



THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.
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AUSTRALIAN IMPORTS PART VII

Chassis No.	Engine No.	Ext.Colour.	Int.Colour.	Ship.	Arr.Date	Del.Date.
Y/T/EXR 4171	TR/13880	Black	Beige	King Alfred	5.4.50	3.5.50
" 4212	TR/14079	Blue	Beige	"	"	22.6.50
" 4213	TR/14073	Blue	Beige	"	"	1.7.50
" 4175	TR/13878	Red	Red	"	"	3.5.50
" 4177	TR/14080	Red	Red	"	"	21.4.50
" 4216	TR/14005	Cream	Green	"	"	20.4.50
" 4067	TR/13863	Blue	Beige	Nordkap	30.3.50	6.4.50
" 4118	TR/13868	Blue	Beige	"	"	10.5.50
" 4062	TR/13850	Cream	Green	"	"	31.5.50
" 4115	TR/13854	Cream	Green	"	"	6.4.50
" 4116	TR/13956	Cream	Green	"	"	5.4.50
" 3967	TR/13852	Black	Green	"	"	13.5.50
" 3785	TR/13191	Blue	Beige	Somerset	27.4.50	5.5.50
" 4666	TR/14443	Red	Red	Exmoor	25.5.50	30.5.50
" 4537	TR/14438	Blue	Beige	"	"	13.7.50
" 4728	TR/14516	Cream	Green	"	"	2.6.50
" 4781	TR/14561	Green	Beige	Skagerak	5.7.50	18.7.50
" 4782	TR/14628	Green	Beige	"	"	30.9.50
" 4777	TR/14505	Black	Beige	"	"	17.7.50
" 4825	TR/14629	Black	Beige	"	"	7.7.50
" 4614	TR/14566	Black	Green	"	"	27.9.50 ?
" 4615	TR/14624	Black	Green	"	"	7.7.50
" 4222*	TR/14068	Black	Beige	-	7.6.50	7.8.50
" 4113*	TR/13953	Cream	Green	-	"	27.7.50
" 4214*	TR/14003	Blue	Beige	-	"	14.6.50
" 4017*	TR/13859	Cream	Red	-	"	9.6.50
" 4261*	TR/14010	Green	Beige	-	"	26.6.50
" 3973*	TR/13843	Red	Red	-	22.6.50	30.6.50

* All these cars marked as 'Ex-stock Peter Lloyds June 1950'.

(Note selection of colours !)

" 4955	TR/14795	Black	Red	Trevider	24.7.50	16.8.50
" 4956	TR/14875	Black	Red	"	"	8.8.50
" 4731	TR/14506	Blue	Beige	"	"	3.8.50

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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/T/EXR 4219	1950	YT.	?	XPAG/TR/14071	C.E.Tague.
Y 7004	1951	YA.	JOU 202	XPAG/SC/16842	J.Randall.

Total cars on the Register as at 24th October 1980: 457.

Made up as follows: YA: 151 YB: 92 YT: 105 YA/YB/TF composite: 3
Unknown (mainly saloons): 106.

MEMBERSHIP NEWS:

Address Change: Mr & Mrs P.M.Grafham, [REDACTED]

[REDACTED] Lincs.

Address Correction: Mr J.Randall, [REDACTED]

[REDACTED] County of Avon, [REDACTED]

PARTS FOR SALE:

XPAG engine less head, stripped for rebuild - best offer. Tel: Graham Mills, [REDACTED]

Gearbox, cylinder head complete with valves, crown wheel and pinion, half-shafts, exhaust manifold, carbs, brake drums, and shoes, clutch plate and pressure plate, hubcaps, distributor, air cleaner manifold, dynamo (less pulley), water pump, push rods, windscreen wiper motor, instrument panel (rough, requires glass), one pair of semaphore indicators, two wheel hubs (one front, one rear), two road springs, one damaged front bumper, spring steel carrier, one offside rear shock absorber, door and boot handles etc., and other bits and pieces. Contact: Ian McNeill [REDACTED], Birmingham [REDACTED]. Tel: [REDACTED] (evenings or weekends).

Good YB gearbox - offers. Tel: P.V.Roberts, [REDACTED] (evenings).

MEMBERS' INFORMATION EXCHANGE

Colin Dye: I had strange fault with my petrol tank recently. The petrol gauge suddenly stopped working (jammed at $\frac{1}{4}$ full) a few weeks ago. Before this the tank had made the odd grating noise when $\frac{3}{4}$ or more full (not very often, that is !). When I took the sender unit out to investigate I found that the baffle plate, which is 'U' section, had come loose and was pressing against the unit, jamming it at $\frac{1}{4}$ full. In desperation I poked an old halfshaft into the hole and bent the 'U' section into an 'L' section to clear the sender. The sender works at the moment but there is still an ominous grating noise in the tank when I hit a bump or take a corner fast. Has anyone else had this problem?

John Lawson: Talking of petrol tanks and faulty gauges, I notice that in the Autumn edition of 'Enjoying M.G.', the magazine of the M.G.O.C., Mr D.F.Fletcher says that he recently discovered the cause of his petrol gauge reading $\frac{1}{2}$ full when the tank was full and empty when the tank was $\frac{1}{2}$ full. A high resistance had developed between the tank and the car body due to rusty bolts. The problem was overcome by soldering a wire between the filler pipe and the car body. The gauge now works perfectly.

Morris Minor door locating plates (the ones fitted on the body) are, I believe, the same as the rear ones on Y-Types. Those for the front doors on Y-Types differ from

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each other and those fitted for the rear doors. This should be borne in mind if ordering new ones from N.T.G. and the door for which a replacement is required should be specified as the new N.T.G. catalogue does not differentiate and some months ago I was sent a front door locating plate even though my order had specified one for the rear doors.

In answer to Mr. Randall's query in the last issue, I notice that the new N.T.G. catalogue mentions the availability of shock absorber fluid which, they say, can be used in the Y-Type Jackall System. (£1.10 plus postage and V.A.T.).

INDIVIDUAL CAR HISTORIES:

No.6 - Y/T/EXR 3336

Our last car history appeared as long ago as Issue No.14. This time we look at our first YT in this occasional series.

This car, registration number 'KXB 360', was originally dark green in colour. Later it became red and then blue (its current colour) but very little is known of its history until 1960 when it was registered to Anthony John Brindley of [REDACTED], Manchester. Mr. Brindley used the car regularly and in 1965 he moved to [REDACTED], Stockport. In that same year the car passed to Mr. Geoffrey Duckworth of [REDACTED], Stockport. The Continuation Log Book shows that a license was issued on 24.4.67 for one year, so it seems the car may have been out of use between 1965 and 1967. The car's next owner was Kenneth Hall of 36 [REDACTED], Manchester (possibly from 1968) and it was not used on the road. It later passed to Mr. Glenn Whitehead who in 1978 sold it to Chris Ravenhall (who at that time was the editor of the 'Octagon' magazine). Chris was a member of the Y-Type Register and it was at this time that the car came to the attention of the Register. Chris's address was [REDACTED] Birmingham and it is believed that the car was a birthday (?) present from his wife.

Later the same year however Y/T/EXR 3336 was acquired by Mike G. Ralli (also a Register member) of [REDACTED], Bristol. The car was by this time in extremely poor condition and its engine, XPAG/TR/13148 had disappeared somewhere along the way. Mike hoped to restore the car but this proved not to be possible for him and in September of this year it was acquired by new member John Randall of [REDACTED], County of Avon. John's task in attempting to restore this car is going to be formidable. Basically all that is left is the chassis and the front part of the body. The rear body panels are missing. It is to be hoped that this 1949 YT can live again as we have so few YT's in good condition in this country. John would be pleased to receive any help or advice and he can be contacted at the above address.

Wanted - Early 'rubber bumper' model MGB Roadster (preferably red in colour) in good roadworthy condition, for around £1,800. Please contact the editor if you know of one for sale.

Chassis No.	Engine No.	Ext.Colour.	Int.Colour.	Ship.	Arr.Date	Del.Date.
Y/T/EXR 5146	TR/14865	Red	Red	Port Alma	14.9.50	14.10.50
" 5145	TR/14880	Black	Red	"	"	6.10.50
" 4449*	TR/14369	Cream	Green	-	10.7.50	25.7.50
" 4061*	TR/13855	Cream	Green	-	27.7.50	28.7.50
" 4060*	TR/13847	Cream	Green	-	10.7.50	13.9.50
" 4373*	TR/14177	Black	Red	-	9.8.50	22.8.50
" 4318*	TR/14175	Black	Beige	-	9.8.50	24.8.50
" 4324*	TR/13321	Green	Green	-	10.8.50	23.8.50
" 4121*	TR/13881	Black	Red	-	10.8.50	22.8.50
* All these cars marked as 'Ex-stock Peter Lloyds July 1950'.						
" 5153	TR/14856	Cream	Green	Suevic	29.9.50	6.10.50
" 5158	TR/14860	Blue	Beige	"	"	14.10.50
" 5139	TR/14866	Blue	Beige	Eastwater	17.8.50	21.8.51
" 5140	TR/14871	Blue	Beige	"	"	30.8.50
" 5141	TR/14798	Blue	Beige	"	"	22.9.50
" 5154	TR/14867	Blue	Beige	Avonmoor	14.9.50	28.9.50
" 5156	TR/14886	Blue	Beige	"	"	15.9.50
" 4320*	TR/14284	Black	Green	-	18.8.50	29.8.50
* 'Ex-Peter Lloyd Ltd'.						
" 5134+	TR/14808	Ivory	Green	-	15.9.50	20.9.50
" 5137+	TR/14858	Green	Beige	-	"	5.3.51
" 5043+	TR/14861	Ivory	Green	-	"	14.10.50
+ All these cars marked as 'Ex-Howards/Corinda Ltd Brisbane'.						
" 5149	TR/14689	Red	Red	Melbourne Star	19.10.50	16.12.50

Credit: Australian T-Series Association & D.H.Miller.

That brings to an end the major part of our review of YA's and YT's imported into New South Wales. This latest part is worthy of comment as regards the following. Firstly, was the exterior colour 'cream' just an unofficial and less accurate description of the official 'ivory' or were there two distinct shades? Secondly, it may be remembered that in Issue No.26, Richard Knudson said in his article, written in 1974, that Y/T/EXR 5139 was the latest YT still in existence. Well, '5139 appears in the listing above, and whilst it may then have been the latest YT in existence, and certainly was one of the last to be sold, we now know that it was not the last YT manufactured. I would refer you also to Issue No.25 wherein the known YT body numbers were listed. Those given for '4962 and '5139 were just ill-informed guesses. However, those for '4832 and '4833 are known to be correct. If those two cars' body numbers were 874 and 875 respectively and there were supposedly only 877 YT's built and the body numbers did not start at 251 and they seem to run in sequence with the chassis numbers, then where does that leave us as regards the fifteen (at least) known YT's with chassis numbers later than '4833? Were there possibly more than 877 YT's built? In the following parts of the 'Australian Imports' series we will be giving details of 'import numbers', Australian registration numbers and first owners, where known.

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