



THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.
Volume III. No.32. September 1980.

REGISTER NEWS:

Total cars on the Register as at 3rd September 1980: 441.
Made up as follows: YA: 142 YB: 89 YT: 104 YA/YB/TF composite: 3
Unknown (mainly saloons): 103.

MEMBERSHIP NEWS:

New Members: 232. C.Tague [redacted], Iowa [redacted], U.S.A.
233. R.Bentley [redacted], Cambridgeshire.
234. D.Tough [redacted], London E.14
235. N.W.Went [redacted], Leicestershire.

Address Change: 139. Flt.Lt. M.J.Rushmere, [redacted]

CARS FOR SALE:

- Reg'tr No.82: 1951 YA. c/n Y 7225. The latest YA in existence. Engine No: XPAG/SC/17043. Body No: 5841/5811. Colour: Tartan Red/Damask Red two-tone. Roadworthy, rebuilt engine and gearbox, new floor. Everything works, most things renewed or renovated. Registration No: HDW 64. Offers to: Mr. Brian Griffin [redacted], Tel: [redacted]
- Reg'tr No.408: 1950 YA. First appeared in Issue No.28. Still for sale. Asking price reduced to £1,000.
- Reg'tr No.426: 1951 YA. First appeared in Issue No.30. Still for sale. Asking price reduced to £350 or offers.
- Reg'tr No.437: YB. 'Exceptional condition, used only for shows last three years after complete overhaul.M.O.T. Tel: [redacted]
- Reg'tr No.438: 1950 YA. 'Sound, original, in daily use, tax/M.O.T. Metallic green/green leather. New tyres, brakes, battery, chrome etc. Manual, literature, spares. £1,000 wanted. Offers of £850+ considered. Tel: Gosport [redacted] evenings.'

Cont'd on p.32....

Dear John,

Your discussion of overcoming petrol pump problems (Issue No.30) reminded me of a related problem I had that may be causing headaches for some others and it is one that most other M.G.s would not be susceptible to. An air leak on the suction side of the pump was getting pretty drastic and nothing I did seemed to help a bit until it finally sank in that the leak wasn't at the pump, nor between the tank and the pump - it was actually inside the tank itself. The Y-Type draws its fuel out of the top of the tank rather than the bottom and through a fitting that isn't meant to be removable as in many modern cars. Obviously there must be a pipe inside running down to near the bottom of the tank and when this pipe begins to disintegrate the result is a horrendous air leak that can't be seen, heard, smelt etc.

I can think of a number of difficult and expensive solutions involving removal of the tank but there is one that is rather simple and can be done with the tank in place. - cap off the original fitting at the top of the tank and re-route the petrol line to a fitting that replaces the drain plug. If it is done right the line doesn't even need to be cut nor do new threads need to be tapped at the drain hole. There were two problems I was worried about, the small bore of the resulting fuel outlet (the drain plug is 1/8" BSP if memory serves me correctly) and the chance that all the debris that collects in the bottom of the tank ~~might~~ be sucked into the pump. The former hasn't been a problem, or at least full power at around 4000 to 4500 r.p.m. with a slightly tweaked (and sound) engine hasn't produced any hint of fuel starvation. The nipple at the tank was bored out as much as I dared (they're designed for fairly high pressure) and a brass standpipe was fitted into it reaching about 3/8" up into the tank with a screen around the top and so far there hasn't been any problem. There are a number of detailed ways to do it but I think as a minimum it will require a 1/2" to 1/8" reducing nipple, a 1/8" straight elbow, and a 1/8" nipple into the tank, or alternatively straight nipples and a reducing elbow. For those of us in the U.S. it's a bit more complicated - I didn't find an easy alternative to using a couple of adapters to go from BSP to NPT and back again. The nipples need to have tapered thread on one side, parallel on the other. In the U.S. all the necessary fittings are available from industrial valve and fitting suppliers - remember that BSP is the same as ISO parallel.

I hope the foregoing proves useful to someone. In my case the desired result was achieved 100%, the petrol pump immediately became much quieter and the engine much happier. If the usual test shows air bubbles in the petrol supply and there aren't any obvious leaks, I would recommend this modification be undertaken promptly.

I also have some questions regarding colours that perhaps can be answered by some of you living where these cars aren't quite so rare. The Australian Imports listings have been tremendously interesting, but also puzzling in that I suspect that many of the exterior colours indicated may actually refer to duo-tone combinations even though not so noted. For instance, all the cars through Y 1046 arriving in Australia were listed as either black or grey yet the original ads (e.g. 'The Autocar' 9th May 1947) and the road test appearing in the same issue clearly show duo-tone cars and Martin Brent in his 'Safety Fast' article of many years ago states, regarding the YA, that 'early cars were available only with black exterior and beige upholstery or in a grey/green duo-tone with beige or dark green upholstery.' Does anyone have further information regarding the possible availability of single colour grey cars during the early months of production? The question is further complicated by the fact that the Australian list does actually refer to two cars that arrived in 1949 as 'grey/green', the only cars on the entire list that appear as duo-tones, and a 'grey' car arrived on the same ship.

Similarly the list refers to a number of green cars beginning with Y 2458 which arrived in mid-1949. An article in 'The Autocar' of August 4, 1950, titled 'Green-Mantled - The 1 1/2-litre M.G. After Six Months'

Acquaintance" describes, in words and photos, a YA with a light green body and dark green wings. Were all green YA's so finished, or was there also a single-colour green YA?

Other colours on the list are cream, maroon and sun bronze. Probably only the cream would have had a different colour (black?) for the wings - did it? Also Elizabethan Grey starting with Y 2804 - is it the same as just plain grey on the earlier cars? And was it available only with matching wings, or contrasting wings, or either way?

Returning to Martin Brent's article, it is probably noteworthy that the Australian list seems to definitely show the existence of red upholstery as early as Y 0590, manufactured before the end of 1947.

As our cars become older and more rare questions of colour authenticity will grow more and more persistent and important. I hope my questions don't sound too dumb to those more 'in the know', and that 'The Classic Y' can serve as a forum for documenting whatever knowledge currently exists regarding original colours.

Yours sincerely

Tom Bowman.

A QUESTION OF COLOUR.

Prompted by the above letter, I have tried to piece together the current situation as we know it as regards original colours. What Tom says in his letter does, I think, highlight one problem which we should not overlook. This is, that just because we have been fortunate enough to obtain official contemporary documentation showing details of cars imported into New South Wales, this does not mean that the details of those cars were always entered absolutely correctly into 'the books' by the importer's clerks. So, we must proceed carefully. I have already said in Issue No. 29 that the exterior and interior colours of Y 3398 have probably been transposed when entered in the records. In the original documents there is only one column headed 'Colour' under which appears notation as follows for the first six entries: 'Grey-Green; Grey-Beige; Grey-Beige; Grey-Beige; Grey-Green Grey-Red'. Thus I have assumed that the second colour mentioned is that of the upholstery. In my opinion there seem to be very few errors or inconsistencies in the records which would tend to give the whole a lack of credibility.

I am 99.9% certain that the only duo-tones were green/grey and/or l. green/d. green (wings and running boards in the darker colour and the remainder of the body in the lighter shade). There were no cream/black, cream/brown or two-tone blue (?) cars and I even suspect that the grey/green description is synonymous with l. green/d. green (i.e. there was only one duo-tone). Also interesting is that a reference to 'Metallic Green' keeps cropping up in correspondence and indeed there were metallic green TF's and I have seen (albeit under 'a pile of junk' and in a dark garage - sorry Colin!) a two-tone green YA supposedly 80% original, the wings of which could be said to be 'metallic green' in colour. The Martin Brent article referred to does seem to have over-simplified the picture, however I believe that 'Safety Fast' did run another article recently on Y-Type colours and I would like to get hold of a copy of this on loan (Colin?). There is also the question of what colours were for export cars only? There are certainly two 1947 YA's in this country (Y 0343 and Y 0602) which their owners assure me were/are grey overall originally. Still, without more to do here's a rundown of what I believe the original Y-Type colours to be:

<u>YA</u>	<u>Exterior</u>	<u>with</u>	<u>Interior</u>
	Dk. Green	with	Dk. Green; Beige.

cont'd....

Maroon (Autumn Red?)	with	Beige;Red.
Metallic Green ?	"	Dk.Green?;Beige?
Black	"	Dk.Green;Beige;Red;Maroon ??
Grey	"	Dk.Green;Beige;Red.
Cream(Old English White?)	"	Dk.Green.
Two-tone green	"	Beige.
Elizabethan Grey		
(Export only ?)	"	Victorian Beige (Export only ?)
Sun Bronze		
(Export only ?)	"	Maroon (Export only ?)

YT

Green	"	Green;Beige.
Black	"	Red;Beige;Green.
Red	"	Red;Beige.
Blue	"	Beige.
Ivory (Cream ?)	"	Red;Green.

YB

Dk.Green	"	Dk.Green;Beige.
Maroon (Autumn Red?)	"	Beige;Red.
Black	"	Dk.Green;Beige;Red.
Old English White	"	Dk.Green.
Grey ?	"	?

John Lawson.

Reg'tr No.440: 1953 YB. Registration No: YMG 126. Colour : Dk.Green. Body No: 6844/1061. 'Very good for spares. All parts available except engine. Quick sale required as I am going abroad in August.' Contact: Mr.D.Tough, [REDACTED], London E.14. Car was still for sale at time of going to press (7th September).

Reg'tr No.378: 1949 YA. First appeared in Issue.No.22. Still for sale. Asking price now £850 or offers. Tel: [REDACTED].

PARTS FOR SALE:

'MG YA spares. Breaking four cars (Register Nos 442 to 445). Everything available including some body panels. Mr.Bishop, [REDACTED] Somerset. Tel: [REDACTED]

'MG YA spares. Tel: [REDACTED]

'Y-Type exhausts (box and tail sections). £10.35 + 10% p&p. Tulse Hill Car Repairs, 26 Tulse Hill, London S.W.2. Tel: 01-674-7105 and ask for Bob (!)

'The Classic Y' is published by Skycel Publications. ©
 Editor & Founder of the Register: J.G.Lawson, [REDACTED]
 [REDACTED] Merseyside, England.
 Magazine Printing: Prontaprint, 4 North John Street, Liverpool.
 Workshop Manuals: M.J.Dobby, [REDACTED]
 Yorks. (Printed by M.G.O.C.)
 Spares Secretary (UK): A.Brier, [REDACTED]
 [REDACTED] W.Yorks.
 Technical Advisers, USA & Canada: Tom Boscarino, [REDACTED]
 [REDACTED] New York [REDACTED]; Walt Genther, [REDACTED]
 [REDACTED] York [REDACTED] (also Spares Secretary USA).
 Meetings: H.J.Walklett, [REDACTED]
 Cars & Parts For Sale: Mike Dodd.
 Cover Design: Geoff Chennell/J.G.Lawson © 1978.
 Register Emblem Design: Chris Williams/J.G.Lawson © 1978.