

## THE CLASSIC Y

GA95

The Newsletter of the M.G. 'Y' Type Register.

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### EDITORIAL

For many years now David Mullen (member of the Register and owner of the only other 'Y' Type in Liverpool besides my own) has worked tirelessly in the belief that the M.G. 1½ Litre is the only form of transport in the entire universe worthy of preservation. Those readers who have met him cannot fail to have been overwhelmed by his commitment to the cause despite the fact that the past few years haven't always been full of good times for him. It gives me great pleasure therefore to announce in these pages that David's wedding (to the lovely Colleen) is due to take place on April 12th. I'm sure we would all like to wish them both many years of trouble-free touring in the wake of Michael Brown and the Commodore!

For those of you who have had trouble getting through to 'Whyparts', here's the new number!:

Finally, the photos on pages 12 and 16 are somewhat of an experiment. If they don't turn out too well then please bear with me. If they do, then I will try and include at least one photograph in each future issue of the newsletter.

### DISCOVERING THE 'Y' TYPE

I am pleased to be able to announce that with the aid of modern technology (namely Joyce the computer) the above publication is now available. Here's what it contains:

- I Discovering the 'Y' Type (original article plus Updates 1 & 2)
- II Details of Production Line changes
- III Reference Library Listing
- IV A Summary of Register Statistics
- V A Detailed Print-Out of the 500 or so 'Y' Types known to exist which have been positively identified by chassis number
- VI A Detailed Print-Out of all the 'Y' Types known to have been imported into Australia
- VII A Detailed Print-Out of all the 'Y' Types known to still exist in Australia
- VIII The Alternative Parts Listing

Here's what it costs: £10 (including U.K. postage). Each copy will be supplied in its own ring binder. Obtainable from: J.G. Lawson, [REDACTED]. For those members who recently purchased a copy of The Alternative Parts List, the remainder of the above publication will be supplied for the sum of £8.50.

24th March 1986

## REGISTER NEWS

Recent Discoveries

## Register Number 568

Chassis Number Y0606  
Engine Number SC/10358  
Licence Plate BE132584  
Body Number 303/299  
Sub-Type YA  
Year of Manuf' 47  
Owner's Name Zbinden P  
Owner Number 791  
Car Location [REDACTED] SWTZ.  
Exterior Colour Brown/Cream  
Interior Colour N

## Register Number 959

Chassis Number Y0811  
Engine Number SC/10629  
Licence Plate GAB986  
Body Number n/k  
Sub-Type YA  
Year of Manuf' 47  
Owner's Name Wakelin W  
Owner Number 796  
Car Location [REDACTED] ENG  
Exterior Colour n/k  
Interior Colour -

## Register Number 719

Chassis Number Y/T/EXR 2587  
Engine Number TR/12414  
Licence Plate n/k  
Body Number 19620-201  
Sub-Type YT  
Year of Manuf' 49  
Owner's Name Lawrence DR  
Owner Number 795  
Car Location [REDACTED] RSA  
Exterior Colour n/k  
Interior Colour -

## Register Number 734

Chassis Number Y4142  
Engine Number n/k  
Licence Plate UMG91  
Body Number n/k  
Sub-Type YA  
Year of Manuf' 49  
Owner's Name Harvey PW  
Owner Number 799  
Car Location Cambridgeshire ENG  
Exterior Colour n/k  
Interior Colour -

Register Number 757

Chassis Number YB1184  
Engine Number SC2/18064  
Licence Plate NUP587  
Body Number n/k  
Sub-Type YB  
Year of Manuf' 53  
Owner's Name Tallentire A  
Owner Number 785  
Car Location Co. Durham ENG  
Exterior Colour Maroon  
Interior Colour B

Register Number 584

Chassis Number YB1307  
Engine Number SC2/13221  
Licence Plate n/k  
Body Number n/k  
Sub-Type YB  
Year of Manuf' 53  
Owner's Name Alpern G  
Owner Number 794  
Car Location California USA  
Exterior Colour n/k  
Interior Colour -

Register Number 290

Chassis Number YB1411  
Engine Number n/k  
Licence Plate YMG246  
Body Number n/k  
Sub-Type YB  
Year of Manuf' 53  
Owner's Name Whitham D  
Owner Number 797  
Car Location Suffolk ENG  
Exterior Colour Black  
Interior Colour G

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CARS FOR SALE:

- 458 Y0364. 1947 YA. 'HOE817' Brown & Cream. "Agreed valuation £3,500 - offers with some spares. Tel: [REDACTED] (Cornwall)".
- 734 Y4142. 1949 YA. 'UMG91' Engine and gearbox removed. "Bodywork poor but chassis, wheels, steering, axle and jacking system assemblies are all complete along with radiator, chrome surround and grille. Old log book and new vehicle registration document held." £35 the lot. Contact Mr. P. William Harvey, [REDACTED], Cambridgeshire [REDACTED].
- 771 1951 YA. 'MNA720'. Reputedly fitted with Rover V8 engine and gearbox. Tel: [REDACTED].

## PARTS FOR SALE:

YB Decoke gasket set. £15. Tel: [REDACTED] or [REDACTED] (Gloucestershire).

Some rough bits of beige interior trim (free to a good home). Also a set of green rear seats in reasonable condition; any offer considered. Contact Mr.A.Taylor, [REDACTED], Scotland, [REDACTED].

Y body and chassis in very good condition. Priced at A\$150 each. These items have been saved from dereliction. Contact Rod Charles, [REDACTED], [REDACTED] Victoria, [REDACTED], Australia (Tel: [REDACTED]).

## FOR SALE:

Reproduction Y type parts to replace the pitted and difficult to rechrome original mazak items. Cast in bronze, with studs set in, they only require hand finishing and chrome plating.

BOOT HINGES \$45.00 per pair }  
HEADLAMP BRACKETS \$45.00 per pair } or \$80.00 per set.

Also brass wheel cylinder pistons to replace rust and sieze prone steel pistons. \$22.00 per set.

Enquiries to MG Restorers' Association  
[REDACTED] [REDACTED] [REDACTED] New South Wales. [REDACTED]. Australia.

Prices in Australian Dollars.

## PARTS WANTED

Reasonable repairable 'Y' Type engine and gearbox. Contact Mr.A.Crossley on [REDACTED].





## Discovering The 'Y' Type *Update 2*

- 9) The first group of four numbers in the body number is to be found on a small plate at the rear of the sunroof. The sunroof has to be removed for this plate to be seen. The sunroofs are thought to have been supplied to Abingdon ready trimmed from a Morris factory and the body number is therefore possibly more of a Morris code than one emanating strictly from Abingdon.

*Mel Fry/David Ransome*

- 10) There were at least three officially exported YBs. Malcolm K. Wood's YB1241 (Register No.960) has engine number XPAG/SC2/X18132. It was, apparently, one of a batch of three brought into Australia by P & R Williams, the importers at that time, for the directors' wives. It is thought to have been Sun Bronze in colour originally.

*Malcolm K. Wood*

- 11) YTs have narrower rear seat squabs to allow for the wide trim pads which accommodate the hood irons etc. They do not have the wing-like extensions at the front end as on the saloons' rear squabs.

*Nigel Hancock*

- 12) The YTs front passenger seat tilts forward to allow access to the rear seats.

*Nigel Hancock*

- 13) The Octagon Car Club featured an article detailing production line changes to TCs. The chassis numbers given were, on the whole, approximate but by comparison to the contemporary chassis numbers of 'Y's it may be possible to make the following statements:

(a) The engine/bulkhead colour at the commencement of production was grey/green (Dulux Matchmaker Card 12 Lavenderbrush 725 - modern equivalent).

(b) At Y0535 the engine/bulkhead colour changed to dark green/grey (Dulux Matchmaker Card 12 Laurel 724).

(c) At Y1352 the engine block colour changed to maroon.

(d) At Y1625 the bulkhead colour changed to the body colour of the individual car.

The statements above are only working hypotheses based on Octagon data.

*Octagon Car Club*

- 14) According to B. Leurink, there are three LHD YAs in the Netherlands (out of a total of about 25 cars). That brings the total of known left-hand-drive YAs to six (three in the U.S.A. and three in the Netherlands).

*Bert Leurink*

- 15) According to Archie Meadowcroft, writing in 'Practical Classics' magazine of March 1985, his YA was the 27th to be built and 'left the factory' in 1946. It was two-tone green. The possibility of there having been 1946 YAs seems far from likely, however.

*Archie Meadowcroft*

- 16) The 'Y' Prototype was EX.166.

*M.G. Owners' Club*

- 17) EX.166 was constructed with a squared-off boot lid (larger than on production cars) and spare wheel compartment lid. It had Morris-like circular instruments on what appears to have been a very simple, metal instrument panel.

*Sandy Taylor*

- 18) Page 470 of 'The Autocar' for 14th May 1948 suggests that there were to be Zagato-bodied 'Y's for the U.S. market. There is evidence to suggest that at least one (similar to the car second from left in the top photograph on the aforementioned page in 'The Autocar') may have actually been built.

*Sandy Taylor/David Mullen/'The Autocar'*

- 19) There were apparently two 'Y' Type Prototypes and at least one was a fully roadworthy car. David Ransome once talked to an ex-M.G. employee who was loaned one of the prototypes to drive to and from home just before the war (around Christmas-time).

*David Ransome*

- 20) Y0672 seems to be an anomaly to the accepted colour combinations. It has an Elizabeth Grey body and British Racing Green wings and running boards. It also has twin chromed windtone horns either side of the radiator grille. The owner says that all these features are original. The car has been in his family since new. It was originally owned by his grandfather who was sales and service manager for Morris Motors. This latter fact may explain how the car came to have a non-official specification from the factory.

*Francis Blick*

- 21) Was the 'body code' in any way related to the Morris 8 Series E body numbers? Perhaps the 8 Series E and the 'Y' had merged runs of body codes?

*John Lawson/Colin Dye*

- 22) A further official publication in a red cover (similar to the Owners' Handbooks and Workshop Manuals) is 'The First 500 Miles on your new M.G. 1½ Litre'. This is an 18-page booklet which includes a lubrication chart. It was apparently given to new owners when they took delivery of their cars. When the first 500 miles was completed the owner was apparently supposed to return the booklet to the factory and he would then be issued with an official Workshop Manual. This procedure may explain why these booklets are very rare nowadays.

*Colin Dye*

- 23) Another publication on the 'Y' (of which the Register does not yet have a copy) is 'Scientific Auto Data Series - M.G. 14 Litre Series Y: 1947-1952'. This is a U.S. publication in the form of a folder.  
*Colin Dye*
- 24) Of the 877 YTs built, 874 were official export sales, but 42 were delivered in the U.K.  
*B.M.I.H.T. via David Ardill*
- 25) 4,440 Saloons were sold in the U.K. This means that 3,019 (40.47%) were exported. If we assume that only three YBs were officially exported, this means that 48.97% of YAs were exported.  
*B.M.I.H.T. via David Ardill*
- 26) Where the interior of saloons was maroon, the grab straps apparently were maroon also.  
*David Ransome*
- 27) The grab strap illustrations in the 'Y' Workshop Manuals are of Morris fittings. However, the 'rope' type of strap could be obtained from motor factors in the late forties/early fifties and fitted separately later.  
*David Ransome*
- 28) There were at least 903 YT bodies built. David Stern's car (Register No. 307) has body no. 53240-903.  
*David G. Stern*
- 29) There were, in all probability, a few cars finished in Grey with Shires Green wings and running boards (early YAs).  
*F.J. Blick/T.J. Austin/D.H. Miller/  
Australian Imports Listings*
- 30) Re #27 above; when the Morris 10 Series M was reintroduced into production after World War II it was fitted with 'pillar loop' grab straps instead of the pre-war 'rope pulls'.  
*'The Morris Car 1913 - 1983' by Harry Edwards  
via Gary Mills*

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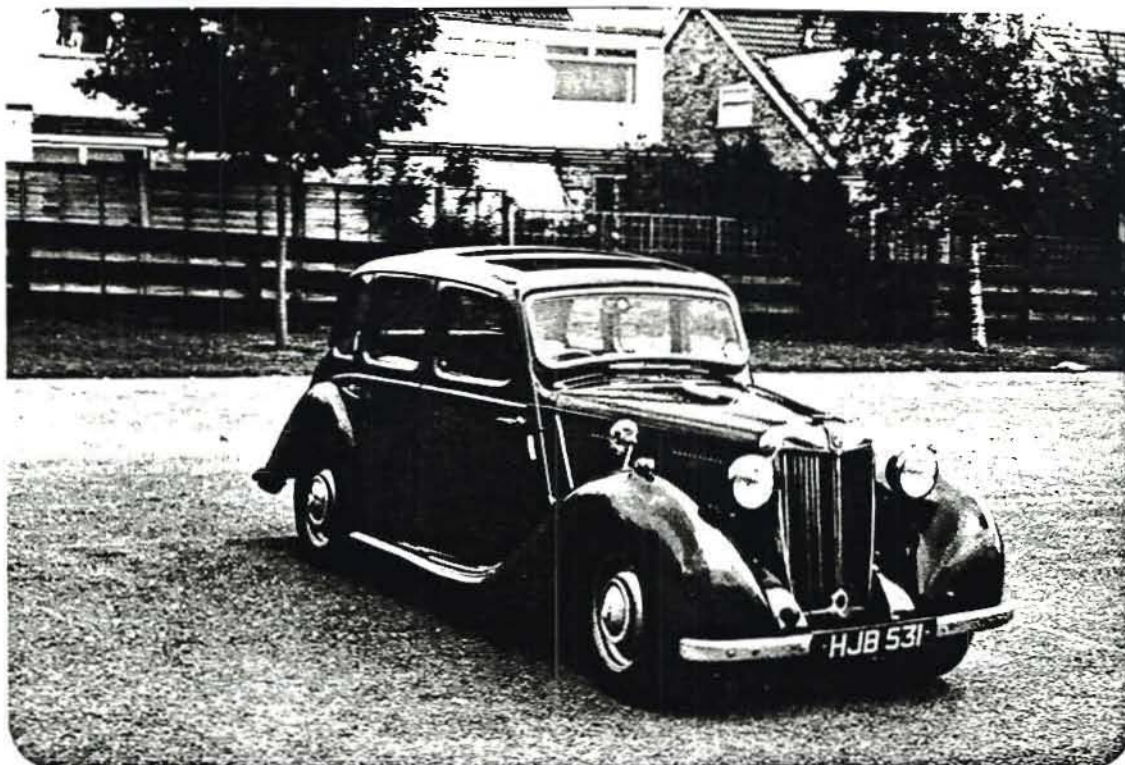
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Artwork: Gary Mills,



As mentioned in the editorial, by the time you read these words, David Mullen (long-time 'Y' Type enthusiast and provider of all those wonderful 'Autocar' items we have been publishing, will be married to his lovely fiancée, Colleen. We wish them both a 'Marriage and a Quarter'! The photo aside shows David's 1952 YB (YB0647) as it was in 1981, not long after he had brought it home. It was Chartreuse (yellow) and brown in colour! The photo above was taken at the Maghull (Merseyside) Rally in July 1984. 'HJB531' is now resplendent in close to the original shade of Shires Green.