] Georgia, [REDACTED] U.S.A.

THE 'UMGs'

Now that the Y-Type Register itself has been fully rewritten and cross-indexed it is possible to see in some areas recognisable patterns emerging. For instance, there are an unusually high number of cars on the Register with registration numbers ('license plates' in the U.S.A.) beginning with the letters 'UMG' (26 to be precise). I have been told by one or two people that this batch of registration marks was reserved by University Motors of Oxford, England (even though the letters 'MG' are proper to the London licensing authority). If the 'UMG' registrations are listed in numerical order it becomes immediately apparent that there is a pattern in that the registration numbers progress logically through the production life of the Y-Type, viz;

<u>Registration.</u>	<u>Chassis Number.</u>	<u>Year.</u>	<u>Sub-Type.</u>
UMG 33		1947	YA.
" 71			YA.
" 104		1950	YA.
" 118	Y 4407	1950	YA.
" 141	Y 4529	1950	YA.
" 169	Y 4945	1950	YA.
" 180		1950	YA.
" 235	Y 5460	1950	YA.
" 253	Y 6522	1951	YA.
" 263		1950?	YA.
" 279	Y 5776	1950	YA.
" 299		1950?	YA.
" 355		1951	YA.
" 399		1951	YA.
" 422	Y 7012	1951	YA.
" 451	Y 6969	1951	YA.
" 471	Y 7051	1951	YA.
" 600	YB 0264	1952	YB.
" 665	YB 0481	1952	YB.
" 680		1952 ?	YB.
" 683		1952 ?	YB.
" 688		1952	YB.
" 689	YB 0552	1952	YB.
" 803	YB 0631	1952	YB.
" 814	YB 0672	1952	YB.
" 850		1952	YB.

As will be seen, there are only two known exceptions (so far) to the pattern (Y 6522 and Y 6969). Furthermore as YB 0264 was only the fourteenth YB off the production line (chassis numbers beginning at '251') is it safe to assume that it was allocated 'UMG 600' because it was the first one to be delivered to University Motors ? If anyone

can fill in any of the gaps above or can provide further information concerning the 'UMG' batch I would be very grateful.

John Lawson.

YT Body Numbers

So far in relation to YA and YB body numbers no meaningful sequence has emerged. I will leave that subject for a future issue, 'if the code is ever cracked'. However YT body numbers (body type B282) do provide some interest. Known YT body numbers so far are as follows:

<u>Chassis No.</u>	<u>Body Number.</u>	<u>Year.</u>
Y/T/EXR 2509	19604/185	1948
" 2735	19667/253	1949
Y/T/EXU 2853	19705/286	1949
Y/T/EXR 3030	45022/342	1949
Y/T/EXU 3285	45108/417	1949
Y/T/EXR 3336	45118/440	1949
" 3480	45169/504	1949
" 4162	45367/ ?	1950
" 4176	53052/709	1950
" 4264	53084/741	1950
" 4535	53129/793	1950
" 4621	53147/811	1950
" 4458	53151/812	1950
" 4827	53203/865	1950
Y/T/EXU 4833	53216/875	1950
Y/T/EXR 4832	53217/874	1950
" 4962	53 ? /876	1950
" 5139	53 ? /877	1950

As will be seen, the last three figures of the two-part body number do, with one or two minor exceptions, run in sequence with the chassis numbers. Furthermore, the last three figures are known to represent the number of the particular car on the YT production line (commencing at '1' and not at '251' as is usually the case). The last four cars above are known to have been the last four YT's built and all are still in existence. YT's of course had chassis numbers within the YA sequence and there does not seem to be a regular pattern as to where they were introduced on the line. It is also noticeable that the body numbers begin either with '19', '45' or '53'. The significance of these two-figure groups is at present unknown. They certainly cannot indicate the year of manufacture ('1948', '1949', or '1950' respectively) as this theory does not seem to fit in with information shown above or with other information held by the Register. So, there are still some mysteries here too. If you own a YT and its body number does not appear above please write to me with it. Let's see if we can find out more about this. Again, any ideas would be gratefully received. JGL.

'The Classic Y' is published by Skycol Publications. ©

Editor & Founder of the Register: J.G. Lawson, [redacted] Merseyside, England.

Magazine Printing: Prontaprint, 4 North John Street, Liverpool.

Workshop Manuals: M.J. Debby, [redacted] Yorks.

(Printed by M.G.O.C.)

Spares Secretary: A. Brier, [redacted] W. Yorks, [redacted]

Meetings: H.J. Walklett, [redacted] Northampton.

Cover Design: Geoff Chennell/J.G. Lawson © 1978.

Register Emblem Design: Chris Williams/ J.G. Lawson © 1978.