



The Classic 'Y'



Issue No.153 December 1999

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

REGISTER NEWS

In the main I have only some South African changes of ownership to report this time:

- # 34. Y/1934 sold in 10/99 by J.Coetzer of [REDACTED] to Dave Lawrence of [REDACTED]. Is fitted with a Morris 10 engine and is not in good condition, with some parts missing.
- # 620. Y/T/EXR 3430 sold in 8/99 by Richard J.Mitchell of [REDACTED] to Chris Swale of [REDACTED].
- #1000. Y/1958 sold by John Addis of [REDACTED] to Basil McCathie of [REDACTED]. Was in very original condition but in a bad state of repair.
- #1072/#1083. Y/1954-Y/1946 (hybrid) sold by John Addis of Pretoria to Basil McCathie of [REDACTED]. To be quickly restored to running condition, originality not being a factor. Parts of Y/1958 (above) may be used in this exercise.

Apart from the above, and very much nearer home, Edward Cook of [REDACTED], Lancashire tells me that Y/5100 (#136) is to be made roadworthy again. It is currently up on blocks and has been painted and rechromed. Only final assembly is required.

Will readers in Postal Zone 2 (in effect, Australia and New Zealand) please note that as from 20th November 1999, the rate for a year's subscription to *The Classic Y* has been increased to £20.

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Heading illustration courtesy of *Motor*.

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L e T t e R S

Dear John,

Received TCY152 today. I was interested in the comments on the Y/Ts. Mike Silk's car is quite interesting in that there is no Body Type/Body Number plate, nor are there any holes drilled for it. As far as Mike knows there has not been any work done in that area, to fill them. Perhaps even more strange, there is no Bulkhead plate. This was the small plate welded on top of the central hump in the bulkhead. There is no evidence of it having been removed. This is why I suggested it might have been a CKD car, although I suppose even these should really have the plates. I have always thought that CKD cars only went to Ireland, and there were apparently a few CKD Y/Ts.

Also, your Export Analysis. Presumably you have deduced this from known locations of existing cars - is this so? Plus the Australian (N.S.W.) Imports Lists. I notice you list four to the U.S.A. in 1948. Knudson's lists actually nominate five, but although we cannot prove it, my feeling is that all cars up to Y/T/2136 were probably EX(U)s for the U.S.A. Y/T/EXR/2137 was the first EXR, according to the Parts Lists.

There are quite a few anomalies associated with these Y/T lists, as I think I have pointed out to you before. What happened to 2466 and 2467? 2467 is listed as a Y/T in Zimbabwe. What about 2505? Or a probable batch 2937 - 2946? Others you have listed as Y/Ts, but not listed by Knudson, are 2664, 2703, 2745, 2883, whereas 2893, 2953 and 3156 are listed as Y/Ts by Knudson but as Ys by you. 3156, which DOES nicely fit in a Y/T block (as do the other two), is listed as a L.H.D. saloon (in Denmark), with full details.

Dave Lawrence,
[REDACTED] South Africa.

Dear Dave,

No, the Y/T Export Analysis at the bottom of p.5 of TCY152 is not my interpretation of anything. It is, as it says, taken from the Y/T factory production records, and is just as it appears there. I am aware that the figures make no sense at all, but they are reproduced just as they were copied down by those from whom we obtained the factory production data. Yes, there are many anomalies in the Y/T listings I have published so far, and I know there are many more to come in later instalments. But the point is, that it's no use asking me to explain the discrepancies. The people who should be pressed to provide answers are those who extracted this data in the 1970s and/or those who are in respected positions of authority in the M.G. world and are in a position to know the truth/facts.

JGL.

Parts for Sale

"Engine from a 1937 M.G., the same as the Series III Morris 12. It is in very good condition, complete with distributor, clutch, water pump and outside oil pump, etc. £225. Contact: Mr. Anothony Blackman, [REDACTED] Kent, [REDACTED] 6."

"Most XPAG engine parts, a wheel/tyre, a dashboard with instruments and key, various lights, mirrors and electrical components. For sale preferably in one lot. Contact: Mr. Peter Carter, c/o [REDACTED] Lancashire, [REDACTED] 1: [REDACTED]"

Let there be **'Y's**

by

David R. Lawrence

Corrections and Additions

Pt. I

Introduction, Pages 15 and 16

Further study of the photographs on these two pages reveals a minor error in the caption. In fact, the doors are not smaller than those of the definitive production models, nor is the hinge line further forward. What happened was that, for the production models, the top line of the rear quarter panel was extended further forward, into the top rear corner of the door itself. Thus, the door received the sharp upward sweep, rather than the rear quarter panel.

Introduction, Page 17 (penultimate para.)

With reference to the nine "Y" chassis sold without factory bodies, a mathematical error has crept into the calculations. After the description of all the "special bodied" cars, the paragraph should continue "The other two..." (rather than "The other three..."). (*The J.H. Keller open two-seater came to light very late in production of the book - JGL*).

Chapter 1, Section 10, Para. 3, Page 24

With reference to the statement that there was no distinction between the "Y" and the "Y/T" in how the Chassis Numbers, as stamped in the left forward chassis frame extension, were presented, one "Y/T" (Y/T/EXRK/4619, an original export to Switzerland) has been seen with the chassis extension stamped as Y T 4619. There was, unusually, enough space between the "Y" and the "4" to fit in the "T", which was the correct size and appeared original. No other similar example has been seen so far.

Chapter 1, Section 10, Para. 10, Page 24

Regarding the numbers and the "badge-like" stamping that appear on the right hand front chassis frame extension, the inscription "MG171" has been reported on Car Number YB/0321. However, this new number still needs confirmation.

Chapter 3, Para. 1, Page 33 and Appendix 4, Page 289

The rear leaf spring assembly on the "YB" was supplied with two rubber "Seating Pads", one upper and one lower. (Note that the "TD" Midget was also supplied with these). Rubber "Seating Pads" were not fitted to the rear leaf spring assembly of the "Y" and the "Y/T".

Chapter 4, Section 4, Page 37 (last para.)

Regarding the long coiled spring that possibly supported the electrical wiring that ran down the centre of the steering mast, it can now be confirmed that such a spring was provided. This spring is not listed anywhere in the Parts List, so it is assumed that it was supplied as part of the wiring loom itself. Note that it is indicated on the drawing in the Workshop Manual, on Page M-4.

Chapter 4, Section 4, Page 38

At the end of this Section it is stated that, for the "Y/T" slip ring assembly, two contacts were used. In fact, only one contact was used (the contact for the horn). The connection to the voltage control unit actually ran directly from the horn itself.

Chapter 6, Section 3, Page 45

On the "Y" and the "Y/T" the metal brake pipes were $\frac{1}{4}$ inch outside diameter, while on the "YB" they were $\frac{3}{16}$ inch outside diameter.

Chapter 6, Sections 4a and 4b, Page 47

On the "Y" and "Y/T" the front wheel cylinders were larger (at $1\frac{1}{8}$ inch) than those on the rear wheels (which were 1 inch).

On the "YB", all wheel cylinders were the same size, although the rear cylinder assembly was different to that at the front, because it incorporated a lever for the hand brake cable. The front wheel cylinders were interchangeable with each other.

Chapter 6, Section 5, Page 48

The hand brake cables for the "Y" and "Y/T" were "handed", i.e., there was a left one and a right one, and this is shown in the Parts List, with two different part numbers. The reason for this was that the small brackets on the greasing points were angled differently, for fitting on their appropriate side.

Note that this was not the case with the hand brake cables for the "YB". These were not "handed", and only one part number is listed.

Chapter 7, Section 4d and last para. of Section 4, Page 54

The three-way connector which was clipped to the rear axle casing on the "YB" was of a slightly different shape to that used on the "Y" and "Y/T".

Chapter 9, Section 2, Para. 2, Page 58

It has been suggested by some readers that the reference to "Aerolite" aluminium alloy pistons could be slightly misleading, in that some people might think that "Aerolite" was a type of metal. It is actually a make of piston, almost like a trademark name.

Chapter 9, Section 7a, Para. 2, Page 69

Reference the "M.G." badge on the radiator cowl nose piece (and also on the boot lid), it has been suggested by some readers that enamel does NOT fade over the years. This would indicate that the modern reproduction badges, with the darker brown, may not be accurate.

Chapter 9, Section 7g, Page 79

A section of black felt was glued to the top rear edge of the Petrol Tank of the "YB". This piece of felt was approximately $2\frac{3}{4}$ inches wide, and extended the full width of the Tank, left to right, and overlapped down the sides slightly. The purpose was to prevent possible direct contact and consequent rattling between the Tank and the floor of the Spare Wheel Compartment, which was very close on the "YB". (See also Chapter 11, Part A, Section 3e, Page 127).

Chapter 9, Section 9a, Page 82 (para. 5)

On Engine Number XPAG/TR/14384 the engine number was stamped into the flywheel housing below the brass identification plate. While, generally, the procedure described in this paragraph of the book was followed, it seems there were exceptions, probably both with the pre-13404 blocks and the post-13404 blocks.

Chapter 9, Section 9c, Page 86

Further Gearbox Numbers obtained:

SJ362	XPAG/SC2/17437	YB/0538
TR1025	XPAG/TR/12359	Y/T/EXR/2425
TR1192	XPAG/TR/13289	Y/T/EXRK/3374
TR1403	XPAG/TR/14016	Y/T/EXR/4267
TR1471	XPAG/TR/14384	Y/T/EXRK/4619

Chapter 10, Section 10b, Page 107

The Wilmot Breeden chrome plated operating "eyelid" switch for the Roof Light of the saloon cars was positioned on the right hand side of the roof on ALL cars, including left hand drive ones.

Chapter 10, Section 11a, Page 110 (sub-section 1 (para. 4))

Regarding the "YB" headlamp situation, Issue No. 1 of the "YB" Parts List gives three options of availability - the two mentioned plus an "all-paint" headlamp, i.e., the backshell and the rim were painted. Both painted versions were listed as "alternatives" to the chrome plated lamps. There is no evidence that the "all-paint" lamps were ever used.

Chapter 10, Section 11b, Page 114

The upper picture on this page, which shows the underneath of the front mudguard, seems to display some non-standard modifications to the wiring. Although not mentioned in the caption to the photograph, what appear to be separate earthing wires secured to the headlamp bracket bolt and to the sidelamp bolt are not original.

more next time...

Christmas Greetings to all our Readers

Y/T FACTORY PRODUCTION RECORDS

Pt. III.

Chassis No.		Chassis No.		Chassis No.		Chassis No.	
Y/T	3375	Y/T/EXR	3479	Y/T	3667	Y/T	3744
Y/T	3376	Y/T/EXR	3480	Y/T	3668	Y/T	3745
Y/T	3377	Y/T	3509	Y/T	3669	Y/T	3746
Y/T	3378	Y/T	3510	Y/T/EXR	3670	Y/T/EXR	3747
Y/T	3379	Y/T	3511	Y/T/EXR	3698	Y/T/EXR	3748
Y/T	3380	Y/T	3512	Y/T	3699	Y/T/EXR	3777
Y/T	3381	Y/T	3513	Y/T/EXR	3700	Y/T	3778
Y/T	3382	Y/T	3514	Y/T	3701	Y/T/EXR	3779
Y/T/EXR	3383	Y/T	3515	Y/T	3702	Y/T	3780
Y/T	3384	Y/T	3516	Y/T/EXR	3703	Y/T/EXR	3781
Y/T	3385	Y/T	3517	Y/T	3704	Y/T	3782
Y/T	3386	Y/T	3518	Y/T	3705	Y/T	3783
Y/T/EXR	3387	Y/T/EXR	3519	Y/T/EXR	3706	Y/T/EXR	3784
Y/T	3388	Y/T	3520	Y/T/EXR	3707	Y/T/EXR	3785
Y/T/EXR	3389	Y/T	3521	Y/T	3708	Y/T/EXR	3811
Y/T	3390	Y/T	3522	Y/T	3709	Y/T	3812
Y/T	3391	Y/T	3523	Y/T	3710	Y/T	3813
Y/T/EXR	3423	Y/T/EXR	3524	Y/T	3711	Y/T	3814
Y/T	3424	Y/T	3525	Y/T	3712	Y/T	3815
Y/T	3425	Y/T/EXR	3526	Y/T	3713	Y/T	3816
Y/T	3426	Y/T/EXR	3581	Y/T	3714	Y/T	3817
Y/T/EXR	3427	Y/T/EXR	3582	Y/T	3715	Y/T/EXR	3818
Y/T	3428	Y/T/EXR	3583	Y/T	3716	Y/T	3819
Y/T/EXR	3429	Y/T	3584	Y/T	3717	Y/T/EXR	3820
Y/T/EXR	3430	Y/T/EXR	3585	Y/T	3718	Y/T/EXR	3821
Y/T	3431	Y/T	3586	Y/T	3719	Y/T	3822
Y/T/EXR	3432	Y/T	3587	Y/T	3720	Y/T/EXR	3823
Y/T	3433	Y/T/EXR	3588	Y/T	3721	Y/T	3824
Y/T/EXR	3434	Y/T	3589	Y/T	3722	Y/T	3825
Y/T	3435	Y/T/EXR	3590	Y/T	3723	Y/T/EXR	3826
Y/T/EX(U)	3436	Y/T/EXL	3620	Y/T	3724	Y/T/EXR	3827
Y/T	3437	Y/T	3621	Y/T	3725	Y/T/EXR	3860
Y/T	3438	Y/T	3622	Y/T	3726	Y/T/EXR	3861
Y/T	3439	Y/T/EXR	3623	Y/T	3727	Y/T/EXR	3862
Y/T	3440	Y/T	3624	Y/T	3728	Y/T/EXR	3863
Y/T	3441	Y/T/EXR	3625	Y/T	3729	Y/T	3864
Y/T/EXR	3465	Y/T/EXR	3626	Y/T	3730	Y/T	3865
Y/T	3466	Y/T	3627	Y/T	3731	Y/T	3866
Y/T	3467	Y/T	3628	Y/T	3732	Y/T	3867
Y/T	3468	Y/T	3629	Y/T	3733	Y/T/EXR	3868
Y/T	3469	Y/T	3630	Y/T	3734	Y/T	3869
Y/T/EXR	3470	Y/T/EXR	3631	Y/T	3735	Y/T/EXR	3870
Y/T/EXR	3471	Y/T/EXR	3659	Y/T	3736	Y/T/EXR	3871
Y/T	3472	Y/T	3660	Y/T/EXR	3737	Y/T	3872
Y/T	3473	Y/T/EXR	3661	Y/T/EXR	3738	Y/T	3873
Y/T	3474	Y/T	3662	Y/T	3739	Y/T/EXR	3874
Y/T	3475	Y/T	3663	Y/T	3740	Y/T/EXR	3875
Y/T	3476	Y/T	3664	Y/T/EXR	3741	Y/T/EXR	3876
Y/T	3477	Y/T	3665	Y/T	3742	Y/T/EXR	3911
Y/T	3478	Y/T	3666	Y/T	3743	Y/T/EXR	3912