

The Classic "Y"

Issue No.127 June 1995.

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

EDITORIAL

The factory photos on pages seven and eight of this issue have come to me via a circuitous route, one having already appeared in the newsletter of our sister organisation, the Australian Y-Type Register.

Cars for Sale

'YA 1950 Saloon, complete rebuild, regular use, M.O.T., spares, original manuals, reg. no., etc. £3.950. Tel: [REDACTED] Somerset (nr. MSI).'

Newsletter Editor/Registrar: J.G.Lawson, [REDACTED] Liverpool, [REDACTED]
U.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.Slattery, [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] Denmark.

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Register News

Around the world, those Y-Types still keep turning up! Thanks to James Hunter of Peachtree City, Georgia (that's the one in the U.S.A.), I have three "new" Y/Ts to report. They are:

Register No.1183 Y/T 4453 1950 Red with "off-white" interior
owner: Morton A. Harris of [REDACTED] Georgia.
No.1184 Y/T/EX(U) 3033 1949 Dk. Blue with Lt. Blue & White int.
owner: Bryson Leslie of [REDACTED], Tennessee.
No.1185 Y/T/EXR 2856 1949 Clipper Blue with "biscuit" int.
owner: Al Dohany of [REDACTED], Georgia.

Back home now (briefly), and Mike Silk has found out more about the bright red "Y" in at Naylor Bros. for restoration (mentioned in the last issue). It is Y6551 (engine no. SC/16295). I have allocated it No.1186 on the Register.

John Cochrane from [REDACTED] Co. Durham has been providing much valuable information on his two 1952 YBs of late. He has been restoring YB0686 for some years but has recently acquired a spares car which is new to me. YB0698 (allocated No.1187 on the Register) has been lying around derelict for the last fifteen years. It is "LBM602", has engine number SC2/17583, and is grey in colour with a maroon interior. When John acquired the vehicle he found it was fitted with a heater and a radiator blind just like those described in TCY126! Now, some "experts" have said that there never were any home-market YBs originally finished in "Silver Streak Grey", an early metallic paint. Well, according to YB0686's log book, it was "grey" in 1964 (and was resprayed "BRG" in 1972). Sales brochures indicate that 1952 YBs could be supplied in "grey", whereas in 1953 the grey shade became "Silver Streak Grey". Just to confuse you further, YB0698 (the "new" car) is presently grey but, per its log book, was originally white. Other "experts" maintain that there never were any Old English White YBs. Whatever, YB0686 "VEV228", which was rescued from a cliff top, is going to be finished in Silver Streak Grey to go with its maroon interior. Thanks, John for an interesting puzzle!

Sadly, one of John's friends, Angus Tallentire, a long-time Y-Type owner and winner of many awards with YB1184 (see page 50 of my book) passed away recently. Our condolences go to his family and friends at this sad time.

"NLF936" recently turned up. So what!, I hear you say. Well, I had had "NLF949" on the Register since our very early days (1978/79-ish). '949 is YB1050 and was black. Now I discover, thanks to its owner Mr. Roy Scopes of [REDACTED] Ipswich, that "NLF936" is YB1052 and was also possibly black originally. Neat that, isn't it? YB1052 had engine number SC2/17940 originally but has acquired replacement engine F86411 at some time in its life. It has been allocated No.1188 on our Register.

Now, quickly over to Australia, where Tony Slattery has discovered three new 'uns for us. They are:

cont'd....

Register No.1189	Y 1096	a 1947 wreck! (with engine no. SC/X10835)
No.1190	Y 1228	a 1948 car in Victoria with eng. SC/X10976
No.1191	Y 3934	a 1949 car in Tasmania with eng. SC/X13707
No.1192	Y 6668	a 1951 car in N.S.W. with engine SC/X16501

Twelve hundred up soon?

Y/6407 has had an interesting life. It started out in Cambridgeshire in 1951 and is thought to have been exported to the U.S.A. in 1977. It passed through two Californian owners before being recently exported to Switzerland and its new owner, Dr.Tobias Studer of [REDACTED].

Another 1951 car, Y/6396 (No.1196 on the Register), has recently been bought by Mr.P.J.Hollingdale of [REDACTED] in Scotland. Unfortunately, on its journey up north on a transporter the sunroof blew off and disappeared for ever somewhere near Oxford. Long-time readers of this newsletter will recognise, of course, that this isn't the first time this kind of thing has happened. Still, if anyone has a spare sunroof available, Mr.Hollingdale can be contacted at: [REDACTED] Ross-shire, [REDACTED] Y/6396 has engine number SC/i6167 and is Maroon with a red interior.

And lastly, news of the other YB pictured on page 50 of my book. Register No.496 (YB0610 - "MYW10") was recently exported to Jim Carroll of [REDACTED] Ohio, via The Old Star Garage, [REDACTED], Yorkshire. Readers might recall that this car was featured in a very inaccurate article in the "M.G. Enthusiast" magazine many years ago. It was Old English White, then Autumn Red - though maybe not Old English White originally, eh?

LETTERS

Dear John,

Apropos the article in the newsletter about radiator blinds, I can confirm that these were a proprietary fitting rather than an optional factory extra, still less a home-made device.

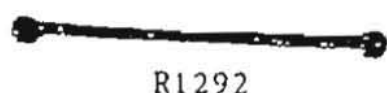
I well remember my father having one fitted to his 1948 Wolseley Eight and I reckon you are correct in assuming that the lists in the newsletter were printed after the last "Y" was produced. An earlier list would almost certainly include the "Y" type. Although our blind was fitted around 1950, when the car was no longer in production, there was no difficulty in obtaining it from whichever supplier we used.

I remember it worked by a bowden cable running through steel balls which located in a slot on the dashboard plate, thus giving a wide range of adjustment. It was a very effective device for rapid warming up and the only trouble we had was when the cable broke and fell on the plugs which shorted out and stopped the engine.

Trevor Austin,
[REDACTED], Surrey.

M.G. SEALS - T & Y types

	Part No.	Length of item	Price £
PETROL TANK STRAP	R1292	52"	5.50 each
WINDSCREEN SEAL			
3/16" thick glass	R2 3/16	8ft	8.50 each
1/4" thick glass	R270 1/4	8ft	5.75 each
Flat rubber strip	FRS1/16x		
in place of above	1x"	8ft	2.20 each
SEAL WINDSCREEN/SCUTTLE	R273	3'3"	2.95 each
SCUTTLE RUBBER (TA)	R628		9.50 Mtr
RUNNING BOARD - RUBBER	RBR 5/8"		.85 ft
RUNNING BOARD ALUMINIUM	RBA 5/8"		1.15 ft
BONNET REST RUBBER	R117	80"	5.75 each
WING PIPING BLACK PLASTIC	WP		.18 ft
BLACK FELT SOUNDPROOFING	BF	6'x3"x1/8"	3.40 each
Some of the above are also suitable for the Y type together with the items listed below. Some items on this sheet may also suit Morris and other saloons from the 30 s and 40 s.			
OPENING WINDSCREEN SEAL	R679	8ft	7.75 each
WIND UP WINDOW CHANNEL	FCS	6ft	5.00 each
DOOR SEAL 2 per door	D/S	19"	1.85 per door
DOOR SEAL (on door)	R679	5'6"	5.40 each
DOOR SEAL (on frame)	R1452	8'6"	1.00 ft
CLOTH COVERING for above	CL	8'6"	
for trim above doors etc.		21'	1.00 ft
total for car 55ft			
FRONT SUNROOF SEAL	EXSS12x12	34"	2.50 each
REAR SUNROOF SEAL	S386	34"	2.25 each
SEAL FOR BOOT	EXSS12x12	7'6"	6.40 each
SEAL FOR SPARE TYRE LID	EXSS12x12	6'6"	5.50 each
SEAL FOR QUARTERLIGHTS	R555	3'6"	2.60 each
/REAR SCREEN		6'0"	4.45 each
WING PIPING - front	WP	9'6"	.18 ft
BLACK PLASTIC rear		6'3"	
OVERRIDE BEADING	ORP	3"	.20 ft



R1292



R2 3/16
R270 1/4



R117



D/S



R555



R273



WP



R1452



R628



R679



EXSS12x12



S386



RBR 5/8" RBA 5/8"



ORP



FCS

Phil Jones

Shropshire,



The M.G. Y-Type Register (founded 1978)

[REDACTED], Liverpool, England, [REDACTED]

1st May 1995.

53K/34/95

Margaret Gillingham,
(Customer Services),
I.C.I.,
Needham Road,
Stowmarket,
Suffolk,
IP14 2AD

Dear Madam,

One of our members, Mr. John Cochrane of Co. Durham, recently told me that you had helped him indentify from your archives a modern equivalent specification for the 1952/53 M.G. paint colour Silver Streak Grey. — ROVER 4127 SWLE

There has been much debate and dissention over the years concerning the original shades of many of M.G.'s paint colours of this period (i.e., pre-B.M.C.) as the original factory records were lost many years ago.

The major supplier of car exterior paint to M.G. at the time was I.C.I. - Belco, but I believe that other manufacturers' supplies might have been used in times of shortage.

I would be most obliged if you could provide me with modern equivalent specifications for the following M.G. paint colours (and possibly also a sample (colour chip) of each if possible). The colours for which specifications are uncertain are:

ICI Reference

0126	Elizabeth Grey	(1947 to 6/49)
	Shires Green	(1947 to 6/49)
	Marcham Grey	(1947 to 6/49)
9448	MG Maroon	(mid-1947 to mid-1949)
2801	Sequoia Cream	(mid-1947 to 6/49)
2027M	Sun Bronze (metalescent)	(mid-1949 to 1951)
2007M	Almond Green (possibly metalescent)	(6/49 to 1951)
	Regency Red	(1948 to 1950)
2065	Ivory	(7/49 to 1950)
0146	Clipper Blue	(1948 to 1950)
2071	Autumn Red	(1952 to 1953)
0191	Woodland Green	(1952 to 1953)

I should also like your views, please, on the widely-held belief that, in those days, paint shades were likely to vary considerably between one batch and the next due to very "loose" specifications.

I look forward very much to receiving any help you can give us in this long-controversial area.

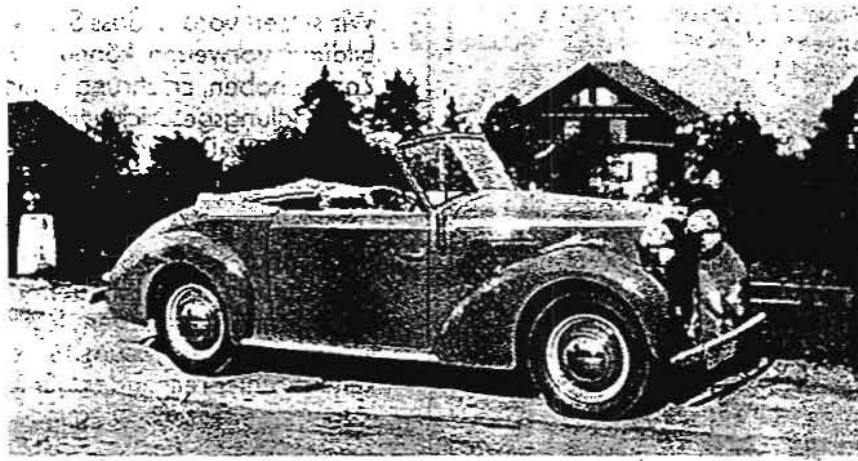
Yours faithfully

John Lawson

JOHN LAWSON
REGISTER

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Beutler-Cabriolet auf dem
Chassis des MG Y.
Die formliche Verwandt-
schaft zu den damaligen
Graber-Karosserien ist
offensichtlich (ca. 1947).



The above photo was recently sent to me by Dr. Tobias Studer or [REDACTED] and it shows a special-bodied Y-Type which I previously had no knowledge of. Although the caption gives the date as "circa 1947", this is probably one of the nine "chassis only" believed to have been supplied by M.G. in 1948. Three of those, of course, would have been for the Reinbolt & Christé cabriolets (see chapter 7 of my book), and one became a closed coupé by Zagato (see TCY77). But what of the other four (assuming the Beutler car above to be a "one-off")? Were they perhaps actually bodied as part of the Roger Barlow/International Motors deal (see TCY126)? Or were they extra Reinbolt & Christé or Beutler cars, or something else again?

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