

The Classic "Y"



Issue No.126 February 1995.

The Newsletter of The M.G. "Y" Type Register

CARS FOR SALE

"YT. Four-place tourer, nicely restored four years ago, third owner since new. A very sound and great-running car. \$20,000 o.b.o. Tel: C. van Hazebroeck [REDACTED] (U.S.A.)."

"1953 YB 1 $\frac{1}{4}$ Litre. A superb example with three local owners from new. You won't find a better one. £6,750. Contact Orchid Cars on [REDACTED]"

"M.G. YA. £5,250. Contact Orchid Cars on [REDACTED]"

"1950 M.G. YB (sic.) Fully restored. £6,900. Contact Collectors' Cars Ltd. on Kenilworth [REDACTED] or [REDACTED]"

Newsletter Editor/Registrar: J.G.Lawson, [REDACTED], Liverpool, [REDACTED]
J.K. Spares Secretary (new spares): A.Brier, [REDACTED], York, [REDACTED]
U.K. Spares Co-ordinator (second-hand spares): D.Mullen, [REDACTED], Liverpool, [REDACTED]
The Australian Y-Type Register: A.L.Slaterry, [REDACTED], Queensland, [REDACTED] Australia.
The M.G. 'Y' Type Register of South Africa: D.R.Lawrence, [REDACTED], Boksburg, [REDACTED], Republic of South Africa.
M.G. Y Register Danmark: F.Neumann, [REDACTED], Stobolm, Denmark.

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BLINDS & MUFFS

Recently, John Rowe of Ickenham, Middlesex sent me two photos of a contraption he found fitted between the radiator and grille on his 1953 YB. It was a radiator blind activated by a cable from the dashboard. He wanted to know whether this was an optional extra or whether it had perhaps been manufactured by a previous owner. At first I thought the latter. Although I had heard of this type of "remote control" blind being fitted to more expensive cars (such as Rolls-Royce and Bentley), I had never come across one on a "Y" before. On page 98 of my book (and in the Alternative Parts Numbers List) I give details of Midland Wintershields and Fabram "blinds", but it turns out that these are more properly radiator "muffs"; i.e., they are made of a leather-like material and fit over the outside of the grille (I have a photo of a "Y" Type in Norway so fitted). I have recently come across the accompanying illustrations in a couple of 1960s trade catalogues and they would seem to suggest that John's blind is perhaps of Aircon, Imperial or Midland manufacture, as what is today called an "after-market" accessory. As you'll see, the "Y" Type is not listed in the various models available, but it would seem that these lists date from just after the "Y" Type went out of production and therefore only cover then-current models. So it could well be that John's blind was manufactured by one of these concerns.



AIRCON RADIATOR AIR CONTROL UNIT

Controlled from driving position and invisible from the grille. The Aircon is fitted flush against the radiator core, and all or part air-flow can be simply and effectively shut off. Assists engine to give peak performance by running at correct and even temperatures. Minimises risk of radiator bottom freeze ups and prevents excessive choking.

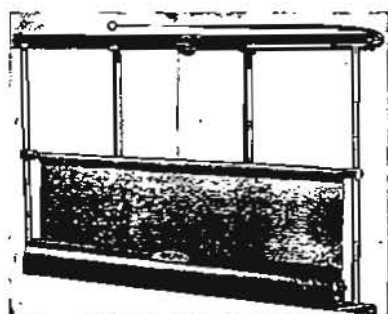
The Aircon main components are: Spring-loaded blind, the blind being designed to resist engine heat and all types of weather conditions. Bowden cable to bulkhead. Rust proof channelled-steel frame.

Available for all popular cars.

IMPERIAL DASHBOARD CONTROLLED RADIATOR BLINDS

		Each
H77/4000.	Austin A30 ...	60/-
H78/4500.	A40 Somerset ...	67/6
H79/4608.	A40 Cambridge ...	70/-
H80/4608.	A50 Cambridge ...	70/-
H81/4804.	A70 Hereford ...	72/6
H82/5000.	A90 Westminster ...	75/-
H83/5608.	Daimler Conquest ...	85/-
H84/4500.	Ford Popular ...	60/-
H85/4500.	Anglia, 1954 ...	60/-
H86/5206.	Consul ...	70/-
H87/5206.	Zephyr ...	70/-
H88/4304.	Hillman Minx Ph. 4-7 ...	65/-
H89/5304.	Humber Hawk, 1954 ...	80/-
H90/5608.	Jaguar Mk. VII ...	85/-
H91/4304.	Morris Minor, o.h.v. ...	65/-
H92/5000.	Cowley, 1954 ...	75/-
H93/5000.	Oxford, 1954 ...	75/-
H94/5108.	Riley 1½ litre ...	77/6
H95/5304.	Pathfinder ...	80/-
H96/5608.	Rover 75 ...	85/-
H97/4500.	Standard 8, 1953/54 ...	67/6
H98/4804.	Vanguard ...	72/6
H99/5000.	Sunbeam-Talbot 90 ...	75/-
H100/5000.	Triumph Renown ...	75/-
H101/4804.	Vauxhall Wyvern, 1954 ...	72/6
H102/4804.	Velox, 1954 ...	72/6
H103/5000.	Wolseley 4/44 ...	75/-
H104/5000.	6/80 ...	75/-

Radiator Blinds

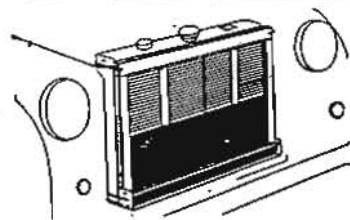


MIDLAND RADIATOR BLINDS

Individually designed for each motor vehicle. dashboard operated.

Code/K

H.P. and Type	Year	Model No.	Each
AUSTIN			
A.30 ...	1954/6	1007	62/6
A.35 ...	1956/8	1007	62/6
A.40 ...	1949/54	1004	75/-
A.40 ...	1954/6	1008	72/6
A.50 ...	1954/6	1008	72/6
A.55 ...	1957/8	1008	72/6
A.95 ...	1957/8	1009	80/-
A.105 ...	1957/8	1009	80/-
AUSTIN HEALEY			
Sprite ...	1958	1041	65/-



IMPERIAL RADIATOR BLINDS

Dashboard controlled for private cars.
Code/Ford Units G; others K

Code	No.	Make and Model	Each
AUSTIN			
10	A.30 and A.35 all models	£3 10 0	
13	A.40 Devon and Dorset	£3 12 6	
13A	A.40 Somerset & Countryman	£3 12 6	
13B	A.40 Sports	£3 17 6	
13C	A.40/A.50/A.55 Cambridge	£3 15 0	
13D	A.40 Farina	£3 12 6	
13C/1	A.55 Mk. II	£3 15 0	
16A	A.70 Hereford Saloon and Countryman	£3 17 6	
17A	A.90/Westminster, A.95 and A.105 Saloon & Countryman	£4 0 0	
17B	A.99 Westminster	£4 0 0	
18	A.125, 135, Sheerline, Princess	£4 5 0	
7	1959 Princess	£4 0 0	
19	Healey "100"	£4 5 0	
19A	Healey 100/6	£4 5 0	

H.P. and Type	Year	Model No.	Each
AUSTIN NASH			
Metropolitan ...	1955/8	1025	75/-
FORD			
Anglia ...	1945/54	1028	65/-
Anglia ...	1956/8	1000	60/-
Prefect ...	1945/54	1027	65/-
Prefect ...	1956/8	1000	60/-
Escort ...	1956/8	1000	60/-
Popular ...	1954/8	1011	65/-
Consul ...	1952/6	1035	75/-
Consul ...	1956/8	1001	75/-
Zephyr-Zodiac	1952/6	1036	75/-
Zephyr-Zodiac	1956/8	1002	75/-
HILLMAN			
Minx Mk. 8 ...	1955/6	1048	70/-
Minx Series 1 & 2	1957/8	1012	70/-
Husky ...	1956/7	1048	70/-
Husky ...	1958	1012	70/-

H.P. and Type	Year	Model No.	Each
HUMBER			
Hawk ...	1957/8	1023	80/-
Hawk & Snipe	1956/7	1052	80/-
JAGUAR			
Mk VII ...	1951/6	1060	80/-
Mk VIII ...	1957/58	1060	80/-
2.4 ...	1955/7	1043	75/-
3.4 ...	1957/8	1059	75/-
M.G.			
'A' ...	1956/8	1042	75/-
Magnette ...	1954/8	1049	70/-

H.P. and Type	Year	Model No.	Each
MORRIS			
Minor ...	1948/56	1013	67/6
Minor 1000 ...	1957/8	1013	67/6
Oxford III ...	1956/8	1015	80/-
Cowley III ...	1956/8	1015	80/-
Isis II ...	1956/8	1014	80/-
ROVER			
60-70-90 ...	1951/8	1006	80/-
105 R-5 ...	1957/8	1006	80/-
STANDARD			
8-10 ...	1954/8	1017	67/6
Pennant ...	1957/8	1017	67/6
Vanguard ...	1947/56	1046	75/-
Vanguard III ...	1956/8	1018	75/-
Sportsman ...	1956/8	1018	75/-
Ensign ...	1957/8	1018	75/-
TRIUMPH			
TR3 ...	1956/8	1057	75/-
TR2 ...	1954/6	1058	75/-

H.P. and Type	Year	Model No.	Each
VAUXHALL			
Victor ...	1957/8	1020	67/6
Wyvern ...	1956/7	1021	70/-
Velox-Cresta	1956/7	1022	70/-
Velox-Cresta	1958	1034	77/6
WOLSELEY			
1500 ...	1957/8	1019	75/-
4/44 ...	1953/6	1005	80/-
15/50 ...	1956/8	1005	80/-
6/90 ...	1955/8	1037	77/6

Code	No.	Make and Model	Each
FORD			
24	8Y, 8-TY, 10C, 10W Anglia 1939/53, Prefect 1939/53, Popular ...	£3 0 0	
25	Anglia and Prefect, 1958/59, Squire and Escort, 1955/59	£3 0 0	
26	Consul Saloon and Convertible Mk. 1 ...	£3 10 0	
26A	Consul Saloon, Convertible Mk. II and Estate Car ...	£3 19 6	
27	Zephyr, Zodiac and Convertible Mk. I ...	£3 10 0	
27A	Zephyr, Zodiac, Convertible Mk. II and Estate Car ...	£3 19 6	
28	Pilot ...	£3 15 0	

Code	No.	Make and Model	Each
HILLMAN			
29	Phase I and II ...	£3 12 6	
29A	Phase III ...	£3 12 6	
29B	Phase IV-VII ...	£3 10 0	
29C	Phase VIII and Californian ...	£3 10 0	
64B	Husky Series I, 1958/59 ...	£3 15 0	
64B	New Minx and Estate Car Series I, II and III ...	£3 15 0	

Code	No.	Make and Model	Each
HUMBER			
30B	New Hawk, 1957/59 ...	£4 0 0	
31B	Super Snipe, 1955/57 ...	£4 5 0	

Code	No.	Make and Model	Each
JAGUAR			
34	Mk. VII, VIII and IX ...	£4 5 0	
35	XK 120 ...	£4 5 0	
35A	XK 140 ...	£4 5 0	
35B	2.4 and 3.4-litre ...	£4 0 0	

Code	No.	Make and Model	Each
MORRIS			
46	Minor and 1000. All models	£3 10 0	
47	Oxford Series I and Travellers' Car ...	£4 0 0	
47A	Oxford, Ser. II, III and Cowley	£4 0 0	
48	Six ...	£4 0 0	
48A	Isis, Isis Series II and Isis Travellers' Car ...	£4 0 0	
13C/1	Oxford Series V ...	£3 15 0	

Code	No.	Make and Model	Each
ROVER			
53	60 and 75 P.3, 1948/50 ...	£4 5 0	
53A	A.60, 75, 90 and 105, 1954/59	£4 5 0	

Code	No.	Make and Model	Each
STANDARD			
60	8 h.p. 1953/59, 10 h.p. 1955/59	£4 0 0	
63	Pennant ...	£3 17 6	
63A	Vanguard, Phase I and II, Vanguard, Phase III, Vignale, Sportsman and Ensign ...	£3 17 6	

Code	No.	Make and Model	Each
VAUXHALL			
72B	Wyvern, 1952/56 ...	£3 17 6	
73A	Velox, 1952/54 ...	£3 17 6	
73B	Velox and Cresta, 1955/57 ...	£3 17 6	
73C	Velox and Cresta, 1958/59 ...	£3 17 6	

Code	No.	Make and Model	Each
WOLSELEY			
77	4/50, 6/80 ...	£4 0 0	
78	4/44 ...	£4 0 0	
78A	15/50 ...	£4 0 0	
78B	1500 ...	£4 0 0	
13C/1	15/60 ...	£3 15 0	
79	6/90 ...	£4 0 0	
17B	6/99 ...	£4 0 0	

THE M. G. "Y" TYPE REGISTER

Annual Summary of Important Statistics
(as at 10th January 1995)

YAs on the Register (of which 13 are left-hand-drive)	651
YBs on the Register	244
YTs on the Register	217
YRCs on the Register	3
Specials/Composites on the Register	13
Unknown (mainly saloons) on the Register	51

Total number of cars on the Register	1,179
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Cars identified by chassis number:

1947	64
1948	100
1949	274
1950	193
1951	94
1952	84
1953	96
TOTAL	905

Number of cars in each country: (32 countries)

England	554
Australia	309
U. S. A.	114
Republic of South Africa	47
Scotland	30
Wales	17
Eire	15
Canada	14
Switzerland	11
New Zealand	11
Netherlands	9
Northern Ireland	9
Denmark	5
Singapore	5
Belgium	4
Channel Islands	3

Two each in Sri Lanka, Malaysia, Germany, Portugal, India and Norway.

One each in Madeira, Japan, Zimbabwe, Cyprus, Hong Kong, Bangladesh, Macau, Namibia, Austria and Finland.

Register News

Since last time (October), just four new "Y" Types have been discovered. An early car, Y/0345 has been allocated no.1155 on the Register. It is owned by Mike and Marie Tye of [REDACTED] Hampshire. Engine number is SC/A29481, a factory replacement unit, of course, and the reported registration number is "FWD396". The car is green in colour with a "brown/beige" interior and its owners say that it "is in slightly 'grotty' but totally original condition, having been recently discovered in a garage in the village where it has rested for the last 20 years. It has been in local ownership for the last 36 years. The body needs some attention and a respray and the somewhat tired upholstery needs repair". It was hoped to have the car M.O.T.'d by now.

No.1178 has been allocated to Y/5835, a 1950 car owned by Mr.J.F.Perrie of Morayshire, Scotland. It is black with a red interior and was purchased part-restored. Reported registration number is "JUY301".

"GGD880", long held on the Register as no.985, has turned out to be Y/2378, a 1949 car with yet another factory replacement engine, SC/C19988. Its body number is 2019/2072. This "Y" has been finished in maroon and cream following a restoration; it is currently owned by Mr.Brian Newton of [REDACTED]

Y/4080 (allocated no.1180 on our Register) has surfaced in the Republic of Ireland. This 1949 car (engine number SC/X13882) is interesting in that its owner, Mr.Brian Sloan, says that it does not have the Jackall System fitted. We have had a report in the past that Irish "CKD" cars (i.e., those sent across in "kit" form and assembled in Ireland) did not have Jackall Systems fitted, and although it is not known for certain at this stage whether Y/4080 was a CKD car (one of 108 such "Y" Saloons in 1949), possibly this theory regarding the non-fitting of the Jackall Systems may be true. The car was black in colour originally (with a red interior) and is reported as being in "condition 2 and a runner". Incidentally, there is another theory that many CKD cars were finished in non-factory-original colour schemes, but so far only a two-tone blue YB we know about seems to give any credence to this.

Finally, Mike Silk from Wakefield reports that last October there was a bright red "Y" Type in at Naylor Brothers for restoration.

LETTERS

Gentlemen,

I just read John Lawson's "Y-Type Saloons and Tourers" and saw that you existed. Actually, a few other owners of Y/Ts here in the U.S. had mentioned it to me, but it didn't sink in until now: I've just taken my Y/T totally apart and will restore it this winter, without fail.

A brief background on how I got the car: I've had a TD since 1979, unrestored and in great original condition, taking it on many of the long trips sponsored by The New England "T" Register. Six and a half years ago a daughter was born, and since she was 1'2, she's been part of the M.G. "mystique" with her own pillow over the handbrake and her own seat belt.

Realising babies do grow up and the enthusiasm for M.G. touring would not wane, we searched for a "larger" (and an affordable) M.G. Several leads and years later, we came across EXU 3030 and bought it in late 1992. It was all "there", a gaudy grass green, but the engine (not the original one, but XPAG 20438) didn't turn over, there were no rocker panels and a lot of "homemade contraptions" and configurations.

To make a long story short, I got the engine rebuilt in 3 months and took it on two "T" Register trips: in April 1993 down the Blue Ridge Mountains, and this past July across the U.S. and Canada to Vancouver and back. About 12,000 miles later and a host of "problems", I screwed up the courage, made the time, boned up on a lot of literature and friendly advice, and found an original "Maintenance Manual and Instruction Book for the M.G. One and a Quarter Litre (series 'Y')". That's become my "Bible", so to speak, and the car is now in total pieces, the body at the bead blasters etc.... you must know the rest, having heard this story frequently.

Consequently, we would like to learn more about the Y/Ts, as it's become a "love affair" with the entire family, much to the chagrin of the TD. What better way, perhaps, than to join your organization and catch up with whatever literature, data, resources and new friends you can offer.

John P. Friedler,
Bedford, New York.

Is that a picture of you and your car in the October 1994 issue of "Trillium News", John? - Ed.

SALES BROCHURE REVIEW

In all these years we have never really got to grips with the question of how many different types of Y-Type sales brochures there were originally. So, it may be useful to summarise here the ones we know to exist:

landscape format	14 pages	Y Saloon,	monochrome black & white (see p.28 of my book)	early 1947,
landscape format	14 pages,	Y Saloon,	monochrome black & white (see p.28 of my book)	6/47
fold-out format	16 pages	TC - Y - Y/T,	cream and maroon	8/48
		TC & Y/T		1/49?
fold-out format	16 pages	TC - Y - Y/T	cream/blue/grey	6/49
fold-out format	12 pages	TC - Y - Y/T		12/49
		Y/T		12/49?
fold-out format	12 pages	Clipper Blue TD & Maroon Y Saloon,		1950
portrait format		Y Saloon,	green monochrome (U.K. market) ?	
portrait format		Y Saloon,	green monochrome (Export)	3/50
fold-out format	6 pages	Y Saloon (M.6, car hire service by University Motors)	colour	1950
fold-out format	8 pages	YB, "little people"	colour (see p.49 of my book)	5/53

The editor would welcome any corrections and additions to above.

With thanks to Pooks Motor Bookshop, Fowke Street, Rothley, Leicestershire, LE7.7PJ for some of the information above.



476

THE AUTOCAR, MAY 14, 1948

Roger Barlow with the Zagatos, father and son, at their Milan works, with examples of streamlined Fiats. Last on the right is a big new Isotta Fraschini, bodied by Zagato.

Specialized M.G. for the U.S.

Italian Coachwork on Modified 1½-litre Chassis

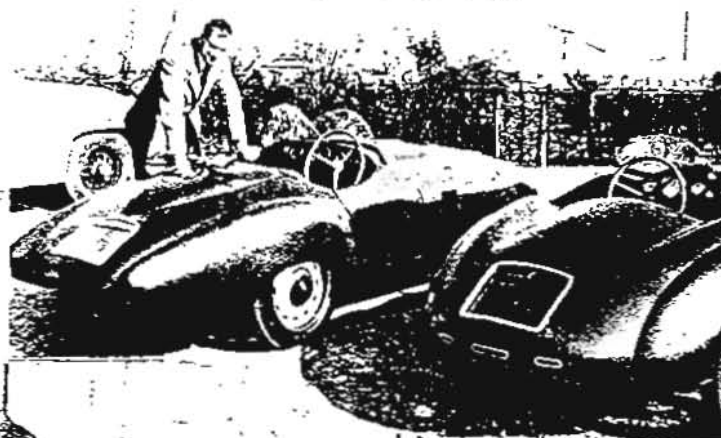
ON a recent visit to Europe Mr. Roger Barlow, president of the firm of International Motors, of Los Angeles, California, who has frequently contributed to *The Autocar*, furthered plans for offering in the U.S.A. a modified type of 1½-litre M.G. carrying bodywork by Italian coach-builders. Mr. Barlow visited both the M.G. Car Co. and the Italian coach-builders. Some time ago he tried the standard 1½-litre M.G. saloon in America and was most favourably impressed, especially with the steering and road holding. He felt, however, that more performance, in conjunction with a higher top gear ratio, was required and that specialist bodywork of the most modern character would give the car the right appeal among the Hollywood clientele.

For this special purpose the M.G. chassis, with the co-operation of the makers, will be modified to the extent of lowering and lengthening the steering column, making a 4 to 1 final drive ratio optional, and fitting additional instruments, including a rev counter and oil and water temperature gauges. The engine will be fitted with an ex-

haust manifold of the same pattern as on the TC Midget, and a remote control gear lever, also as on the current Midget, will be fitted. The engine will have a Shorrock supercharger. The intention is to produce some 70 cars with coachwork by Zagato, Castagna and Farina—open two-seaters and drop-head two- and four-seaters.

With the increased performance available from the engine modifications and the fitting of a blower, a

maximum speed exceeding 100 m.p.h. is expected, together with brilliant acceleration, for the open car is planned to weigh less than 1,550 lb (13½ cwt) and the two-seater drop-head less than 1,900 lb (slightly below 17 cwt). Delivery of the Zagato-bodied type is expected to begin in about four months and prices on the American market will be about 4,250 dollars for the two-seater and 6,500 dollars for the Castagna coupé.



Barlow inspects the Zagato-bodied streamliner two-seaters in Italy. Similar coachwork will be provided for the 1½-litre M.G. chassis for sale by International Motors in Los Angeles. With a blower which forms part of the modifications to be made to the M.G. a maximum speed of 108-110 m.p.h. is expected from the two-seater sports model.

Left: At the M.G. factory Roger Barlow is "measured" for the M.G. chassis during his discussion with the Abingdon engineers on the proposed modifications to the 1½-litre chassis for specialized American sales.



Reprinted courtesy of "Autocar".