



THE CLASSIC 'Y'

Volume 6. No.60.

The Magazine of the M.G. Y-Type Register.

December 1983.

EDITORIAL:

Appearing in this issue is an article, "Discovering the 'Y' Type", which I believe will be welcomed by many members as a handy reference source on our cars. It represents the summation of six years of listing, classifying and researching, the majority of the information having been pieced together from information provided to me by owners in their letters to me. Much of the information has only previously appeared in the pages of this magazine. Now it has been brought together into a logical and meaningful order.

'Greyhound' meeting dates for the first half of 1984 are: 12th January; 9th February; 8th March; 12th April; 10th May; 14th June.
Hector's Bar, The Greyhound Motel - at the junction of the A574 and A580.

It only remains for me to wish all my readers an enjoyable Christmas and a happy New Year.

25th November 1983.

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CARS FOR SALE:

838. YB. "Dismantled for restoration. £600. Will sell parts separately.
Tel: [REDACTED] Bristol area."
791. YA. "90% rebuilt. Over £200 recently spent. Very little work needed
to finish. Possible concours condition. Offers around £2,000
Tel: Southend [REDACTED]."
106. YB. YB 1204. 1953. Reg'n No. 'YMG 124'. Black with green interior.
"Taxed and tested. Extensively restored. Excellent runner.
£1,950 or offers. Tel: Chelmsford [REDACTED]"
960. YA. 1948. "Nice condition. £2,495. Contact Mr. Bagshaw on Guildford
[REDACTED]."
964. YB. YB 0350. 1952. "Bodywork fair but rust around boot. Much non-
original equipment. Jackall system missing. Seating retrimmed.
Many spares. Red with beige interior. Reg'n No. 'BGR 936'.
Contact Mr. Maurice Isley, [REDACTED] [REDACTED],
[REDACTED] Tyne & Wear, [REDACTED]."
973. YA. 1951. "Needs restoring but does not require much work. £700.
Tel: [REDACTED]."

PARTS FOR SALE:

"YA. Complete front suspension; Complete back axle; Prop' shaft; 5 Wheels;
Master cylinder; New rubber hoses etc; Copper brake pipe set. £150 the lot,
or offers. Contact: [REDACTED] [REDACTED] [REDACTED]
Tel: [REDACTED]."

"Grille and bonnet. Contact: [REDACTED] [REDACTED] [REDACTED]
[REDACTED] Tel: [REDACTED]."

REGISTER NEWS:

Recent Discoveries:

<u>Chassis No.</u>	<u>Year.</u>	<u>Type.</u>	<u>Engine No.</u>	<u>Reg'n No.</u>	<u>Owner's Name.</u>
Y 0512 ?	1947.	YA.	XPAG/SC/10246	HVK 411	D.J. Williams.
Y/T/EXR 2814	1949.	YT.	XPAG/TR/12667	?	R.A. Burr.
YT 3286	1949.	YT.	XPAG/TS2/13154	?	S.J. Keys.
Y 4570 or 76?	1950.	YA.	XPAG/SC/B18616	(GS) MLN 27	V.P. Fuller.
Y 4593	1950.	YA.	XPAG/SC/14395	HGD 555	T. Coleman.
Y 4884	1950.	YA.	XPAG/SC/14810	-	M.H. Fry.
Y 5910	1950.	YA.	XPAG/SC/15784	LND 558	?
YB 0350	1952.	YB.	XPAG/SC2/17231	BGR 936	M. Isley.
YB 1178	1953.	YB.	XPAG/SC2/18066	KSF 177	D. Gordon.
YB 1206	1953.	YB.	XPAG/SC2/18094	?	R.A. Burr.
YB 1327	1953.	YB.	XPAG/SC2/18176	NDT 99	F. Gray.
YB 1342	1953.	YB.	XPAG/SC2/18286	GVH 617	D.J. Williams.

Total cars on the Register as at 4th December 1983: 987.

Made up as follows: YA: 510 YB: 228 YT: 170 YRC: 3 Composites/Specials: 6
Unknown (Mainly saloons): 70.

MG YB TYPE BODY PANELS (REAR SECTION)

KEITH SHEPHERD

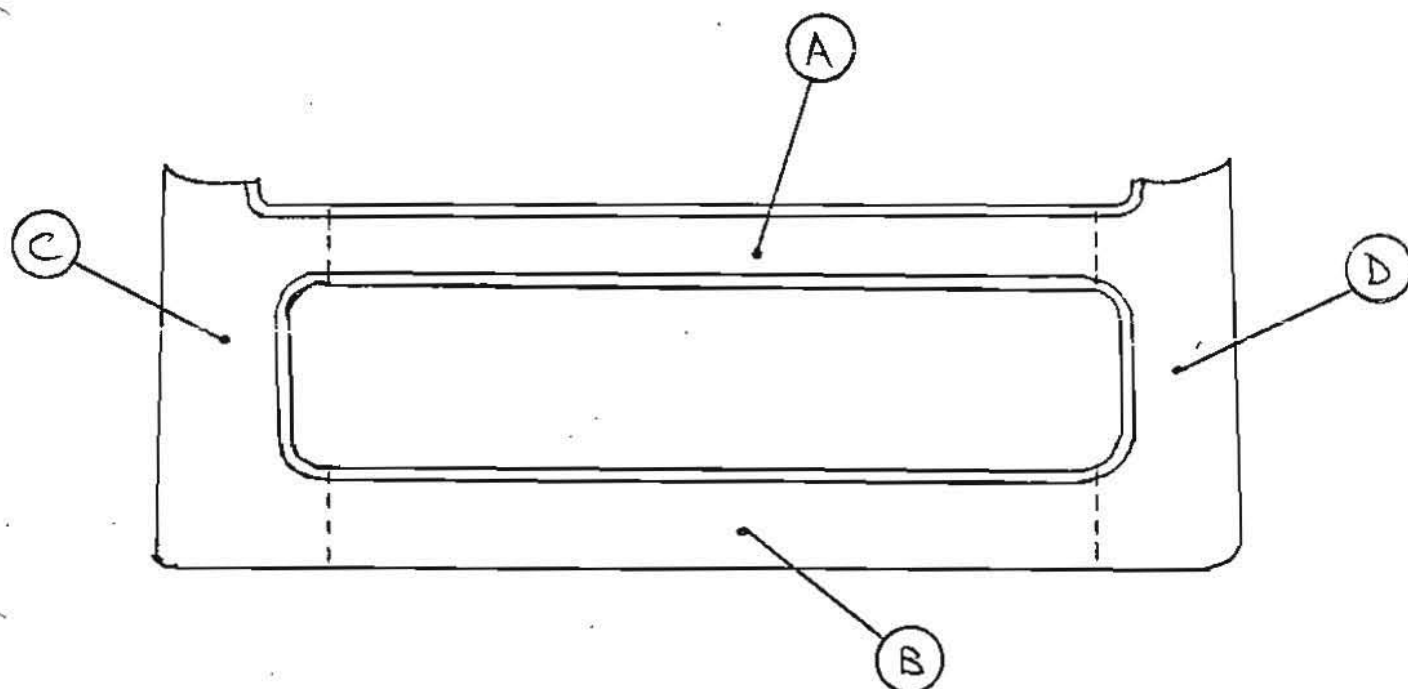
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[REDACTED] VON

[REDACTED]

ALL PANELS IN PRESSED STEEL 18 GAUGE



<u>ITEM</u>	<u>DESCRIPTION</u>	<u>PRICE (ex. P+P)</u>
A	BOOT/SPARE WHEEL RAIL	£ 6
B	LOWER RAIL AND FLOOR RETURN	£ 6
C	LEFT HAND SECTION	£ 12
D	RIGHT HAND SECTION	£ 12
COMPLETE WELDED ASSY.		£ 50
SPARE WHEEL LOCKER COVER (STEEL!!)		£ 20



DISCOVERING THE 'Y' TYPE

Until recently the 'Y' Type M.G. (or 1½ litre saloon and tourer, to give the variants their proper names) was very much the cinderella of the M.G. world. In the last eighteen months or so though interest in and respect for these beautiful and eminently practical cars has increased significantly. Given this past neglect it is not surprising that very little seems to have been published concerning the finer points of the production details of this type of car. In this article I aim to begin to put this right and present the following facts not only as a handy source of reference but as a stimulant to further discussion.

The 'Y' Type mock-up was constructed in 1939 for launch at the 1940 Motor Show. Unfortunately Herr Hitler intervened and it was not until 1947 that Abingdon could begin production of a car which was, in the event, very little altered from the 1939 mock-up. The 'Y' featured independent front suspension designed by Alec Issigonis (it was the first British production car to be so equipped). It used a modified Morris 8 Series E body (designed by Gerald Palmer) with the 1250 cc. XPAG engine which had been developed from the pre-war Morris 10 power unit. Production of the 'Y' (there never was a 'YA') began in 1947 with chassis no. Y 0251 - '251' being the factory telephone number. An open tourer version was introduced in 1948 and the updated 'YB' (about which more later) appeared in 1952. It may be opportune to add here that the chassis for the 'TD' was developed from the 'Y' chassis. Year by year production of the 'Y' Type was as follows

Y	1947	chassis nos.	Y 0251	to	Y 1150	900 cars.
	1948		Y 1151	to	Y 2208	1058 cars.
	1949		Y 2209	to	Y 4239	2031 cars.
	1950		Y 4240	to	Y 6284	2045 cars.
	1951		Y 6285	to	Y 7285	1001 cars.

The Tourer version (the 'YT') was produced between 1948 and 1950 and the chassis numbers were included in the normal 'Y' series above. There were 6,158 'Y' saloons and 877 Tourers.

YB	1952	chassis nos.	YB 0251	to	YB 0929*	679 cars.
	1953		YB 0930*	to	YB 1551	622 cars.

* unconfirmed information.

There were 1,301 YBs in all and a total of 8,336 'Y' Types of all variants.

Chassis numbers can be found on a plate affixed to the left hand side of the car's battery box. This is not always an infallible source of information however and, if you wish to verify the chassis number of your car, it can also be found stamped on the outer face of the left hand chassis member just behind the bumper fixing stud. Points to note about chassis number presentation are:

(i) There is one known example of a chassis number presented thus: 'Y 0795X'. This car was an early example exported to Cyprus.

(ii) 'YT' chassis numbers are presented thus:

Y/T	RHD for home	Speedometer in MPH
Y/T/EXL	LHD for export	" " KPH
Y/T/EXR	RHD for export	" " MPH
Y/T/EXR/K	RHD for export	" " KPH
Y/T/EXL/M	LHD for export	" " MPH
Y/T/EX(U)	LHD for U.S.A.	" " MPH

- (iii) Three left hand drive saloons (all 'Y's) are known to exist.
The chassis number of one is known to be 'Y 5174 EXLU'.

Colour combinations have, I know, been a subject of some discussion over the years so, for the record, here is my attempt at a definitive solution. Bear in mind that the colours featured in original sales literature were not always provided in practice on actual cars and that, from year to year, shades very often had their names changed for advertising purposes (e.g. Ivory to Sequoia Cream; Regency Red to Autumn Red etc):

	<u>Exterior.</u>	<u>Upholstery.</u>
Y.	Shires Green (a dk.green)	Dk. Green.
		Beige.
	Shires Green/Almond Green	Dk. Green.
	two-tone	Beige.
	Almond Green (a medium	Beige.
	green metallic)	Dk. Green ?
	Autumn Red	Red (fairly rare)
		Beige.
	Black	Red (fairly rare)
		Beige.
YT.	Elizabeth Grey	Dk. Green.
		Dk. Green.
		Beige.
	Elizabeth Grey/Black	Red (fairly rare)
	two-tone	Beige.
	Cream	Red (fairly rare)
		Dk.Green.
	Sun Bronze (a metallic)	Beige ?
	Regency Red	Red ; Beige.
		Red.
YB.	Shires Green	Beige.
		Dk. Green
	Autumn Red	Beige.
		Beige.
	Black	Red ?
	Clipper Blue	Beige.
	Sequoia Cream	Red.
		Beige.
		Dk.Green.
		Beige.
	Shires Green	Red ?
		Beige.
	Autumn Red	Red (fairly rare)
		Dk.Green
	Black	Beige.
		Red
	Old English White	Beige ?
		Dk.Green ?
	Silver Streak Grey (metallic)	Red.

Headlinings were always in beige Union Cloth (if you come across a darker headlining these days it is probably so because the car has been owned for a long period by a succession of smokers !) Carpets were always black (as was wing-to-body piping). Different colour seat pipings have been reported but the situation is far from clear.

There were basically two variants of the XPAG engine fitted to 'Y' Types:

XPAG/SC/ 10001 to 16915 - the number was prefixed by an 'X' when the car was for export.

The 'SC2' was introduced not with the first YB, which has often been assumed to have been the case, but was fitted to a batch of late 1951 'Y's. Engines intended for YTs (these were fitted with twin carburettors) were numbered 'XPAG/TR' for RHD cars and 'XPAG/TL' for LHD cars. Many BMC replacement Gold Seal engines have found their way into 'Y' Types over the years. Examples of such engine numbers follow:

XPAG/SC/B34681	XPAG/SC/G73602	XPAG/TR/B50599
XPAG/SC2/C91900	XPAG/SC2/D06214	

There appears not to be a decipherable pattern to the allocation of these engine numbers. Some 'Y' Types have also been fitted later in their lives with 'XPAW' engines from Wolseley 4/44s. The engines are virtually identical to the 'XPAG' series, the only outwardly noticeable difference being that the oil dipstick hole is on the opposite side of the engine to that of the 'XPAG'.

The body number is to be found on a small plate fastened to the left hand scuttle. In many cases these seem to have disappeared over the years. Examples which follow will, I hope, serve to illustrate the body numbering system. It will also be noticed that the saloon bodies were not necessarily allocated to chassis in chronological order of build. YT bodies were an exception to this and had their own, more logical, body numbering system:

Y:	158/206	chassis no.	Y 0358
	1339/1427	" "	Y 1637
	2669/2732	" "	Y 3498
	2392/2773	" "	Y 3534
	4487/4612	" "	Y 5692
	4391/4461	" "	Y 5765

Why there should be two number groups is not clear.

YB:	5936/150	chassis no.	YB 0305
	6135/610	" "	YB 0647
	7124/1334	" "	YB 1524

Here it is obvious that the first number group is a consecutive number dating from the beginning of production in 1947 whilst the second number group relates solely to the YB and dates from 1952.

YT:	19604-185	chassis no.	Y/T/EX(U) 2509
	19630-212	" "	Y/T/EXR 2617
	45022-342	" "	Y/T/EXR 3030
	45013-356	" "	Y/T/EXL 3075
	53094-766	" "	Y/T/EXR 4372
	53216-875	" "	Y/T/EX(U) 4833

The second number group of the YTs' body numbers is simply a sequence starting at 1 and ending at 877 (there were 877 YTs). Even then the sequence does not proceed in strict order. Note that in the first number group the first two digits are '19', '45' and then '53'. The significance of these groups is not known. They do not relate to the three years of production of the YT.

What can best be described as the 'body code' (for its precise significance remains a mystery to me) can be found on a plate affixed to the engine bulkhead. Above this is a plate which gives the body type and this is fairly straightforward. Type B281 - Y & YB. Type B282 - YT. The body codes however are a different matter. These, seem to be very rarely recorded in full by owners I have written to and thus the solution to their meaning has so far eluded me. I give below a few examples and I will then try and comment on them meaningfully:

<u>chassis no.</u>	<u>body code.</u>	<u>body number.</u>
Y 1951	MGA 1763 125 MG - 1702 1702 Z8693	1702/1732
YB 1524	BMG 928 125 MG - 7124 No.278 Z12488	7124/1334

The above are the only two examples I have of the full enumeration but it is also known that Y1805 is also marked 'Z8693' on the last line but that Y5460 is marked 'SLZ 10412' and there is a YB (chassis number known) which is marked 'SRZ 12692'. First let me state the obvious. The '125 MG' seems constant and the number following it seems to be the same as the first number quoted on the body number plate. The code on the last line is, however, mystifying. There seems no logic to it and it is definitely not the case that 'SLZ' might mean LHD saloon and 'SRZ' RHD saloon, for both the cars mentioned are RHD examples.

Now let us examine the more noticeable mechanical differences between the Y and the YB:

<u>Y</u>	<u>YB</u>
16" wheels (and YT)	15" wheels
The last Y with a battery box offset to the left was Y 4459.	All battery boxes centrally placed.
Plain hub cap until Y5420, then with centre medallion.	All hubcaps had centre medallions.
Over-riders not generally fitted (available as an optional extra)	Over-riders made generally available.
RF.91 Voltage control box until Y 0584; then RF.95/2	RB.106 Voltage control box.
Rear axle (early type) (halfshaft breakage can be a problem)	Rear axle later, hypoid, type. (from YB 0286)
Fitted with rear Panhard rod.	Fitted with front anti-roll bar.
Early Lockheed braking system (many parts now unavailable)	Later Lockheed braking system (all parts readily available)
8" Headlamps (to Y4760 ?); 7" lamps on later cars. All headlamps were overall chrome.	7" headlamps on all cars. On cars to YB 1239 only the headlamp rim was chromium plated. The rear shell of the lamp was painted the same colour as the car body. From YB 1240 all-chrome lamps were reintroduced.
Single horn fitted.	Twin windtone horns fitted.
Push button starter fitted to early 'Y's; Pull starter to later cars.	Pull starter fitted to all cars.

The YB spare wheel compartment lid is 1" deeper than that on the Y or YT (to accomodate the wider profile tyres).

The original shape and dimensions of the front and rear bumpers of these cars is still a controversial subject and because most cars during their lifetime have acquired a variety of non-original bumpers, I have not been able to come up with any definitive answer. What differences there are exist mainly in end shape (pointed or rounded) and invariably this is often a matter of degree which is hard to judge without many different cars being available at the one location at the same time.

Y and YT rear wings are less deep directly above the rear wheel.

YB rear wings are deeper directly above the rear wheel.

Difference in rear wings is very hard to judge unless a Y and YB are together in one location for comparison purposes.

Wilmot Breedon Oil Filter (vertical)

Purolator PTX 346 Oil Filter (horizontal)

Oil Sump capacity = 9 pints

Oil Sump capacity = 9 pints to XPAG/SC2/17383 and 10½ pints thereafter.

7" Clutch.

8" Clutch.

The reader should bear in mind that, in addition, there are many other small differences between the Y and YB and also that, throughout production of the 'Y' Series, small modifications and modernisations were made. Research has also shown that it is difficult to be categorical as regards originality as there were many instances of 'special equipment' being specified by the customer and these cars retained an element of personalised building although they were built on a production line and with pressed steel bodies in an attempt, presumably, to standardise and simplify production. The XPAG engine was also the subject of modification throughout its life and, although I have covered the change from 'SC' to 'SC2' above, it should be born in mind that from year to year there were many small modifications.

Lastly a word about 'UMG' and 'YMG' registration plates. The 'UMG' batch of registration marks seems to have been reserved for the exclusive use of long time London M.G. dealer, University Motors. The registrations seem to have been allocated chronologically to 'Y' Types and 'T' Types throughout the late forties and early fifties. A selection of 'Y' Type examples will suffice to show the pattern:

UMG 50
UMG 118
UMG 422

Y 3443
Y 4407
Y 7012

UMG 600
UMG 803

YB 0264
YB 0631

'UMG 422' has a rather nice small University Motors plaque affixed to its dashboard. It is not known whether every 'UMG' car was so adorned. Following the 'UMG's a batch of 'YMG' registrations seems to have been used on late YB's:

YMG 5
YMG 124
YMG 186

YB 0885
YB 1204
YB 1277

In concluding I should like to hope that the above short article has gone some way towards solving for posterity some of the long-standing mysteries concerning the 'Y' Type M.G.

John Lawson.