



The Classic 'Y'



Issue No.152 October 1999

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

EDITORIAL

We must not let this year go by without marking the passing of Gerald Palmer, who died recently, aged 88. To recap, he was the designer of the bodyshell for the "Y" Type, as well as being responsible for the shape of the Jowett Javelin, M.G. "Z" Magnette, Wolseley 4/44 & 6/90 and Riley Pathfinder. TCY95 (October 1989 - exactly ten years ago) featured a short biography of him, and his obituary this July in the *Daily Telegraph* (sorry, issue date not known) gives much more information and contains many nicely crafted turns of phrase evocative of his era. Palmer's autobiography, *Auto-Architect*, was published last year - has anyone seen a copy?

The following gentlemen are interested in purchasing "Y" Types:

Mr. David Drew, [REDACTED], Berkshire, [REDACTED]
(a saloon in concours condition, preferably maroon in colour).

Mr. John Heath, [REDACTED], London, [REDACTED]

Any leads would be appreciated, I'm sure.

In the next issue I will start serializing some updates and amendments to Dave Lawrence's book, *Let There Be 'Y's*.

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L e T t e R S

Dear John,

I was pleased to see the Factory Production Records for "Y" Tourers in issue No.151. I know when mine was registered, but not when it was made. But, much to my surprise, it isn't listed - yet.

Interestingly, Dave Lawrence pointed out that on my car several identification plates have never apparently been fitted, and I have often wondered whether my Irish car was actually put together (minus some bits!) as a C.K.D. kit - probably in Cork. A batch even?

My chassis no. is Y/T 2744, and in your book chassis Y/T 2745 is listed, but this is not in the Production Record either. I wonder what numbers the other (two, at least) Y/Ts have in Eire?

Will all be revealed in No.152?

Mike Silk,

Yorkshire.

PS. Any trace of Sid Perelman's car yet?

Dear Mike,

I knew you would write to me, as I had realized when I was compiling TCY151 that your Y/T wasn't included in the "Factory Production Records"! I had been hoping since beginning to publish the factory production records that they would stimulate some correspondence to help fill the pages of the newsletter. There are several anomalies and interesting entries in the YB "Guarantee Plate Issue Ledgers" worthy of comment and further investigation, but no one, unfortunately, has picked them up or realized their significance.

The omission of your car (Y/T 2744) from the TCY151 lists was not an oversight; it really does not appear in the copies of the factory records that I have. Y/T 2745, last heard of resident in Co. Cork, does not appear either. I have the relevant batch of Y/Ts as finishing at Y/T 2741 and it would, as you say, be interesting to know whether '2742 and '2743 were "YA"s or Y/Ts. Unfortunately I have neither on the Register at the present time.

But what exactly are these "factory production records" that I have? The Y/T list which appears in TCY151 and those which will follow in forthcoming issues are compiled from five distinct documentary sources, none of which is specifically identified within as originating at the M.G. Abingdon (or any other Nuffield) factory. The Y/T lists certainly do not resemble the "Guarantee Plate Issue Ledger" listings of the YBs, and this is why they are not so titled in TCY.

As far as I have been able to ascertain, there are at least five different (fragmentary) documentary sources of M.G. "Y" Type production data which originated at the original Nuffield factories and which still exist today. These are:

- 1. Guarantee Plate Issue Ledgers*
- 2. Production Control Department statistics*
- 3. Abingdon Works Export Statistics*
- 4. Nuffield Exports stats (different from #3)*
- 5. Records held by Cecil Cousins and handed over,
before his death, to the N.E.M.G.T.R. (?).*

From which of these sources do the (copied) Y/T records I now hold originate? I do not know.

I had thought that perhaps one explanation for the non-appearance of several known existing Y/Ts in the listings I have was that a good number of Y/Ts were sold originally to British servicemen (civil and military) abroad and very quickly repatriated - if I only have some form of export lists to refer to, some of these cars might not have been included therein. Likewise, it has been said that many late Y/Ts were sold domestically, when export sales were slowing down. But this latter has not been borne out by what we have found out about Y/Ts over the years; many of the very last cars, for instance, went to Australia (N.S.W. and Tasmania). What you say in the second paragraph of your letter provides another possible answer, and I had wondered, when compiling my TCY lists, where your car had been exported to originally. As I say above, Y/T 2745 was last heard of in Cork, but the only other Y/Ts I know of which are currently still extant in Eire (Y/T 3288 and Y/T 3960) are recognized as parts of known batches of Y/Ts (admittedly, '3960 comes at the start of a batch).

The Perelman car, by the way, is now known to have been Y/T/EXR/K 3174. It was last heard of with a Mr. T.W.Barrett III in Arizona, U.S.A. (corrects info' in my actual letter to Mike Silk).

JGL

Dear John,

Yes, I guessed there was more to it; but I can add a bit more.

I bought my car in Eire when I worked there for a couple of years in the early seventies; this was in Dublin, where the car belonged to a Mr. Storey, a member (like me) of the Irish Veteran and Vintage Car Club. He had bought it for his wife as a possible second car. I was a friend of his son, Trevor, who owned a TD. I really wanted a "T" Type at the time, but there were very few around over there. So, I bought my car in late 1971 so that I did not have the expense or hassle of importing it from the U.K. It really had no hood, and the clutch had rusted to the flywheel while it was off the road.

In the log book it showed the first owner as Dr. Brendan O'Hara, and he was also a club member at that time. It was the only car he ever bought new, and he told me subsequently that he had not been particularly satisfied with it; this is borne out by the fact that he sold it some five months later! I am pretty sure that he bought it new over there and did not import it personally. If he had, I'm sure he would have mentioned the hassle that would have been involved - but you can never tell!

I also attach copies of letters I sent to Mike Hawke some years ago; these add a few more bits to the history of my car (*extracts from these are reproduced below - Ed.*).

Dear Mr. Hawke,

I lived in Dublin between 1971 and 1973 and joined the I.V.V.C.C....the attached refers to the Crawford's Golden 1000 (handicap) held at Mondello Park on 18th June 1972 in conjunction with the (short-lived?) Irish Section of the M.G.C.C. As you can see, I was No.20 in (wait for it) an M.G. 1¹/₄ Litre "Y" Tourer, to make up the numbers....a big-end went with a lap or two to go. As first away, and with no previous experience, I seemed to be circulating on my own for ages before I saw anyone....When I raced the Y/T I had only got it running the night before, having purchased it as a non-runner some months previously from the father of Trevor Storey (no.27 in the race). I did remove the windscreen and seats and taped on a fabric tonneau. The tyre pressures were far too low and the oil pressure gauge wasn't reading because there

wasn't any (oil pressure). I suppose I should not have raced, but I'm glad I did now. I put a new shell in the engine and ran the car for another 3,000 miles or so before rebuilding the engine (in the summer of 1973). My wife then learned to drive in the Y/T and we ran it as our everyday car until about 1976....Another interesting fact is that the Y/T belonged originally to Dr. Brendan O'Hara (who drove car no.16, a Fiat, in the same Crawford's Golden 1000 race).

Mike Silk,

Yorkshire.

REGISTER NEWS

I've often mentioned how cars already on the Register will suddenly turn up again after being "missing" for very many years. Our first little story this month concerns just one such, the added bonus for me being that this one wasn't even officially on the Register. No, all I ever had on it was an address:

Wiltshire. Just one of many owners' addresses from which no reply to a Register query was ever forthcoming - this was in April 1982. The history of this car is as follows:

Chassis No.: YB/0678

Engine No.: SC2/17556

Body No.: 6330/505.

First registered (as "JHR616") to Dorothy Olive Colbourne of [REDACTED], Wiltshire on 24/10/52. The second owner was Louis John King (also of [REDACTED]); he acquired the car on 02/06/60. Mileage as at 04/05/70 was 41,066. In the seventies the car was owned by Reginald John Walters of [REDACTED] Hampshire, and in March 1982 (probably) it came into the possession of Andrew and Dreena Booth of [REDACTED]. On 14th July 1982 the YB passed an M.O.T. and by this point in its life the mileage had risen only to 42,090. The Booths had advertised a "Y" Type saloon for sale in the April 1982 issue of a certain M.G. enthusiasts' magazine, the name of which currently escapes me, and in due course a buyer appeared in the shape of Mr. Daniel Hayes of North Carolina, U.S.A. The sale was agreed, the shipping arranged, and YB/0678 left for Portsmouth, Virginia on board the *Atlantic Cognac* out of Liverpool on 28th June 1983. Total mileage at this time was 42,328.

Regrettably, in 1987 Daniel Hayes was killed whilst driving his TC and ownership of his three cars then passed to his father, Jack Hayes (also of North Carolina). On 10th July 1999 these vehicles were auctioned and YB/0678 was acquired by its current owners, Doug and Judy Walker of [REDACTED], North Carolina. Mileage as at the date of the auction was 45,691. The original log book for this car shows the original exterior colour to have been "grey" and indeed YB/0678 is "silver-grey" today. However, the inside face of the boot lid is black, suggesting perhaps a respray at some time or at the very least a replacement boot lid. There is something not quite right, I feel, about its current exterior finish. Register No.1338 has been allocated to this car.

And so, on to other Register News... Working backwards, as it were, from #1338, Register No.1337 is a 1947 "YA", Y/0515, registered "LSM181" (possibly "LSH"). This summer it was purchased for restoration by Mr. Richard Cox of Oxfordshire/Warwickshire.

No.1336 is also to be restored. It is YB/0540, another 1952 YB, and it is currently owned by Mr. S.Kukuruzovic of [REDACTED], near [REDACTED], Yorkshire. YB/0540 carries the road registration "HWN774" and has a replacement engine, RS.16091. Body number is 6211/368 and, interestingly, it is thought to have been green with a dark red interior originally.

It seems it's all '47 "YA"s and '52 YBs this time, for here's another early car, Register No.1335. This one was found for us by Roy Scopes (who owns YB/1052). Y/0879 was sold to Mr. M.E.Howard of [REDACTED], Ipswich, Suffolk by Mike Green of nearby N.T.G. Services, around thirty years ago. Unfortunately, the registration number then on the car (said to have included the letters "MG") was retained and Y/0879 had to be re-registered as "260HYY". The engine is said to be SC/10620, but the original plate on the engine block is believed to be missing... Apparently Mr. Howard still uses the car regularly but it now needs some work (for instance, the paint is peeling off the roof).

Finally, a couple of ownership changes/updates. No.1074 (Y/1974), based in South Africa, has been sold by Derek Howes to Bob Wilmot of [REDACTED]. Dave Lawrence says that Bob will be "going for a concours rebuild" (he owns two concours MGAs and a concours TC already!) Denis Jean of [REDACTED] has YB/1465 (Register No.749) for spares use. Its body is in very bad condition and the area around the sunroof is rotten. Denis also owns Y/0398 (Register No.1275) - there, another 1947 "YA"!

Y/T FACTORY PRODUCTION RECORDS - EXPORT ANALYSIS

Exported to U.S.A. = 114

1948	=	4
1949	=	23
1950	=	36

Inskip	=	56
Chicago	=	9
South Carolina	=	6
Florida	=	6
North Carolina	=	5

Exported to N.S.W., Australia = 108

batch II of the production listing follows on the next page...

Y/T FACTORY PRODUCTION RECORDS

Pt.II.

Chassis No.	Completion Date	Chassis No.	Completion Date		
Y/T	3059	18/05/49	Y/T/EXR	3208	23/06/49
Y/T	3064	24/05/49	Y/T/EXR	3209	23/06/49
Y/T	3065	24/05/49	Y/T	3210	23/06/49
Y/T	3066	24/05/49	Y/T	3211	23/06/49
Y/T	3067	24/05/49	Y/T	3212	23/06/49
Y/T	3068	24/05/49	Y/T/EX(U)	3213	23/06/49
Y/T/EXR	3069	24/05/49	Y/T	3214	23/06/49
Y/T	3070	24/05/49	Y/T	3215	23/06/49
Y/T	3071	24/05/49	Y/T	3216	23/06/49
Y/T/EX(U)	3072	24/05/49	Y/T	3217	23/06/49
Y/T/EX(U)	3073	24/05/49	Y/T	3245	23/06/49
Y/T/EX(U)	3074	24/05/49	Y/T	3246	23/06/49
Y/T/EXL	3075	24/05/49	Y/T	3247	23/06/49
Y/T	3103	30/05/49	Y/T	3248	23/06/49
Y/T	3104	30/05/49	Y/T/EXR	3249	23/06/49
Y/T/EX(U)	3105	30/05/49	Y/T	3250	23/06/49
Y/T/EX(U)	3106	30/05/49	Y/T	3251	23/06/49
Y/T	3107	30/05/49	Y/T	3252	23/06/49
Y/T	3108	30/05/49	Y/T	3253	23/06/49
Y/T	3109	30/05/49	Y/T/EX(U)	3254	23/06/49
Y/T	3110	30/05/49	Y/T	3255	23/06/49
Y/T	3111	30/05/49	Y/T	3256	23/06/49
Y/T	3112	30/05/49	Y/T	3284	14/07/49
Y/T	3113	30/05/49	Y/T/EX(U)	3285	14/07/49
Y/T	3114	30/05/49	Y/T/EXR	3286	14/07/49
Y/T	3142	01/06/49	Y/T/EX(U)	3287	14/07/49
Y/T	3143	01/06/49	Y/T	3288	14/07/49
Y/T/EX(U)	3144	01/06/49	Y/T	3289	14/07/49
Y/T	3145	01/06/49	Y/T/EXR	3290	14/07/49
Y/T	3146	01/06/49	Y/T	3291	14/07/49
Y/T/EX(U)	3147	01/06/49	Y/T/EXR	3292	14/07/49
Y/T/EXR	3148	01/06/49	Y/T	3293	14/07/49
Y/T/EXR	3149	01/06/49	Y/T/EXR	3294	14/07/49
Y/T	3150	01/06/49	Y/T	3295	14/07/49
Y/T	3151	01/06/49	Y/T/EXR	3296	14/07/49
Y/T/EXL	3152	01/06/49	Y/T	3297	14/07/49
Y/T	3153	01/06/49	Y/T	3298	14/07/49
Y/T	3154	01/06/49	Y/T/EXR	3299	14/07/49
Y/T	3155	01/06/49	Y/T/EXR	3300	14/07/49
Y/T	3156	01/06/49	Y/T/EXR	3301	14/07/49
Y/T	3157	01/06/49	Y/T	3335	
Y/T	3172	14/06/49	Y/T/EXR	3336	
Y/T/EX(U)	3173	14/06/49	Y/T	3337	
Y/T/EXR/K	3174	14/06/49	Y/T	3338	
Y/T/EX(U)	3175	14/06/49	Y/T	3339	
Y/T	3176	14/06/49	Y/T	3340	
Y/T	3177	14/06/49	Y/T	3341	
Y/T	3178	14/06/49	Y/T	3342	
Y/T	3206	23/06/49	Y/T/EX(U)	3343	26/07/49
Y/T	3207	23/06/49	Y/T/EXR/K	3374	