

THE CLASSIC 'Y'

TENTH ANNIVERSARY YEAR

1978 - 1988



The Newsletter of the M.G. 'Y' Type Register.
Volume 11, No.87. June 1988.

PHOTOGRAPHS WANTED

(for possible publication in hopefully forthcoming book on the 'Y' Type)

I would like to appeal for help from any members who might be able to provide any or all of the photographs mentioned below so that comprehensive photographic coverage of all aspects of the 'Y' Type can be achieved:

M.G. VA saloon.

Morris 8 Series E 4-door saloon.

Morris 10/4 Series M saloon.

'Y' Type raised off the ground on all four Jackall arms.

Near-side engine bay shot, showing off-set battery box.

Two-tone green 'Y' Type.

'UMG' registered 'Y' Types.

'YMG' registered 'Y' Types.

Photos provided must be good quality 35mm black and white or colour prints. Full credit will be given should any of the photographs eventually be published. Regrettably I cannot guarantee to be able to return any photos provided. Please send your photographs to John Lawson, [REDACTED] Liverpool, [REDACTED]. Many thanks.

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.

EDITORIAL

In the last issue of 'The Classic Y' we featured a letter written by a Mr. A.T.R. Binnington of [REDACTED], Oxfordshire to 'Autocar' extolling the virtues of his 'Y' Type. Well, David Mullen, who takes credit for finding all these interesting 'Autocar' items we've featured over the years likes to follow things up and, apparently, he writes, Mr. Binnington still lives in [REDACTED] although he is now quite old.

Believe it or not there is a plan afoot to have 'Y' Type bodysells re-manufactured! At the National Classic Car Show at the N.E.C., Birmingham at the end of April there were newly manufactured bodysells (the MGB variety) virtually coming out of the woodwork following the discovery and renovation of all the original machine tools and body jigs etc on which the MGB bodies were originally made. I was told at the N.E.C. that all the original 'Y' Type body jigs and machine tools also still exist and maybe it is their discovery which has prompted this attempt to have new 'Y' Type bodysells produced. Will this project ever reach fruition, I wonder?

In this issue of 'The Classic Y' you'll find the first of, hopefully, a seasonal series of Concours reports by Trevor Austin. We have featured very little Concours before but, times change, and the 'Y' Type is now becoming well accepted (for better or worse?) in that area of M.G. enthusiasm. It has also been quite a while (April 1986) since we featured an up-date to "Discovering the 'Y' Type" so in the issue you'll find Up-date 3.

CARS FOR SALE:

773 "MG YA 1951. BRG. re-registered old 'A' reg. Good sound condition, gold seal engine. £1,000. Tel: [REDACTED]."

PARTS FOR SALE:

"New XPAG 3-bolt starter motor, £45. 2-bolt, £30. high/low note horns, used, £8 each. Tel: [REDACTED], evenings please (Wilts)."

"M.G. 'Y' Type radiator and shell, good condition. £100 ono. Tel: [REDACTED] (East Sussex)."

M.G. XPAG engine, £345; another rebuild. TD/TF gearbox rebuilt complete with remote, £550. Used gearbox without remote, £150. 3-bolt starter, £25-£40. Radiator cap, £14. Many 'Y' Type spares available. Tel: [REDACTED] (Wilts)."

"Set of wooden door trims, windscreen frame plus glass, n/s front wing (tatty but repairable), o/s front wing. Tel: [REDACTED] (Warrington)."

PARTS WANTED

Rear bumper and rear o/s shock absorber for YB. Contact: Mr. L. C. Morriss, [REDACTED], Essex, [REDACTED].

XPAG/SC2 engine in running order. Contact: Mr. M. J. Lister, [REDACTED], [REDACTED], Leicestershire, [REDACTED].

REGISTER NEWS

Recent Discoveries

Register Number 317

Chassis Number	Y5174EXLU
Engine Number	SC/X14975
Licence Plate	MGYA
Body Number	3938/3910
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Ticknor J
Owner Number	913
Car Location	Michigan USA
Exterior Colour	Black
Interior Colour	R

Register Number 819

Chassis Number	Y6459
Engine Number	SC/X16305
Licence Plate	ULQ239
Body Number	5040/5611
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Abbott RK
Owner Number	906
Car Location	Cambridgeshire ENG
Exterior Colour	n/k
Interior Colour	-

Register Number 440

Chassis Number	YB1248
Engine Number	SC2/18130
Licence Plate	YMG126
Body Number	6844/1061
Sub-Type	YB
Year of Manuf'	53
Owner's Name	Lister MJ
Owner Number	912
Car Location	Leicestershire ENG
Exterior Colour	Green
Interior Colour	-

FORTHCOMING EVENTS

26/6	4th Great British Picnic	Old Warden Aerodrome, Nr. Biggleswade, Bedfordshire.
26/6	Grand Autojumble	Uttoxeter Race Course, Yorkshire.
26/6	Solent Auto Jumble & Classic Car Show	Royal Victoria Country Park, Netley, Southampton, Hampshire.
26/6	Michael Sedgwick New Forest Road Run	National Motor Museum, Beaulieu, Hants.
2/7	Westhead Carnival & Car Rally	Westhead, Nr. Drmskirk, Lancashire.
9/7 & 10/7	Vintage Show	Crewe Heritage Centre, Crewe, Cheshire.
10/7	English National Final Benson & Hedges Concours	National Motor Museum, Beaulieu, Hants.
10/7	Classics & Restoration Show	National Motor Museum, Beaulieu, Hants.
10/7	Northants M.G.O.C. Mini-National Event	Billington Aquadrome.
10/7	Staffordshire M.G.O.C. Area Event	Shugborough Hall, Staffordshire.
10/7	S.E. Regional Event	Wickhambreaux, Kent.
10/7	The Vintage & Classic Motor Fayre	Ragley Hall, Alcester, Nr. Stratford-upon-Avon.
16/7	Classic Car Show & Classic Motor Parts Fair	Haydock Park Racecourse, Lancashire.
17/7	Uxbridge Autoshow	Show Ground, Park Road, Uxbridge.
24/7	Round 4 Benson & Hedges Concours	Callander Park, Falkirk.
24/7	Notts Area M.G.O.C. Annual Event	Nottingham Rugby Football Club, Ireland Ave., Beeston, Nottingham.
30/7	Ettington Motor Show & Country Fair	Ettington, Nr. Stratford-upon-Avon, Warwickshire.
30/7 & 31/7	M.G.O.C. Southern National Event	Leatherhead Leisure Centre, Surrey.
31/7	M.G. Parade	Bournemouth seafront.
6 & 7/8	Woodvale Rally	RAF Woodvale, Nr. Southport, Merseyside.
13/8	Classic Car Action Day	Castle Coombe Circuit, Nr. Chippenham, Wiltshire.
13/8 & 14/8	Yeovil Festival of Transport 1988	Barwick Park, Yeovil, Somerset.
14/8	Wings & Wheels Day	Popham Recreational Flying Centre, Hants.

BROOKLANDS. Sunday 24th April 1983.

by Trevor Austin.

This was a near-perfect Concours. A gorgeous sunny day, a nostalgic setting, excellent organisation, an interesting museum on-site, exciting hill-climb and gymkhana, no auto-jumble, hilarious fancy-dress, lunch on the lawn, beautiful cars and 'the right people' to quote the old Brooklands advertisement. To cap it all, nine 'Y' Types which between them collected five of the awards.

As older M.G.s become scarcer some amalgamation of classes is inevitable and sensible and the 'Y' Types fought it out with S, V, W and Z Types, collecting a first in the Concours ('YMG5') and first in the Pride of Ownership ('UMG360'). 'Y' Types are good at gymkhana too, because they can't help being slower and steadier than the 'press-on' boys. Thus 'UMG24' won a prize in the gymkhana and also picked one up in the period dress competition where 'YMG184' also scored.

Who was there ? Annie Snell of [REDACTED] with 'LWP710', a maroon/red YB in daily use, tackled the 1 in 4 hill climb with a fast double declutch into first gear at the top. Mr. Wilson in a light green/green 'YA', 'UMG24', also bravely tackled this half-shaft snapper and survived to win a prize. This car is probably due for an interior restoration. Mr. and Master Wilson picked up a prize in the period dress as well.

'JPB183', an early 'YA' (Y0485) is a two-tone green/beige car also in daily use transporting numerous schoolkids who are not as careful with the body and interior as one would wish.

John Lunn of [REDACTED] is a keen supporter of M.G. events in 'LLN993', a black/green 'YA' in smart order and with an enthusiastic full crew. Another black/green car was the YB ('YMG184') Paul Davies brought from [REDACTED] complete with family in period dress. The car is in very good order although Paul is critical of the respray carried out before he bought it.

The Concours winner was Mr. S.H. Brooks who came from [REDACTED] in 'YMG5', a beautifully restored YB in green - maybe a rather brighter shade than originally - exterior and green leather. Noticeable is the very neatly faired-in reversing lamp below the luggage trunk lid.

It isn't often that silver streak 'Y' Types are seen, so it was particularly nice to see 'UMG630' (a YB) in good condition and with clean red interior. Mr. Hobbs of Walton is the owner and has recently overhauled the gearbox to stop it jumping out of third on the over-run. David Washbourne drove up from [REDACTED] in his maroon/red YB, 'LBY840', which, like David's other M.G. cars, is in regular and enthusiastic use.

On the way to Brooklands a horse kicked up a stone which knocked a large chip of paint from a front wing of my black/green 'YA', 'UMG360', but the judges didn't seem to notice or mind. The gathering really is a very good day out and the split between Concours and Pride of Ownership plays fair between restored and original cars. The gymkhana is fun, if a bit risky on transmissions and the family can dress up in whatever were the fashions for 'Y' Type owners around 1950.

Discovering The 'Y' Type *Update 3*

- 31) On page 34 of a certain edition of the YA Owners' Handbook (thought to be a 1950 issue) reference is made to there being "a spare quart of N.O.L. Engine Oil" supplied as part of the "car's equipment". However, there is no mention of this in the January 1951 edition. Were new YAs so equipped and, if so, when was this feature withdrawn? Additionally, where on the car was this spare quart can of oil stowed (in the spare wheel compartment)?

T. J. Austin/J. G. Lawson

- 32) YT trim: The pocket for the top bow of the hood has a zipper through the middle to cover the top bow. The welting was always the same colour as the interior regardless of the exterior colour of the car.

Bob Wonnacott/George Werbizky

- 33) The following 'chassis only' were exported by Abingdon:

1947:	-
1948:	9
1949:	-
1950:	-
1951:	-
1952:	1
1953:	1

All the above were RHD cars. 11 in all (including two YBs).

The following 'CKD' cars were exported by Abingdon:

1947:	16
1948:	68
1949:	124*
1950:	104
1951:	76
1952:	28
1953:	8

* 108 'YA' plus 16 'YT'. The 1952 and 1953 cars were YBs. All the cars delivered were RHD examples. Total 424. Many of these cars went to Eire, to the Irish distributor.

*Abingdon Works Export Statistics
via Austin-Rover Group Archives and Hagen Nyncke.*

(correcting #25 of 'Up-date 2', the above figures reveal that approximately 51% of 'YA's produced were exported)

- 34) There is a little evidence to suggest that a few green cars had red (or, more properly, maroon) interiors. In 6/84 there was a 1947 YA for sale in Birmingham which was two-tone green and had a red interior. Likewise, there was also a 1947 YA for sale in London described as

'Almond Green with red interior'. Additionally, there is a car shown as for sale in the 07/01/49 issue of 'The Autocar'. It also was finished in green with a red interior and was reported as first registered 01/10/47. It is just possible that all these cars had their interiors swapped over with those from other cars.

'The Autocar'/Richards Motors of London/Ron Jesson.

- 35) There is a 'for sale' advert in an issue of 'Autosport' giving details of a new 'Y' Type fitted with seat covers.

'Autosport'/Dr. Peter. G. Wood

- 36) The the luggage straps for the boot may not have been fitted at the factory but left to respective owners to provide. The manual says, "provision is made on the inside face of the boot lid for the fitting of luggage straps". Those fitted to Y5205 are leather, with brass buckles (another University Motors addition?), whilst those on YB1524 are made of 'webbing' material. The majority of cars in existence today do not appear to have any straps fitted at all (and maybe were never fitted with them by their owners).

T. J. Austin

- 37) Front bumper over-riders on YT are the same as those fitted to the 1949 export TCs (TC/EXU's). The last few TCs were equipped with front and rear bumpers, over-riders and turn signals. The rear bumper of the YT would appear to be more curved than the front bumper. There would also appear to have been slight differences between front and rear over-riders on YTs.

G. G. Verbizky

- 38) Possibly not all wing-to-body piping was black in colour. "News Exchange" of August 1949 (a publication of Nuffield Exports Ltd) shows a YT at the British Car Show in Montreal. It clearly has white (or 'ivory' etc) piping.

G. G. Verbizky

- 39) Apparently the 'body type' of Y0364 is stamped as 'B28Q' and not 'B281' as, supposedly, are all other saloons. Has this occurred through a mis-stamping at the factory or is the answer more significant than this?

R. J. Hamilton

- 40) The engine number of Y 5174 EXLU, a LHD 'YA' based in the U.S.A., is 'XPAG/SC/LHX 14975.

J. Ticknor/Mrs. C. M. Luer

MEMBERS' COLUMN

Trevor Austin: Bad news! I have been told that Castrol are stopping all production of their well-known Castrol XL engine oil. It looks as if I will have to change to GTX and hope it doesn't flush out too much sludge.

As regards events, I believe that club meetings are so much safer for elderly cars than the big Classic events or, worst of all, the charity and school shows.

Tory Skopecek Some members of The New England M.G. 'T' Register are planning to bring their cars over to Britain in July 1990 for a tour and Jan and I hope to attend. This spring I will be up-grading the 'Y's front suspension. I'm going to put on MGB GT springs, lower A-arm and anti-sway bar. Wouldn't it be nice to put on the disc brakes too? Also, I have an MGA complete rear end and intend to install this, but need to re-work the 'A' rear end from a 4-bolt to the 'Y' Type 5-bolt using Toyota wheel studs. With all this done it should be time then for the newly rebuilt head, Judson supercharger, and new exhaust set-up. Believe it or not it is getting time to have the 'Y' repainted. This time we will need to re-work the door bottoms with those replacement sections. Also we are getting to the point that the seats must be re-done. We have had the material for this since 1982!

MORE, PARTS WANTED!

Jackall operating handle and sunroof 'T' handle. Contact: Jerry Keller, [REDACTED], New Jersey, [REDACTED], U.S.A. Tel: [REDACTED]

Two front shock absorbers for 'YA'. Contact: Mr. Ilidio S. Andrade, [REDACTED], Funchal, Madeira.

One or two 'YA' halfshafts. Contact: Mr. R. Hawker, [REDACTED], Somerset, [REDACTED].

Newsletter Editor/Registrar: J.G. Lawson, [REDACTED], Liverpool [REDACTED]
Spares Secretary: A. Brier, [REDACTED], W. Yorkshire [REDACTED]
U.S. West Coast Contact: G.P. Skopecek III, [REDACTED], California [REDACTED]
Eastern United States Chapter: Mrs. C.M. Luer, [REDACTED], New Jersey, [REDACTED]

'The Classic Y' is published by Skylol Publications.