



## THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.  
Volume II. No.15.

April 1979.

### EDITORIAL:

I haven't much to say this month - at least not on this page, anyway !

Reaction to our proposed rally at Bromsgrove has been sparse but there is a possibility that Yorkshire members may be able to arrange a small local rally at a location near Sheffield. Mick Dobby is trying to find out more about 'The Oaks', a stately home near to where he lives and I will be keeping you informed as regards this in the future.

Barry

Bray has written in regarding Stephen Davis' query about the original tool kit supplied with Y-Types (Issue No.13;p.1). Barry is fortunate enough to possess some of the original tools viz., ring-type tappet spanner; adjustable spanner; tyre levers; tyre pump; three box spanners and 'tommy' bar; three open spanners; and the jack operating handle. These are all 'King Dick' tools (!)

Graham Davis wonders if anyone has purchased windscreen surround rubber from N.T.G. and has had trouble fitting it. He believes that the original surround was moulded in one piece and that consequently the N.T.G. substitute might not fit properly around the corners of the windscreen. If this is so, he has suggested that we contact M.J.P.Rubber Mouldings Ltd. (Issue No.12;p.4), who might be able to make a small quantity of more precisely moulded surrounds. If anyone has any comments on this or is interested in trying obtain a better fitting surround please let me know and I will consider writing to M.J.P.

Lastly, I have details of another Y-Type for sale. A brown 1951 YA, it is for sale at £500 and 'needs minor attention'. If you are interested then telephone [REDACTED]

6th April 1979.



## THE RESTORATION OF 'ENTERPRISE' (Continued)

In the December issue I described how we had finally removed the car's floorboards by early November. The opportunity was taken at this time to also remove both semaphore arms. This was to be the last time in 1978 that we were not disturbed in some way by adverse weather. With no lighting or heating in our garage I had thought it likely that we would have to 'shut up shop' completely for the duration of the winter so I suppose you could say that we were reasonably lucky still to be able to work on the car as late as November, British winters being what they are ! Our first taste of the frustration of not being able to continue our work came on the weekend of 18th and 19th November when everything we had planned had to be abandoned. I took the opportunity of putting 'Plan B'(!) into action. We had ordered a 'Woolies'\* leather renovation kit in an attempt to have a go ourselves at restoring the leather upholstery (a full professional interior retrimming had been quoted at £500!)

For those of you not familiar with Woolies renovation kits I can strongly recommend them. First of all you send them a sample of leather from your car's seats. With this they produce colour renovator perfectly matched to the original colour of your car's upholstery. Certain basic colours are always in stock and if mixing is required it takes about seven days. Leather renovation kits come in two sizes. Kit No.1. is for 2/3 seater cars and need not concern us here. Kit No.2., for 4/5 seaters costs £7.55 (plus V.A.T. and postage) and consists of:

- ½ litre of colour renovator.
- one 3½ oz. jar of polishing paste.
- ½ litre of cleaner.
- several cloths for applying the materials.

The first step is to apply the cleaner to the upholstery, rubbing lightly. The cleaner not only cleans but softens and feeds the leather. Next it is recommended that if the leather is old and neglected (ours was) it should have a course of hide feed. You 'hersey types' will know just what I'm talking about but for the uninitiated hide feed is a sort of cream. It is obtainable in jars from Woolies (£1.10 for 11 oz. jar) or from any saddlery. It was to a saddlery (in the middle of Liverpool !) that I went for mine. The hide feed I bought was made by Connollys (who were originally responsible for the leather of my car's seats) so it was 'just the job'. The hide feed should be applied to the leather with a cloth and should be rubbed deeply in making sure to remove any excess which may lodge in cracks etc. After at least 48 hours the colour renovator can be applied. I recommend that a cloth is used for applying the first coat of renovator. After this has dried thoroughly the second coat can be applied with a small paint brush (full instructions are supplied with the kit, by the way). Finally, the polishing paste seals the renovator and believe me, you will be amazed by the results.

Much of the interior upholstery in a Y-Type is 'leathercloth' (door and side panel trim and the seat backs and 'skirts' of the seat cushions etc.) To restore this I obtained from Woolies ½ litre of Leathercloth/PVC paint, again colour matched by Woolies. This is simply brushed on to the areas to be renovated. One word of warning here. Carry out these jobs in a well ventilated room and not as we did in our sitting room and living room ! The colour renovator and particularly the leathercloth paint give off very toxic and inflammable vapours which are only made worse if the room is warm or hot. We renovated the upholstery of the rear seats



and front passenger seat between 18th November and 19th December and are very pleased with the results. The seats appear virtually 'as new'. One or two little jobs do remain to be done however. The driver's seat is almost a complete 'write-off' and we are leaving the work on this to a real professional later on this year. There are one or two small rips in the leather of the remaining seats and these should ideally be patched. We have not applied the polishing paste yet as we prefer to leave this until the car is near completion, the seats presently being indoors and under wraps. One last thing, when you write to Woolies ask them to send their brochure which includes details of the many other restoration services they provide. They do all sorts of interior trim and even manufacture new number plates.

What little time we did get to work in the garage before last Christmas was spent repairing with fibreglass one or two small holes and some corrosion in the metal which supports the floorboards where they meet the rear seat well and the bottom of the rear door pillar. It is becoming a tradition now that I spend my Christmas under the car and whilst we didn't get too many good weather days over the 1978 Christmas holiday we still managed to begin the job of painting the chassis. The top and sides of all chassis members were first brushed with Trustan 40 ('D-Rust' will do equally well). Then two coats of metal primer were applied. Trustan 40 had also been applied to the rear seat well and this was given two primer coats also. On New Year's Eve we were able to paint the top and sides of the chassis members black using Valentines paint\*. It was thought appropriate that the rear seat well should have two coats of green paint (to match the colour of the upholstery) and this we also accomplished. When using Valentines paint it must be remembered that ordinary thinners, white spirit or turpentine will not have any effect on it. Valentines' own brand of thinners must be used.

And that, until 2nd February, was that as we suffered one of the worst Januarys 'in living memory'. By some fluke 2nd February was a relatively good day and we managed at last to paint the undersides of the chassis members, the cross tubes, the underside of the petrol tank, both side valances and the anti-roll bar, black. The time had now come to try and affix the new exhaust system which had been sprayed with black flame-resistant paint on 20th August. This was another of those jobs which seemed easy in theory before the event but when undertaken turned out to be much more troublesome than anticipated. To begin with, the new exhaust which had been bought with the car was not similar in layout to the system which we had removed. Thus, all the original mounting bracket locations and 'U' bolts could not be used. By trial and error of combining various 'U' bolts, brackets and mounting locations we managed to firmly fix the exhaust system to the car. Unfortunately having struggled to do this it was all too apparent that the new system was now too firmly fixed and that when we came to start the engine the vibration would cause the exhaust to snap at its weakest point (where it joins the silencer). The mounting bracket at the gearbox housing was thus removed. Meanwhile, at the 'front end' we were having considerable trouble tightening the rearmost of the three bolts which fasten the exhaust to the engine manifold. We had had considerable trouble loosening this same bolt on 16th September and it really is one of the few inaccessible items in the Y-Type engine compartment. However we finally succeeded using the same trusty adjustable wrench which had facilitated the old exhaust system's removal.

The next step, having thoroughly painted the entire underside as best we could (laying on my back on a trolley in the cold and damp with thick black paint running down my hands and arms is not my idea of fun!) was to spray

the underside thoroughly with Waxoyl\*. The syringe provided by the makers was used and proved very successful but its use certainly develops the arm muscles ! At least two coats of Waxoyl were sprayed on and there were always nooks and crannies which I had missed, coming to my notice. Potential Waxoyl users should be warned that the garage floor becomes very slippery from Waxoyl dripping down onto it from the car. It is not necessary to get underneath the car to spray it and indeed this could be uncomfortable if Waxoyl begins to drip down onto you ! But it is certainly good stuff !

Having accomplished all this we were ready, on 24th February, to take the car down off its ramps, where it had been all winter, and to push it outside for a 'spring cleaning'. It was not to be that simple however for, once on its wheels again the car would not move. The brakes on both rear wheels had locked on during the winter and were immovable.

\* Woolies (I. & C. Woolstenholmes Ltd.) 9a Exeter Street, Bourne, Lincs., PE10.9NJ.

Valentines paints & thinners available from: Ellison Valdis Ltd., 18 Vandries Street, Liverpool 3. Branches at: Manchester, Stoke, Newcastle, Preston, Sheffield, Bradford, Bolton, Chester & Leeds.

Waxoyl available from: Finnigan's Speciality Paints Ltd., Eltringham Works, Prudhoe, Northumberland.

10 litre can: £9.27 (more than enough to give thorough coating)  
Syringe Applicator: £1.95 plus 32 pence postage & packing.

John Lawson.

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Total cars on the Register as at 1st April 1979: 154.

New Member: Mr. Wilkinson, [REDACTED]  
[REDACTED], Yorks. (Member No. 102) (YB)

'The Classic Y' is published by Skycol Publications. ©  
Editor & Founder of the Register: J.G. Lawson, [REDACTED]  
[REDACTED], Merseyside.  
Magazine Printing: Prontaprint, 4 North John Street, L. Pool.  
Workshop Manuals: M.J. Debby, [REDACTED],  
[REDACTED], Yorks.  
Spares Secretary: A. Brier, [REDACTED],  
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