

THE CLASSIC 'Y'



TENTH ANNIVERSARY YEAR

1978 - 1988

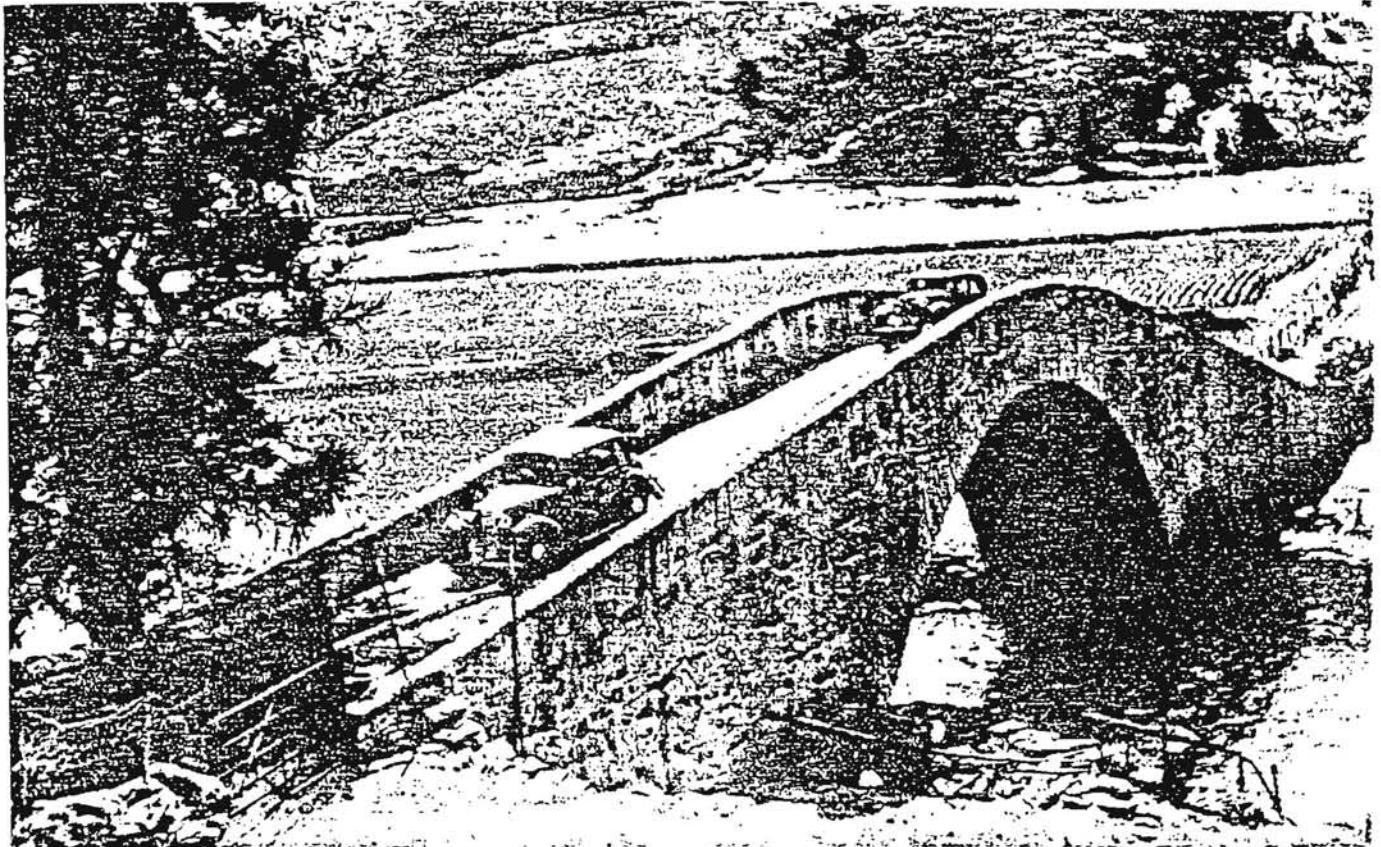


The Newsletter of the M.G. 'Y' Type Register.

Volume 11. No.85.

February 1988.

The photo below appeared in the "Autocar" report of the 1951 R.A.C. Rally (15th June 1951). It is re-produced here with the permission of the present publishers of "Autocar".



Two 1½-litre M.G. saloons, led by that of F. M. Baker, cross Gairnshiel Bridge on their way to the control at Grantown-on-Spey.

Newsletter Editor/Registrar: J.G.Lawson, [redacted], Liverpool, [redacted]
Spares Secretary: A.Brier, [redacted], W.Yorkshire, [redacted]
U.S. West Coast Contact: G.R.Skopecek III, [redacted], California, [redacted]

'The Classic Y' is published by Skycol Publications.

The content of the articles and the technical advice appearing in this magazine represent the views of the respective contributors and not necessarily those of the editor or of the publishers. The MGYTR cannot be held responsible for any loss or damage resulting from the implementation of any advice appearing in this magazine.

Register Number 766

Chassis Number Y5349
Engine Number SC/15224
Licence Plate EFR659
Body Number n/k
Sub-Type YA
Year of Manuf' 50
Owner's Name Slater D
Owner Number 898
Car Location Lancashire ENG
Exterior Colour Green
Interior Colour -

Register Number 931

Chassis Number Y6421
Engine Number SC/X16192
Licence Plate OYR434
Body Number 4938/5037
Sub-Type YA
Year of Manuf' 51
Owner's Name Hodgson Mrs LW
Owner Number 892
Car Location Fife SCO
Exterior Colour Black
Interior Colour R

Register Number 1029

Chassis Number YB0952
Engine Number SC2/17847
Licence Plate 233HWT
Body Number 6570/713
Sub-Type YB
Year of Manuf' 53
Owner's Name Von Dullen RC
Owner Number 893
Car Location Louisiana USA
Exterior Colour A.Green?
Interior Colour M

CARS FOR SALE:

- 293 "YT 1950. Four passenger roadster. Very rare. Home model. Restored 1984. Runs cool - drive it anywhere. Trailer available. Must sell. Price reduced to \$13,500. Herb Sinnhoffer, [REDACTED], California, [REDACTED] U.S.A. Tel: [REDACTED]."
- 781 "1952 M.G. YB Saloon. Registration 'NGT400'. Tested August 1988. Mechanically very good, new exhaust and radiator, s/roof. Tidy, genuine offers, will consider part/ex. Tel: Oxford [REDACTED] eves."

Cracking The Body Code

by John G. Lawson

During the last ten years the significance of most of the identification numbers (e.g., chassis, engine and body numbers) to be found on 'Y' types has become clear. I mentioned in the original "Discovering the 'Y' Type" article in December 1983, however, that the precise significance of the numbers appearing on the Nuffield Metal Products plate affixed to the engine bay bulkhead had, up to that point, eluded me. Now, having recently had some time to sit down and consider those still few records of these body codes which owners have sent to me, I feel I can at last go part of the way to solving their meaning.

What can best be described as the 'body code' (as opposed to the body number proper which is to be found stamped on a brass plate located on the left-hand side of the engine bay) can be found on a plate affixed to the engine bay 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 been in touch with over the years. To date I have only eighteen recorded 'body codes' from which to try and piece together a meaningful pattern. However, a theory has been put forward which goes some of the way towards explaining the significance of these numbers; it is this. In all probability Type B281 bodies (i.e., those for the saloons) were manufactured at the Nuffield Bodies plant in Birmingham. They were, after all, basically Morris 8 Series E bodysHELLS and there were vast numbers of 8's built both before and after the Second World War. All these basic bodysHELLS, whether destined eventually for Morris 8's or for 'Y' Type M.G.s possibly shared a common numbering sequence and it is only an abstracted part of this which we see when examining the 'body codes' of 'Y' Types.

I give below some examples of this 'body code' which will serve to illustrate the attempt which follows at partially deciphering their meaning:

chassis no.	body code.	body no.
Y 0672	125 MG - 375 No. 364 Z8693	375/521
Y 1929	152 MG - 1617 1617 Z8693	1617/1710
Y 1951	MGA 1763 125 MG - 1702 1702 Z8693	1702/1732
Y 3776	125 MG - 2885 No. 2885 Z8693	2885/2950
Y 4844		3891/ ?

	761	SRZ11165	
Y 4888			3732/3705
	No.602	SRZ11165	
Y 4988			3755/ ?
	No.33	SRZ11165	
Y 5460			
		SLZ10412	
Y 5537			4248/4237
	125 MG - 4248		
	No.218	SLZ10412	
Y 6146			4819/4819
	125 MG - 4819		
	No.389	SRZ187092	
YB0752			6369/575
	125 MG - 6369		
	No.512	SRZ12592	
YB0955			6569/773
	125 MG - 6569		
	No.712	SRZ12592	
YB 1524			7124/1334
	BMG 928		
	125 MG - 7124		
	No.278	Z12488	

The first line of the body code would appear to show that 'MGA' = 'YA' and 'BMG' = 'YB'. On the second line it is fairly obvious that '125 MG' relates to '1M Litre M.G.'. The four figure number following this is always the same as the first group of four numbers in the body number proper. The third line of numbers proves less easy to decipher but holds more interest. Let's take the last grouping of letters and numbers first. There is evidence to suggest that 'Z8693' relates to the first type of 'YA' body; that which incorporates the battery box off-set to the near-side (left) of the car. The grouping which follows on from this is 'SRZ11165' which would seem to apply to the 'YA' body after its first major modification (the movement of the battery box to a central location; the last 'YA' to be equipped with an off-set battery box was Y4459). 'SLZ10412' should therefore relate to a further modification and 'SRZ187092' to yet another (if this latter code is eventually confirmed). It is not known to what modifications these last two groupings relate. Now we come on to the YBs. The YB body had to have a larger spare wheel compartment opening to accommodate wider tyres. Thus, it is conjectured, body sub-type 'SRZ12592' was introduced. But the YB body seems to have undergone a later modification to 'Z12488' standard (again, it is not presently known to what modification this last alpha-numeric grouping relates).

The first grouping of figures on the last line of the body code plate (often, but not always (?), preceded by 'No.') would seem to be a sequential numbering from the occasion of the last modification (of course, when they arrived at Abingdon, bodies were not allocated to chassis in strict sequential or chronological order of build, and this explains the discrepancies and anomalies which will be apparent when the listing above is examined closely).

One statement regarding these body codes which can be made with some degree of certainty however is that they do not relate in any way to the colours in which the cars were originally finished.

Finally, may I ask readers to send me full details of the body codes of their cars when they next write to me so that I may obtain many more examples from which to, hopefully, verify and expand my theories. Interested readers might like to check to see that their cars' body codes fall within the predicted sequence outlined above. Additionally, if anyone has any records of Morris 8 Series E (4-door) body numbers or body codes I would be pleased to hear from them.

PARTS FOR SALE:

"M.G. YA parts chassis; perfect and log book on DLV; 2 front wings, 1 rear wing, front valance, 2 side valances, radiator and surround, petrol tank and diff. Many other parts. Tel: J. Butts [REDACTED] (Gwent)."

"M.G. YA rolling chassis without engine/gearbox, £120; YA rear axle, £60; 'Y' steering rack, £30; 'Y' inlet/exhaust manifold, £15; 'Y' steering column, £25; TD/TF gearbox fully rebuilt with remote, £550; XPAG head, £25. Tel: [REDACTED] (Wilts)."

CARS WANTED

"WANTED - Roadworthy and presentable 'Y' Type, preferably YB. Not concours car as I have only average depth pockets. Please contact Richard Hamilton on [REDACTED]."

THE M.G. 'Y' TYPE REGISTER

- 6 -

(summary of important statistics)

YAs on the Register	538
YBs on the Register	246
YTs on the Register	172
YRCs on the Register	3
Specials/Composites on the Register	11
Unknown (mainly saloons) on the Register	76

Total number of cars on the Register	1,046
Positively identified	815
Potential reallocations	231

Cars identified by chassis number:

1947	38
1948	60
1949	170
1950	135
1951	52
1952	54
1953	73

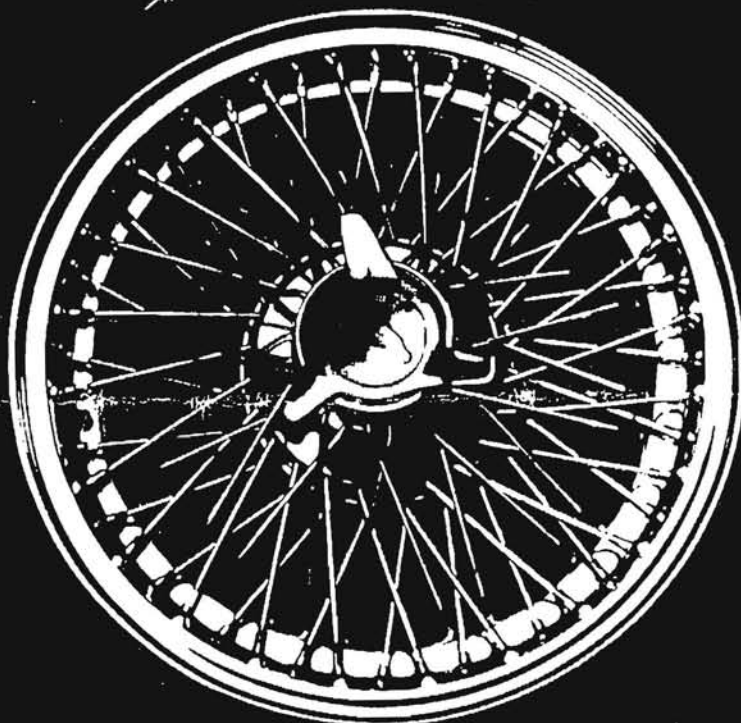
TOTAL 582

Total number of owners contacted	898
Number of current owners	677

Number of cars in each country: (32 countries)

England	525
Australia	210
U.S.A.	124
Netherlands	25
Scotland	24
Republic of South Africa	23
Wales	20
New Zealand	17
Eire	10
Canada	9
Singapore	9
Malaysia	8
Switzerland	7
Hong Kong	4
Northern Ireland	4
Madeira	3
Channel Islands	3
Cyprus	2
Belgium	2
Federal Republic of Germany	2
Zimbabwe	2
Malta	2
Japan	2
Liechtenstein	1
Denmark	1
Bangladesh	1
Portugal	1
Isle of Man	1
France	1
Sri Lanka	1

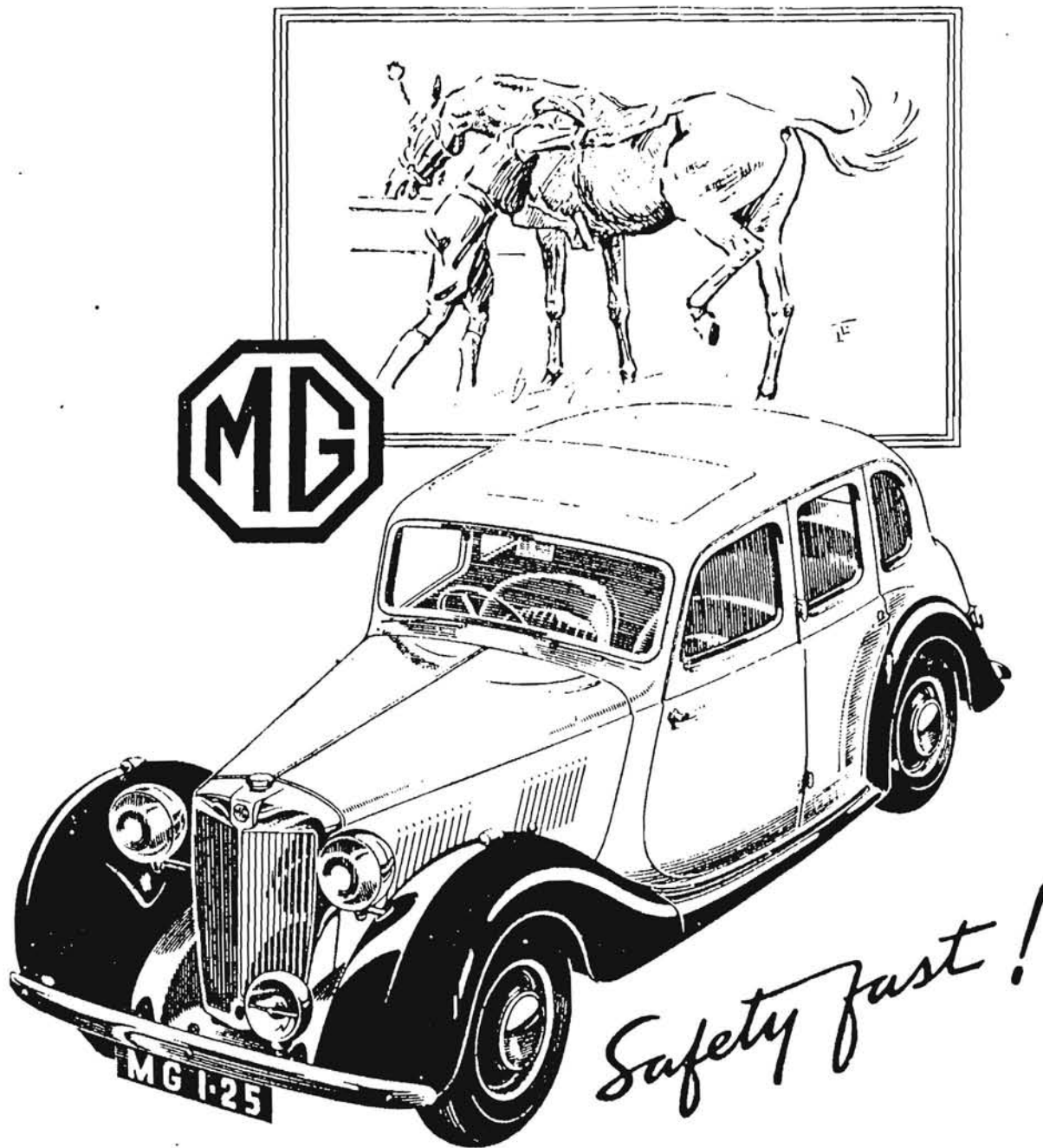
9th BRISTOL CLASSIC CAR SHOW







BRISTOL EXHIBITION CENTRE
19th & 20th March 1988 Sat/Sun 10-6
Adults £3.50 Children £1 OAPs £2
Car Clubs • 2-Day Autojumble
Trade Stands • Auction 1pm Saturday
Special M.G. Feature
Enquiries: Tel. (0272) 650465

30/4 to 2/5	National Classic Motor Show	N.E.C., Birmingham.
4/6 & 5/6	Cheshire Autojumble & Classic Car Spectacular	Tatton Park, Knutsford, Cheshire.
17/7	Uxbridge Autoshow	Show Ground, Park Road, Uxbridge.
17/9 & 18/9	South West Motor Show	The Royal Bath & West Showground, Shepton Mallet, Somerset.

Maintaining the Breed



Your  deserves regular grooming too. It will run for thousands of miles with little attention, but a regular check-up will ensure matchless  performance. Your  dealer is ready to do this, with "-trained" advice and service.

THE  CAR COMPANY LTD., ABINGDON-ON-THAMES

Overseas Business: Nuffield Exports Ltd., Oxford, and 41 Piccadilly, London, W.1

