

## THE CLASSIC 'Y'

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The Newsletter of the M.G. 'Y' Type Register.  
Volume 15. No.112. August 1992.

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### EDITORIAL

Who saw Sandy Taylor's cream Y, "LXV857" in the B.K.C.'s serial "Strathblair" on the evening of 19th July? Well, we had to wait several months and ten or eleven episodes to see it and then it only appeared briefly in the final couple of minutes of the last episode! But it was worth the wait!

Y 7281 shown in "Recent Discoveries" overleaf now has the honour of being the "newest" Y known to have survived so far. Y 7285 is thought to have been the last of the line so far as Ys are concerned and, up until a couple of months ago, the nearest we had to that car was James Dunne's left-hand-drive Y7277/EXL, based in New York state. There is a tenuous connection between Y 7281 and the "Strathblair" car in that '7281 was originally registered in Stirling, where "LXV857" now lives.

Also in this issue is Dave Lawrence's latest contribution to the subject of "Y" Type originality. This time he's had another go at the question of front and rear bumper specifications and components. We last covered this in Issue No.103/February 1991, where Dave and myself had a joint "stab" at trying to sort out the various types of fixing brackets.

**REGISTER NEWS****Recent Discoveries****Register Number 499**

Chassis Number	Y1609
Engine Number	SC/X11414
Licence Plate	JYM355
Body Number	1316/1399
Sub-Type	YA
Year of Manuf'	48
Owner's Name	Cole H
Owner Number	270
Car Location	Yorkshire ENG
Exterior Colour	Green
Interior Colour	B

**Register Number 889**

Chassis Number	Y7281
Engine Number	SC2/17137
Licence Plate	DWG260
Body Number	n/k
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Mansell B
Owner Number	1184
Car Location	Co. Down N IRL
Exterior Colour	Blue
Interior Colour	-

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**CARS FOR SALE:**

293. "MG YA saloon, 1951, red, exceptional condition, beige leather interior, renovated 1990, high standard, original. Reg HVJ 500, £5,900. Tel: [REDACTED]."

**SPARES FOR SALE:**

David Mullen reports that member Eric Peacock, from Essex, has a number of "Y" Type parts for sale. He will be organizing these in batches, with the first batch (of YB parts) presently being ready for sale. Interested readers are asked to write to Dave Mullen (address on front page of this issue) for a photocopy of Mr. Peacock's first list; and please enclose an s.a.e.

## LETTERS:

Dear John,

Any readers who wish to make use of a good metal finisher, who rechromed my headlamps and sidelamps to an excellent finish, ought to try:

Nuneaton Fine Finishing,  
Wootton Works,  
Eulkington Road,  
Bedworth,  
Warwickshire.

(Tel: 0203-490994)

Also, I have an air filter which appears to be off a TD. Anyone interested? Details from and offers to:

Jerry Birkbeck,  
[redacted] Warwickshire.  
(Tel: [redacted])

Dear Sir,

We are restoring YTs out here and had a problem obtaining over-riders. We have therefore made a mould and are casting some. If you are interested, we will be running some off in July. The cost is dependent on the batch size for casting and plating. We would estimate about \$(Canadian)50 (£25) each, plus postage. I hope this is of help to you.

I'm also looking for a fog lamp; can anyone help?

Roger T. Newton,  
[redacted],  
[redacted], British Columbia,  
Canada, [redacted].

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Newsletter Editor/Registrar: J.G.Larson, [redacted]  
U.K. Spares Secretary (new spares): A.Brier, [redacted] York, [redacted]  
U.K. Spares Co-ordinator (second-hand spares): [redacted]  
Australian Contact/Spares Secretary: M.H.Fry, [redacted] Victoria, [redacted] Australia.  
South African Contact: B.R.Lawrence, [redacted] [redacted], Republic of South Africa.

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### Selected Spares from "THE SHED"

Qty.	Part No.	Description.	Condition.	Price incl postage
4	B281/312	Interior window regulator handles	s/h.	£ 2.75 ea.
1	B281/208	Wooden fillet (R.H. side of windscreen)	s/h.	£ 2.50
1	B281/209	Wooden fillet (L.H. side of windscreen)	s/h.	£ 2.50
1	-	Sidelamp lens (plastic)	s/h.	£ 1.00
2	27H 7326	Brake shoes with linings (YB) (need relining).		£ 2.50 ea.
4	130136	Rear spring saddle rubber	New.	£ 2.00 ea.
2	B281/307	Interior door handles	s/h.	£ 2.75 ea.
1	S42/5	Fuel filler neck rubber connection pipe & clip.		
			s/h.	£ 2.00
1	B281/343	Exterior door handle (non-locking)	s/h.	£ 3.25

Prices include U.K. postage. Write to: J.G. Lawson, 12 Nithsdale Road, Liverpool, L15.5AX in respect of any of the above spares.

### INDEX MARKS

#### Appropriately Lettered M.G. Registrations

[64518].—In letter [64432] Mr. Angus McDermid refers to the constant reappearance of the registration letters MG. I should like to refer to registration letters UMG and enquire whether these letters have ever been seen on any car other than fairly recent M.G.s, supplied through the London distributors for that make, whose name, as most people know, has the initial letter U.

The frequency with which this combination appears in the London area suggests that this is not coincidence and it would, I am sure, prove interesting to readers to know how it is arranged.

As the fortunate owner of UMG 424 (a 1½-litre saloon), I should like to congratulate whoever is responsible for providing so many of these most attractive cars with such appropriate labels.

H. G. POXON.

Harrow, Middlesex.

### INDEX MARKS

#### The Explanation of the M.G. Registrations

[64551].—I feel that the letter [64518] from Mr. H. G. Poxon, published in your issue of October 31, should have an answer. The history of the MG registration letters is well worth recording.

By a coincidence, the registration authority, at the moment my company was asking for a batch of numbers, offered us the series MG. Being distributors of this make of car we accepted the offer with alacrity. After the war, both the series UML and UMG were made available to us. The tie-up with the M.G. Car Company—on whose cars the series UMG was used—and the series UML which we used on other cars, has resulted. Lately, the M.G. Car Company, as most people know, has issued a Y series and we have been fortunate in having allotted to us the series of registration numbers YMG, which I think your correspondent will agree is a very pleasant ending to the present form of registration.

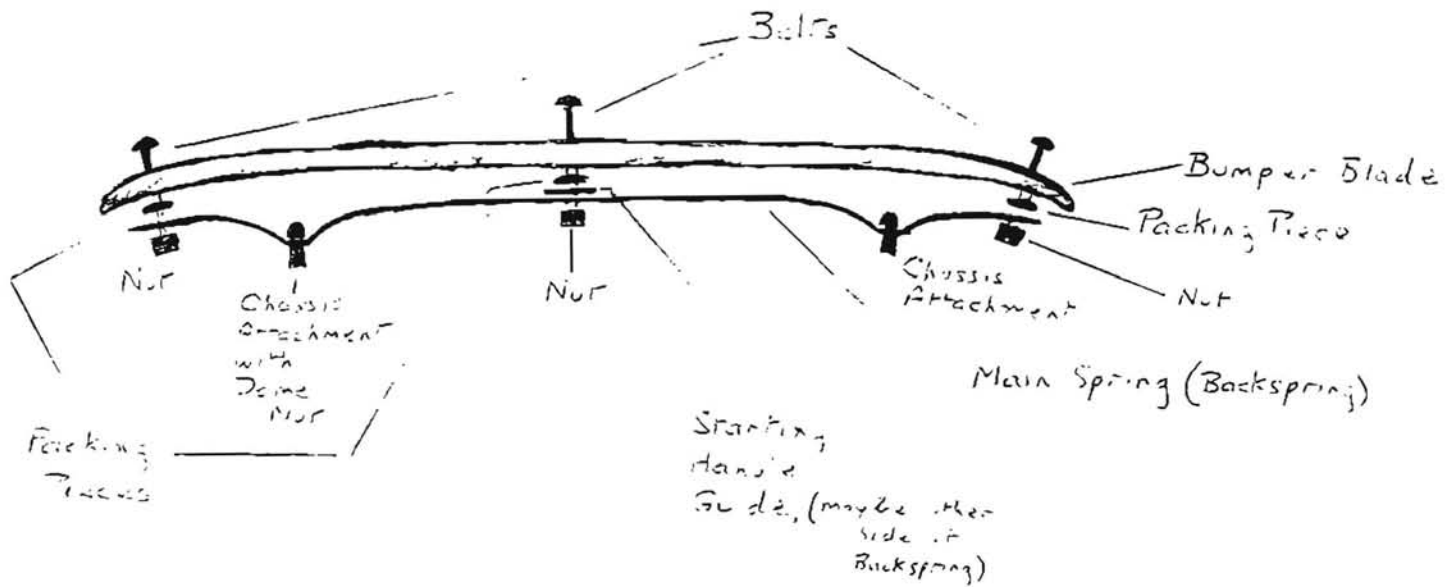
It may interest your readers to know that we frequently receive letters from our clients telling us the number of cars bearing our registration numbers which they have met at hotels, both in this country and on the Continent. I think I can say that both our friends and ourselves had great fun from this very apt series of registration numbers.

London, W.1.

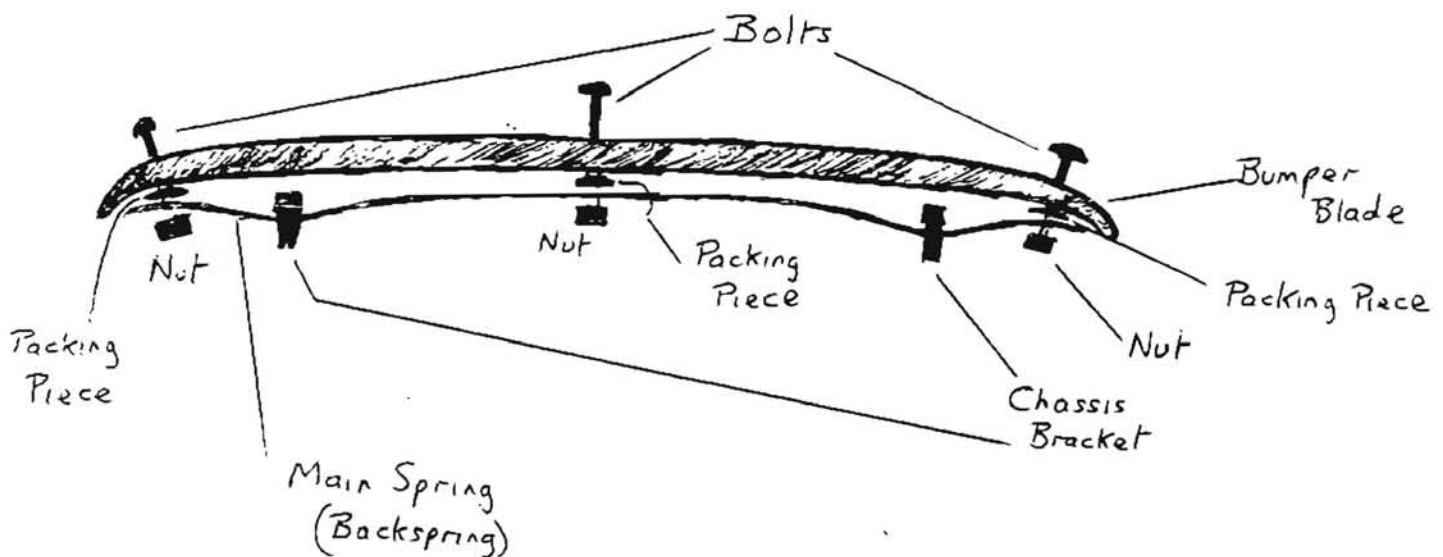
G. BRADSTOCK,  
Chairman, University Motors, Ltd.

Reproduced by courtesy of "The Autocar".

FRONT

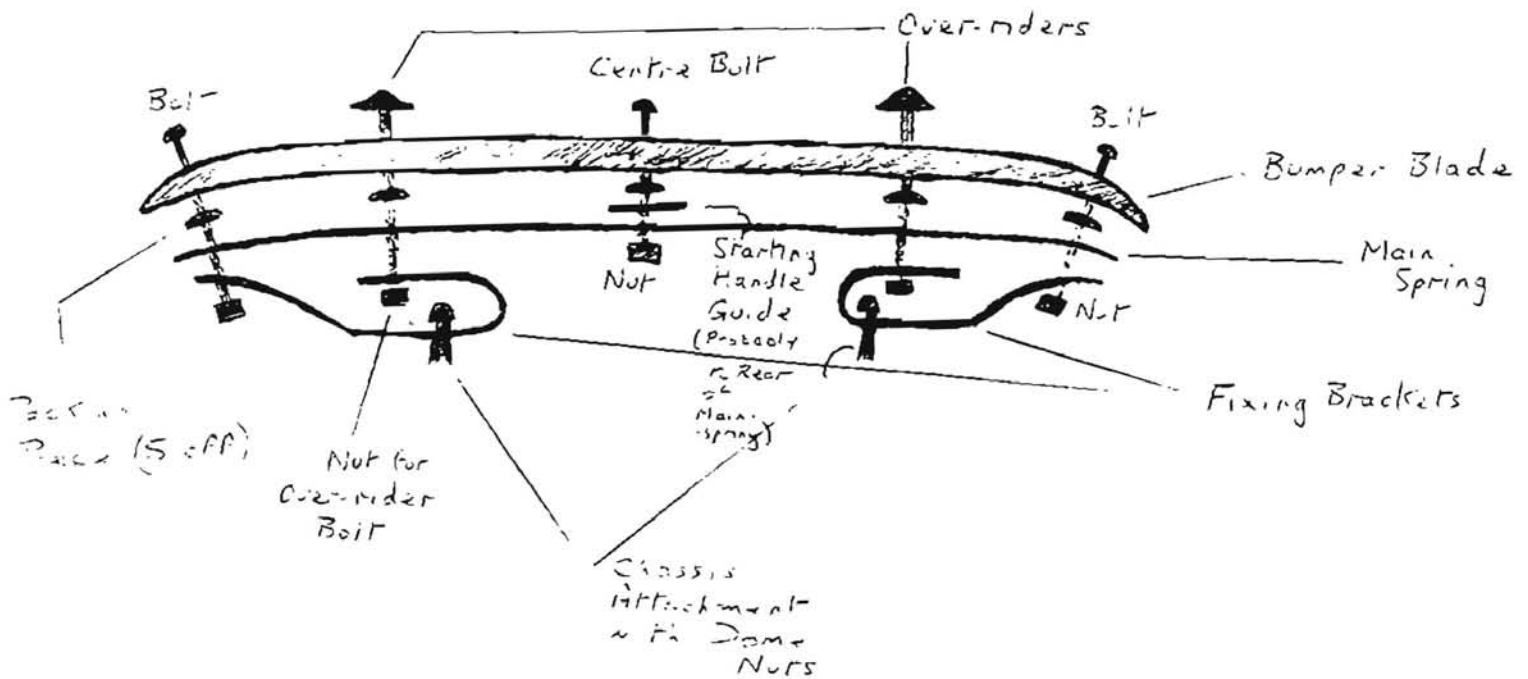


REAR

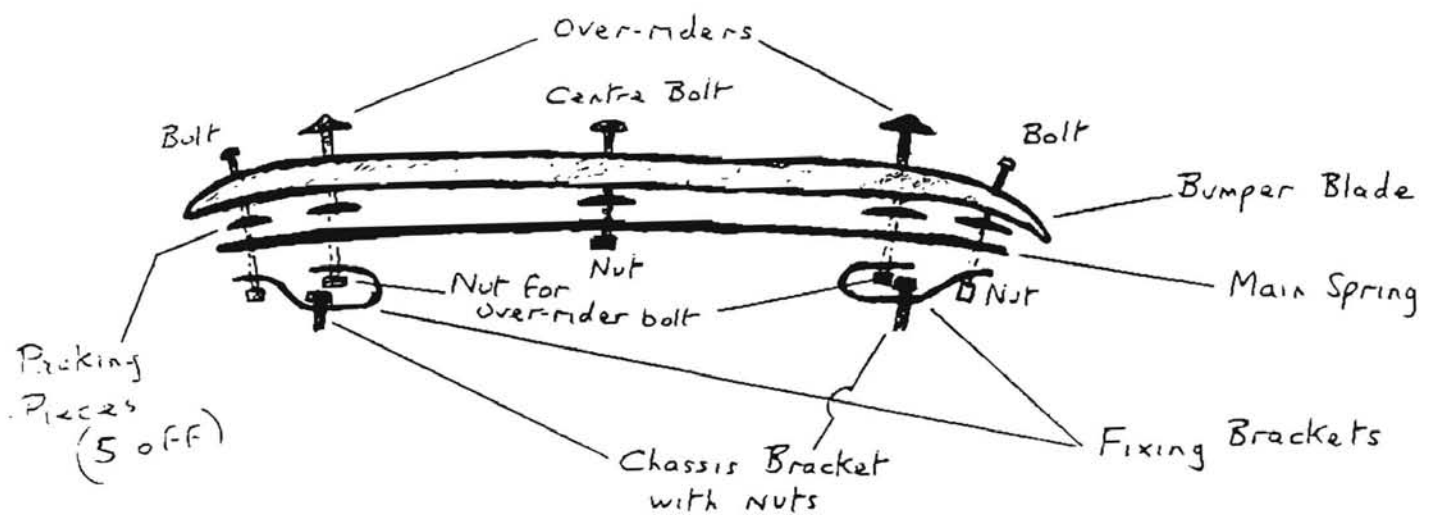


BOTH BUMPER BLADES HAVE THREE HOLES,  
THEREFORE THREE PACKING PIECES AND THREE BOLTS

## FRONT



## REAR



BOTH BUMPER BLADES HAVE FIVE HOLES,  
THEREFORE FIVE PACKING PIECES. THERE  
ARE ONLY THREE BOLTS BECAUSE THE  
OVER-RIDERS HAVE THEIR OWN BOLTS



# BUMPER DETAILS FROM THE THREE PARTS LISTS

DESCRIPTION (FROM PARTS LISTS)	AMOUNTS		
	YA	YT	YB
<u>FRONT BUMPERS</u>			
BACKSPRING (YA) / MAINSPRING (YT/YB)	1	1	1
FIXING BRACKETS	NIL	2	2
BOLTS (YA) (TWO OF ONE SIZE, ONE OF ANOTHER, ON YA)			
BOLTS (BRACKET TO MAINSPRING & BLADE) (YT)	3	3	3
BOLTS - BRACKET (BLADE TO MAINSPRING) (YB)			
ALL THREE SAME PART NO.			
PACKING PIECES	3	5	5
OVER-RIDERS	NIL	2	2
<u>REAR BUMPERS</u>			
BACKSPRING (YA) / MAINSPRING (YT/YB)	1	1	1
FIXING BRACKETS	NIL	(1)	2
ERROR IN LIST ??			
BOLTS (YA)			
BOLT (BRACKET TO MAINSPRING AND BLADE) (YT)	3	2	2
BOLT BRACKET (BLADE TO MAINSPRING) (YB)			
BOLT (MAINSPRING TO BLADE) (CENTRE) (YT)	NIL	1	1
BOLT - CENTRE (BLADE TO MAINSPRING) (YB)			
PACKING PIECES	3	5	5
OVER-RIDERS	NIL	2	2

by Dave Lawrence.

May 7, 1952.

concluded from the June issue....

**Motor**

## Going West Quietly— Contd.

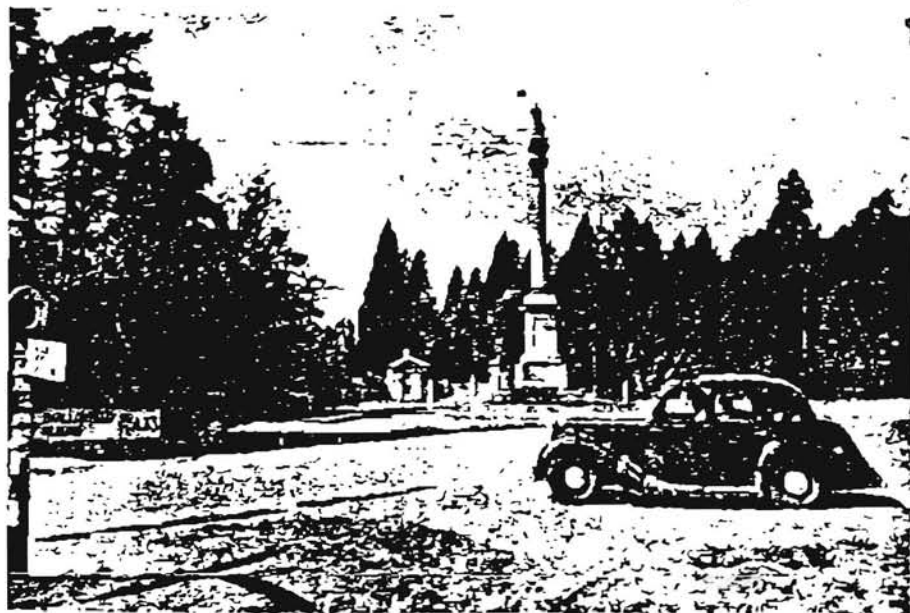
**EMINENT SOLDIER.**—A statue of the Duke of Wellington stands high on a column where the Eversley road joins A33.

Finally, however, we were on our way again, through Andover, away to the north to Amesbury, and off along A33. From a motoring point of view, this is a grand road, well surfaced and with long, easy gradients up which the M.G. sped at a rate of knots. Moreover, although a main highway, it appears to be less used than the more famous A303, farther south.

So we came to Bruton and tea-time. This sleepy little Somerset town is notable for its fine church tower, St. James's Hospital—a seventeenth-century almshouse—and a three-storeyed pigeon cote, sole relic of a medieval abbey. To judge from the fact that, search as we would, we could find no hotel at which tea could be obtained, few visitors come to see these wonders. As is usually the case when one searches for the unattainable, the immediately became of paramount importance. Finally we took it in a pleasant, though obscure, little tea-room worthy of comment if only for the small amount of money asked for so much food so well served.

For a little farther the way kept to a quiet main road—as far as Ansford, to be precise—and then, once again, led off along by-ways through Keinton Mandeville and Somerton Erleigh (lovely names for sleepy old villages) to Somerton, standing on a hill and with an attractive old circular market building. It was in this town, while filling up with petrol, that we encountered one of those rare models, a 1932 Riley Stelvio, still in the hands of its original owner and still in original paint, looking almost as good as the day it left the works.

What with pottering, stopping for photographs and our faggot-loading episode, we estimated that, to reach



the "Crown" at Exford in time for dinner would not allow further following of the planned "Quiet Way," which made quite something of a detour to the north through Othery. Accordingly, from Langport the main road to Taunton was taken, and thence local knowledge planned its own quiet way through Bishop's Lydeard and then across the Brendon Hills along a little used, but fast road to Wheddon Cross, Exford, and dinner.

There must be something in the training of naval officers which makes them particularly suitable for hotel keeping in their retirement, for seldom have I found a badly kept hotel with an ex-naval man running the show. Although we had "picked it with a pin," the "Crown," which is most cheerfully run by Comm. Castens, D.S.O., and who maintains this reputation, provided just the sort of accommodation we were looking for.

So ended our "Quiet Way" run—a pleasant meander through "unexplored territory" and, if not the fastest of routes, at least as quick as A30 on a Bank Holiday week-end.



**LOADING STICKS.**—A hold-up after a picnic lunch, while faggots of bean sticks were loaded on to a trolley.



**END OF THE ROAD.**—The M.G. outside the Crown Hotel at Exford on the Devon and Somerset border, where the crew were well lodged and fed.