

## THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.  
Volume 12, No.92. April 1989.

### EDITORIAL

Nine pages this time! The reason for this unbounded generosity is that I have been notified of so many 'new' 'Y' Types, mainly as a result of the publication of my book, that it has proven impossible to fit them all in and give you all the amendments and up-dates to the book in the usual eight pages. Worry not, this recklessness will not continue!

By the way, there was also an index to the book, prepared by myself with help from Mr. Kenneth Richardson's computer expertise (it is he who is primarily responsible for the new 'heading' at the top of this page - using material taken from David Mullen's YB Owners' Handbook and the Delaware Valley's "T-Talk" newsletter). The publishers, however, did not use the index!

I regret ever mentioning this question of Wilmot Breeden key codes. Quite a few YB owners contacted me to say that their cars' ignition keys were coded 'MRN', thus destroying almost completely the theories of "Restoring Classic Cars" magazine on the subject!

28th March 1989.

### NOW AVAILABLE!

#### THE M.G. 'Y' TYPE ALTERNATIVE PART NUMBERS LIST

Completely revised and containing almost twice as much information as when it appeared as Appendix 4 to the book "M.G. 'Y' Type Saloons & Tourers", this 35-page listing of Lucas, Lockheed, etc., and now B.M.C. parts and their applications to 'Y' Types and other cars, is now available from: J.G. Lawson, 12 Nithsdale Road, Liverpool, L15.5AX at £5 per copy including U.K. postage & packing.

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**Register Number 712**

Chassis Number Y0859  
Engine Number SC/C32889  
Licence Plate HUF905  
Body Number 609/  
Sub-Type YA  
Year of Manuf' 47  
Owner's Name Wilson H  
Owner Number 932  
Car Location Cumbria ENG  
Exterior Colour Black  
Interior Colour B

**Register Number 403**

Chassis Number Y0963  
Engine Number SC?/15815  
Licence Plate YT1950  
Body Number 53237-  
Sub-Type Co  
Year of Manuf' 47  
Owner's Name Bridges MJ  
Owner Number 934  
Car Location Victoria AUS  
Exterior Colour O.E. White  
Interior Colour R

**Register Number 7**

Chassis Number Y2198  
Engine Number SC/11918  
Licence Plate KTT937  
Body Number n/k  
Sub-Type YA  
Year of Manuf' 48  
Owner's Name Veal S  
Owner Number 923  
Car Location Cornwall ENG  
Exterior Colour Black  
Interior Colour B

**Register Number 189**

Chassis Number YT2627  
Engine Number TR/12564  
Licence Plate n/k  
Body Number 19643-222  
Sub-Type YT  
Year of Manuf' 49  
Owner's Name Wood WN  
Owner Number 936  
Car Location W. Australia AUS  
Exterior Colour n/k  
Interior Colour -



Register Number 574

Chassis Number Y4187  
Engine Number SC/X13997  
Licence Plate Q460743  
Body Number 3136/3197  
Sub-Type YA  
Year of Manuf' 49  
Owner's Name Hack KE  
Owner Number 927  
Car Location Queensland AUS  
Exterior Colour Dk. Green  
Interior Colour N

Register Number 857

Chassis Number YB0320  
Engine Number SC2/17805  
Licence Plate GCT995  
Body Number n/k  
Sub-Type YB  
Year of Manuf' 52  
Owner's Name Abbott JN  
Owner Number 512  
Car Location Lincolnshire ENG  
Exterior Colour Shires Green  
Interior Colour G

Register Number 729

Chassis Number YB0605  
Engine Number SC2/17489  
Licence Plate UMG778  
Body Number n/k  
Sub-Type YB  
Year of Manuf' 52  
Owner's Name Spicer C  
Owner Number 933  
Car Location Cornwall ENG  
Exterior Colour Autumn Red  
Interior Colour B

Register Number 422

Chassis Number YB0648  
Engine Number SC2/17536  
Licence Plate n/k  
Body Number n/k  
Sub-Type YB  
Year of Manuf' 52  
Owner's Name Vincent C  
Owner Number 930  
Car Location Cornwall ENG  
Exterior Colour Woodland Grn  
Interior Colour -

Register Number 543

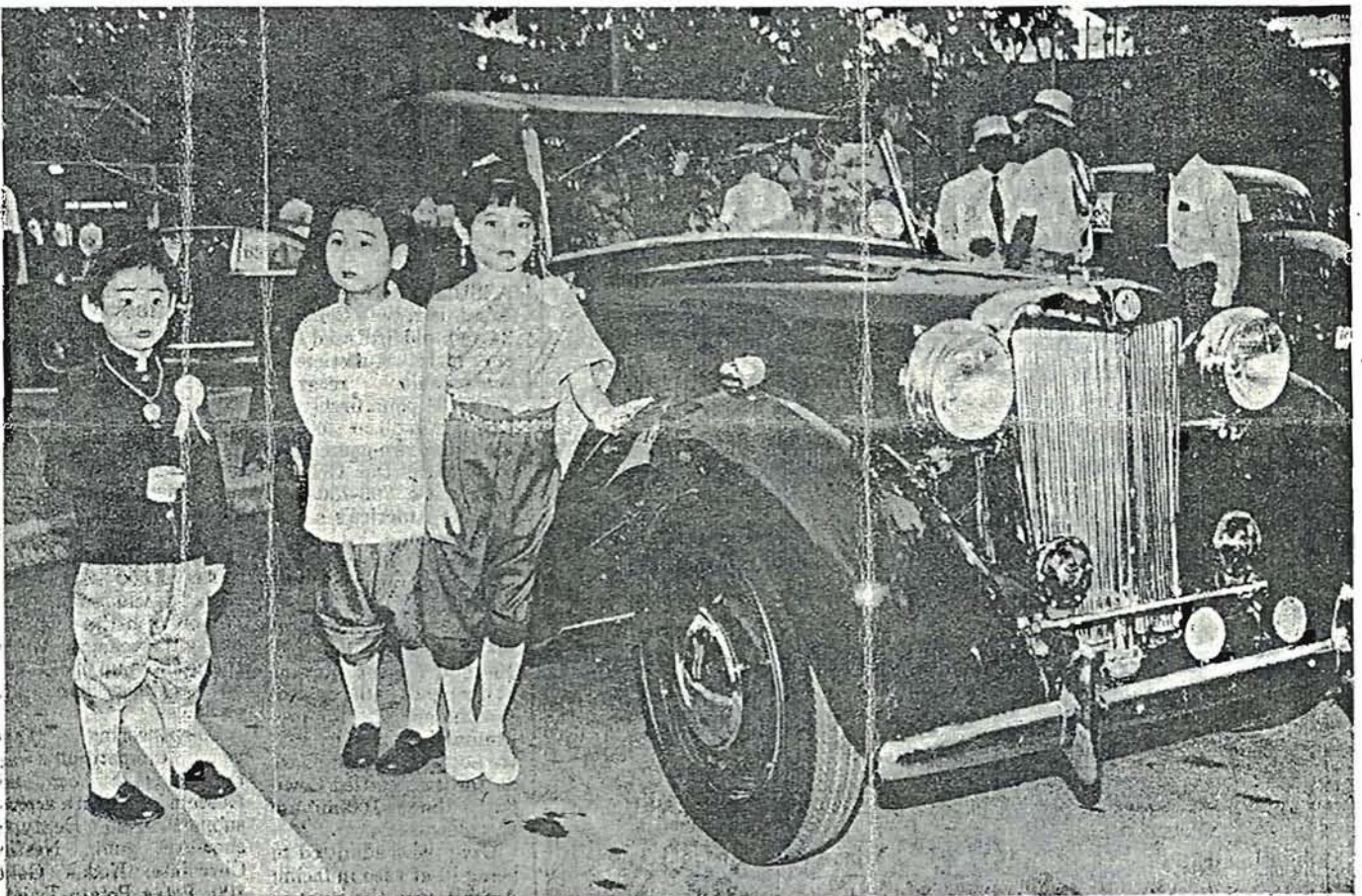
Chassis Number YB0992  
Engine Number SC2/17843  
Licence Plate MWK870  
Body Number n/k  
Sub-Type YB  
Year of Manuf' 53  
Owner's Name Jones P  
Owner Number 938  
Car Location Warwickshire ENG  
Exterior Colour n/k  
Interior Colour -

Register Number 711

Chassis Number YB1051  
Engine Number SC2/17941  
Licence Plate JNT569  
Body Number n/k  
Sub-Type YB  
Year of Manuf' 53  
Owner's Name Jones P  
Owner Number 938  
Car Location Warwickshire ENG  
Exterior Colour n/k  
Interior Colour -

HOME NEWS

บางกอกโพสต์ วันจันทร์ ที่ ๑๓ กุมภาพันธ์ พ.ศ. ๒๕๓๒ 3



**GOLDEN OLDIES...** The 14th Lufthansa Vintage Car Concourse was held yesterday at the Hilton International Bangkok at Nal Lert Park. A total of 55 cars — 13 vintage cars (pre-1940), 26 post-war cars (1940-1955) and 16 classic cars — participated in the concourse.

Picture above shows one of the entries, a 1949 MG YT owned by Thawat Kumutpongpanich. The event was organised by the Lufthansa Vintage Car Club to provide an opportunity for vintage car lovers to meet and display their prized possessions.

The above photo was sent in by George Werbizky of Vestal, New York. The Bangkok, Thailand newspaper it was taken from was dated 12th February 1989 and I can assure you that Thawat Kumutpongpanich is by far the longest owner name on the Register!



## "M.G. 'Y' TYPE SALOONS & TOURERS"

### FIRST UP-DATE

Now that the initial reaction to my book (which was published just before last Christmas) has subsided I am going to give details in this article of omissions which have been pointed out to me, errors which I have made, additional information which has come to light since the book was finalised (around May 1988) and some comment on where I think the publishers could have done better! So, on with the first up-date.....

### INTRODUCTION

- p. 6: In "The Cars of B.M.C.", Graham Robson says: "This does not mean, unfortunately, that the story which unfolds in the following pages is encyclopaedic. Without the existence of completely detailed archives it cannot be so. In the mid-1960s, perhaps, everything about the B.M.C. years was known, and probably written down at Longbridge, but by the mid-1970s, when the Leyland hierarchy had swept through the factories, a lot of automobile history had unceremoniously been thrown out. There were already, in any case, yawning gaps in the archive kept by Morris Motors....."

### CHAPTER 1 "ORIGINS OF THE M.G. 'Y' TYPE"

- p. 9: As late as 1944 it seems that M.G. still had plans to put the VA back into production after the end of the war. Indeed, one VA at least was assembled after the war to special order from parts and a chassis still 'in stock' at the factory.

Delete 'Riley' from paragraph three: Riley had recently been taken over by the Nuffield Organisation.

- p. 11: Gerald Palmer was with the Nuffield Organisation before WWII, left to design the Jowett Javelin, and re-joined Nuffield in 1949.

The Wolseley Eight appeared in 1947. It had been planned as a 1941 model as had the 'Y'. It was virtually a Morris 8 Series E except for a traditional Wolseley radiator, running boards, externally mounted headlamps and separate sidelights. The luggage boot hinged at the bottom and a walnut dashboard (in Series E and not 'Y' Type pattern) was used.

The Wolseley Ten first appeared in 1939 in saloon and drop-head coupé versions. It possibly used a Series E body which had been quite significantly re-worked at the rear end (*can anyone confirm or refute this?*).

- p. 14: The arrangement of the bonnet louvres on the EX.166 prototype in the photograph on page 13 differs from that on production models. The hubcaps of EX.166 also differed in shape and finish from those on production 'Y' Types.

## CHAPTER 2 "THE 'Y' TYPE SALOON"

- p. 16: Only the YB has brakes which can be adjusted by screwdriver through a hole in the wheel and brake drum. This was an error on my part which arose from only ever having owned a YB!
- p. 18: Photo of 'YJ9617': The publishers insisted on writing their own photo captions for the book despite the fact that I had provided informative captions with each of the 150+ photographs submitted. I was disappointed to find that there was no colour reproduction in the book. Most of the photos I submitted were colour prints and a few (such as this one on page 18) were obtained and submitted specifically with the intention that they be reproduced in colour so that the shades and arrangement of the two-tone colour schemes etc could be readily appreciated. One correspondent has already written to me in the belief that the running boards on the car in the photo are finished in the light 'Almond Green'!
- p. 22: Add the colour scheme 'Black exterior with dark green (white piping) interior'. This was probably my most unforgivable omission in the whole book, this particular colour scheme being one of the most common!!
- p. 24 & 25: The WT614 horn and WH2 windscreen de-mister were introduced by Lucas in 1949. So, where does that leave the 1947 'YA', Y0672 which is supposed to have been fitted with twin WT614s either side of the radiator grille from new? WT614s were fitted to U.S. export YTs from at least 1949 if not 1948. Trevor Austin says that his father's Wolseley Eight was fitted with WT614s for a continental tour (possibly in 1948).
- p. 25: In "The Cars of B.M.C.", Graham Robson says: "Nuffield Metal Products had originally been set up by the Nuffield Organisation as the Morris Motors Pressing Branch in 1939 at Common Lane, Washwood Heath, Birmingham, on land owned by Wolseley, and adjoining that factory.....It had been renamed Nuffield Metal Products in 1945, had supplied Morris 8 Series E shells in postwar years (these also formed the basis of the M.G. YA/YB saloon shells) and had concentrated on building Morris Minor monocoques since that car had arrived on the scene in 1948".
- p. 30: Photo at top of page: Reproduction of this colour photo in black and white wholly destroys the intention behind its submission and renders its inclusion meaningless. The two different colours and their arrangement on the car are hardly discernible!
- p. 34: The specification change at Y6165 should perhaps more properly read 'Additional grease nipple for propshaft'.



#### CHAPTER 4 "THE YB SALOON"

- p. 43: The YB has brakes which can be adjusted by screwdriver through a hole in the wheel and brake drum.

The Luvax-Girling PVA6 shock absorber was introduced in 1949 as an improvement on the PR5/PPR5. Its design and introduction was brought about by the need to make available a shock absorber which could stand up to the more demanding post-war motoring conditions. The PVA6 had a fluid volume 50% greater than its predecessor and this, coupled with the use of thin mineral oil with a relatively low viscosity curve, reduced internal pressures by 25%. The new design was not, of course, introduced onto the 'Y' Type until 1952, when the YB appeared.

- p. 50: The official YB Parts List states that all-chrome headlamps began to be fitted at YB1240. However, both YB1240 (belonging to Derek Watson of Oxfordshire) and YB1241 (belonging to Malcolm Wood of N. S. W.) had painted headlamp backshells from new.

#### CHAPTER 5 "THE XPAG ENGINE"

- p. 54: Page 50 of the 'YA' owners' handbook shows the engine number plate affixed to the near-side of the flywheel housing (as does the photograph on page 54 of the book). However, some 'Y' Types have the plate affixed to the off-side of the engine block just behind the block drain tap.

- p. 55: The factory of Hotchkiss at Cie was at Galson Road, Coventry. The building still stands today. Was this the factory in which XPAG engines were made?

Starter motor type M35G-1 (two-bolt fixing) was introduced at engine no. SC/14023. It replaced the larger type M418G. (three-bolt fixing). According to W.E. Blower's M.G. Workshop & Tuning Manual, the M418G bendix pinion had 10 teeth and not 12 and the M35G-1 bendix pinion had 9 teeth.

- p. 56: I could well be wrong as regards how the XPAG tappet clearances changed. There may not have been a change during 'SC' production, all engines being set at .019" until SC2/18097, when the setting was changed to .012".

#### CHAPTER 6 "'Y' TYPES IN COMPETITION"

- p. 57: 'OWL543' driven by Betty Haig and Barbara Marshall failed to finish the 1950 Monte Carlo Rally.

- p. 58: The Lester-M.G. of 1949, built and raced by Harry Lester also had 'Y' Type front suspension (and brakes).

- p. 60: "An M.G. Experience" by Dick Jacobs contains the following further information on the competition history of YB1551:

The first competitive outing for this car was at the last B.A.R.C. Goodwood Members' Meeting of 1953. After one or two teething troubles had been overcome, it next appeared in the 1,500cc class of the 21-lap Johnson Trophy Race at the Goodwood Whitsun Meeting 1954 and came second to Colin Chapman's new Lotus which used the same engine but which was 500 lb. lighter. At a one kilometre straight sprint at the U.S.A.F. base at Wethersfield in Essex on 4th July of the same year, YB1551 won its class together with an award for being the fastest M.G. on the day. The coupé's next outing was back at Goodwood on 21st August again for the last Members' Meeting of the season. There then followed its appearance in the Brighton Speed Trials and a last track outing of the year at Snetterton where it finished third in the 2 Litre class.

I neglected to read the relevant passages thoroughly enough before my book was finalised for publication!

Regarding Richard Benn's 100mph 'Y' Type, F.W. McComb tends to favour Reg Jackson's version of the story rather than Russell Lowry's as being nearer the truth. Apparently it was Jackson who told McComb that the car's engine failed after the speed runs in Belgium. This, then, appears to be the origin of this oft-repeated version of the story. It may also be the case that Russell Lowry's account was more acceptable and less potentially embarrassing to the Muffield Organisation being published, as it was, in their house magazine, 'Motoring'. Take your choice!

Perelman's YT didn't make it to Peking. According to F.W. McComb, the car finished its journey India. British Leyland had promised a Land Rover etc as support but it didn't materialise. Instead a trailer was made from the chassis of another 'Y' Type (it possibly had 'Y' Type wheels) and this contained the spares.

## CHAPTER 9. "CLUBS, SPECIALISTS & BOOKS"

- p.73: Reproduction by the publishers of the 'Magazine Bibliography' section should have been to a much higher standard. It should have been 'type set' and simply not copied from my word processor output.

## APPENDIX 2

- p.81: Reproduction by the publishers of the existing cars listing should have been to a much higher standard. It should have been 'type set' and simply not copied from my word processor output.

## APPENDIX 3

- p.87: The body number plates of both YB0752 and YB1041 are stamped 'YB' rather than 'B26'.



The body number plate of Y 0354 is stamped 'B280' and not 'B281'. Is this simply a stamping error or do other early 'YA's have body type 'B280'?

Page 50 of the 'YA' owners' handbook shows the engine number plate affixed to the near-side of the flywheel housing (as does the photograph on page 54 of the book). However, some 'Y' Types have the plate affixed to the off-side of the engine block just behind the block drain tap.

#### APPENDIX 4

p. 91 & 92: The starter motor type and part numbers are chronologically the wrong way around. Starter motor type M35G-1 (two-bolt fixing) was introduced at engine no. SC/14023. It replaced the larger type M418G. (three-bolt fixing).

A substantially revised and up-dated version of the 'Alternative Part Numbers Listing' nearly doubling the content is now available from: J.G. Lawson, 12 Nithsdale Road, Liverpool, L15.5AX price £5 (including U.K. postage).

Credits: M. J. P. Harris, D. R. Lawrence, G. G. Werbizky, T. J. Austin, D. G. Watson, M. K. Wood, M. W. Dodd, Michael Worthington-Williams, D. Mullen, N. Mori, F. W. McComb, L. V. Herbert, L. D. Thorpe.

"Lucas - The First 100 Years"	by Harold Nockolds
"The Cars of B. M. C."	by Graham Robson
"The Morris Minor"	by Paul Skilleter
"An M. G. Experience"	by Dick Jacobs
"British Racing Green"	by Anthony Fritchard
"The Immortal 'T' Series"	by Chris Harvey
"M. G. Workshop & Tuning Manual"	by W. E. Blower

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#### CARS FOR SALE:

903. "1947 YA. Mechanically sound. Needs some restoration. Offers. Tel: [REDACTED] (Bristol)".

981. 1951 YA. 'UMG397'. Dismantled. Contact: Mr. N. Gainsford, [REDACTED] (car is located in Devon).

#### CARS WANTED:

M.G. YB preferably in good condition but car requiring cosmetic work acceptable. Contact: Mr. J. A. Heron, [REDACTED] Tel: [REDACTED]

M.G. 'YA' which has been carefully looked after or restored. Contact: Mr. K. A. Fuller [REDACTED] Hampshire, [REDACTED]