



## THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.  
Volume IV, No.48.

January 1982.

### EDITORIAL:

Welcome to 1982 and the last of our 'old-style' magazines (in all probability). The new-look February issue will, by the time these words are read, be substantially complete and, provided nothing goes wrong, should be quite something to see when it appears around 19th February.

Reading Alex Taylor's article which appears this month about a YT which he thought about purchasing, prompts me to mention the level of prices being asked 'across the pond' for our dear cars. In the November issue of our U.S. East Coast magazine (produced by Walt Genther) there appears a 1950 'YA' for \$5,500, a 1952 YB for \$5,900 and, wait for it...., a beautiful two-tone blue 1950 'YA' with chrome wire wheels for \$20,000 - that's £10,000, you know !! It would be interesting to know if the asking price was realised.

Every year I receive requests to organise a 'Y' Type rally or a get-together of 'Y's using someone else's pre-arranged rally. Although I think we would all like to see row upon row of 'Y's parked together, the response in the past has been a minimum of two cars - that's better than nothing, I suppose. Alex Taylor has suggested that this year we go to The Borders Vintage Automobile Club's Mellerstain Castle Rally (that's in Scotland, by the way). There are a number of enthusiastic 'Y' owners in Scotland and if you fancy a holiday in what is a very beautiful part of the British Isles and can drop in at Mellerstain (probably around the beginning of June) let me know and I will obtain full details for you.

Regrettably Mick Dobby can no longer supply Workshop Manuals under the old arrangements and at the old price of £12 each plus p&p. The MGOC can no longer provide our Manuals at a discount, it seems, and they would therefore be at least £15 each from now on. However, do not despair. As we have permission to copy them ourselves we can still photocopy one or two if needs be and maybe sell them at under £15. The main problem is of course that the job is very laborious but, if you want a Manual, write to me and I'll see what we can do.

Lastly, thank you all for the many Christmas cards we received this year. I hope all our members have a very happy 1982.

27th December 1981.

## Y HAVE A REGISTER ?

Recently I visited one of our members, Len Thorpe, down in Surrey. His 'YA' is currently dismantled but a rebuild is under way. Amongst the 'spares' he had there were three spare wheel compartment lids, each having retained the number plate of the car from which they had originated. The registration numbers were:

KYC 280 - dk.green - from Len's car, Y2314.  
NUL 90 - dk.green.  
KXB 360 - l.blue.

On arriving home I looked up the last two numbers in the Register on the off chance that they had already been noted therein. To my surprise, I found that KXB 360 is Register No. 50, a 1949 YT. This car's history was featured in issue no. 34 (November 1980) and readers will have gathered that it has 'been around a bit' in the last few years, having lost most of its rear end in the process. It is now owned by John Randall who lives near Chipping Sodbury and it is to be hoped that the spare wheel compartment lid will soon be reunited with the rest of the car !!

A word about NUL 90, too. Len also had an instrument panel, on the reverse side of which were the pencil inscriptions, presumably applied at the factory; 'Y1469', '10224' (presumably the engine number - it fits with our records) and the date stamp, '28 MAY 1948' - a little piece of history, that, and well worth preserving on its own. Now, was Y1469 registered as NUL 90 ??

John Lawson.

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## MEMBERS' COLUMN

- Chris Green: Has a black hood in reasonable condition, for a YT, for sale. Can anyone say what were the original colours of the steering wheels used on 'Y's (and particularly YT's)? Write to: [REDACTED], [REDACTED] or telephone [REDACTED].
- Ian Russell: Has an unused copper brake pipe set for a YB for sale at £10. Write to: [REDACTED] Middlesex or telephone [REDACTED].
- Mick Dobby: Works at the Sheffield University Metallurgy Dept and is able to offer members advice on metallurgical problems at competitive rates. This service includes chemical analysis and history of heat treatment etc of broken pieces of car mechanicals or any metal piece, and advice on what material to use in the replacement of the particular part. It might also be possible to organise the manufacture of some replacement parts using casting. Write to: [REDACTED], [REDACTED], Yorkshire or telephone [REDACTED] (University).

A Cautionary Tale (or Don't Believe Everything you Read in the Papers)

Recently, with ominous signs of winter approaching and still half-way through a customising job on a Wimpey semi, I made the mistake of buying a Sunday Times. The first page I always read is the "collectors cars" column, calculator at the ready to divide by 4 and still find our Morris Minor collection worth a small fortune!

Anyway, someone was advertising an MG Y Tourer. Well these are rare, I have a YA which is not exactly common and a YT is something you just read about, so I 'phoned the man. This was the worst bit of luck so far, he lived in the Lake District, not Bognor Regis like everybody else who has cars for sale in the Sunday Times. We thought for two days, did a lot of calculations, prepared adverts for the Scotsman etc., took Tuesday afternoon off work and went to the Lake District.

The car was not as described on the 'phone, OK it ran on two or three cylinders and had a "long" MOT 'till February? The "coach painting" seemed to mean with a brush and not sprayed. The re-chrome was one or two bits a few years ago. The hood, definitely a one off job, was far gone. All of the back end of the body and much of what was left of the sections under the running boards were fibre-glass. The upholstery needed replacing

Mechanically, well it fell out of third and had a noisy diff and no hand-brake. Most of the switches were replaced with modern equivalents, usually along-side.

Good points, well most of the main chassis seemed sound, if rusty, and it was a YT and looked superb from a distance and despite the state of it, it was nice to drive and be in.

At the price the man wanted the car would have to have been in basically sound condition.

He said it was and I really think he believed it and may have fooled himself or perhaps he was just a good old fashioned chancer.

I couldn't make him an offer as my maximum figure, considering the cost of a total rebuild, was about a third of the price that had been offered by "an American on the 'phone".

The moral is to be very careful before committing your cash or worse selling your own car to raise cash, before being certain of the car on offer.

Still, he has my 'phone number and these "American" offers might not come to anything and a four seater tourer is a nice car ———

Alexander Taylor.



# TIME FOR 'T'

A PAGE FOR THE M.G. Y.T.



**TOP LEFT AND ABOVE:**  
Both these 'YT's' belong to Alan Villiers of [redacted] North, Queensland, Australia. Y/T/EXR 4621 (left), made in 1950. And looking rather sad, Y/T/EXR 3480 made in 1949, which is being used as a spares car.

**LEFT:** "Yellow Lady". This superb car belongs to Kirtley S. Winn of [redacted] Florida, U.S.A.

**BELOW LEFT:** A pair of 'YT's' seen together in South Wales, left, Rob Haywoods Y/T/EXR 4264 (dark blue) and right, Malcolm Meyer's Y/T/EXR 2664 (Red).

**BELOW RIGHT:** Finally, a photograph with YT connections. Taken last November, this photo provided the inspiration for the article 'Y Have a Register' which appears in this issue.



# AUSTRALIAN IMPORTS PART XIV

Chassis No.	Engine No.	Ext. Colour	Int. Colour	Reg No.
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All the following cars were sold 'second-hand' by Ron Ward's of St Rathfield, Sydney

Y 0590	XPAG/SC/X10321	Grey	Green	JH 095
Y 0750	XPAG/SC/X10534	Grey	Green	ABG 036
Y 0448	XPAG/SC/X ?	Grey	Green	ZV 041
Y 1000	XPAG/SC/X10798	Grey	Green	KM 642
Y 1007	XPAG/SC/X10782	Grey	Green	XS 352
Y 1011	XPAG/SC/X10615	Grey	?	XH 492
Y 1046	XPAG/SC/X10893	?	?	AUC 794
Y 1060	XPAG/SC/X10912	Black	Beige	BM 260
Y 1089	XPAG/SC/X10843	Black	?	AMF 586
Y 1851	XPAG/SC/X11617	Maroon	Red	MT 864
Y 1872	XPAG/SC/X11642	Black	Green	GZ 499
Y 1874	XPAG/SC/X11631	Black	Green	FX 641
Y 1898	XPAG/SC/X11702	Green	?	ARO 102
Y 2050	XPAG/SC/X11823	Maroon	?	ZS 973
Y 2051	XPAG/SC/X11829	Maroon	?	ZX 435
Y 2689	XPAG/SC/X12613	Black	Beige	BO 395
Y 2796	XPAG/SC/X12678	Black	Beige	BN 674
Y 2803	XPAG/SC/X12746	Grey	Beige	AZ 407
Y 2804	XPAG/SC/X13379	Grey	Green	BJ 939
Y 2838	XPAG/SC/X12706	Maroon	?	BP 021
Y 2908	XPAG/SC/X12769	Black	?	CB 987
Y 2920	XPAG/SC/X12709	Black	Red	ZR 519
Y 2930	XPAG/SC/X12835	Black	Beige	XD 955
Y 2966	XPAG/SC/X12885	Green	Beige	CD 309
Y 3139	XPAG/SC/X12931	Black	Red	DA 241
Y 3222	XPAG/SC/X12827	Green	Green	DN 865
Y 3258	XPAG/SC/X13020	Green	?	LM 383/AMG 222
Y ?	XPAG/SC/X13024	Black	Beige	DJ 468
Y 3260	XPAG/SC/X13346	Green	?	EC 624

To be continued. . . Credit: Noel Gerdes, M.G. Restorers' Association.

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