



THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.

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EDITORIAL:

There's some really good news this month. First of all I'm pleased to be able to report that Tony Brier is now able to offer made-up box sections for the area beneath the Y-Type's doors and also steel running boards (further details can be found overleaf). He also says that any member may visit him in order to see a Y-Type restoration or others in progress or to see how the Y-Type's usual corrosion problems are remedied. The production of the box sections is a breakthrough I've been hoping for for a long time and now that it has come about I hope many members who up to now have shied away from beginning to restore their cars because of the major problems associated with the usual rot will support Tony in his endeavours by ordering new box sections.

Of interest, I'm sure, to U.S. and Canadian members will be the news that Tom Boscarino (address at the foot of page 12) has offered his expertise in giving advice to anyone on that side of the 'pond' who has a problem with his car. So, if you need advice concerning your Y-Type contact Tom and I'm sure he'll do his best to help.

More good news.

'Thoroughbred & Classic Car' magazine for April 1980 featured a firm who are able to remould, rebuild and repair 5.50 x 16" tyres. They are; Tadworth Tyre Services, 2a Shelveys Hill, Tadworth, Surrey. They are said to give very good service.

And lastly, but by no means least, what may turn out to be the 'find of the decade' arrived through my letter box recently when David Miller of Walnut Creek, California sent me photocopies of the original records of the importers of Y-Types in New South Wales, Australia. I intend to serialise these records by courtesy of the Australian T-Series Association from whom they were originally obtained, and the first part appears on page 12 of this issue. These are priceless historical records, I think you will agree, and somewhat of a 'scoop' for the Register. The records show the chassis number of every YA and YT imported into N.S.W. (but not including private imports) and the corresponding engine numbers. Furthermore original exterior/interior colour combinations are given, thus filling another gap in our knowledge. The records from which I am taking the details which will appear in this magazine also give the registration number of the car (where one was allocated) on arrival, in some cases an import number and for some cars the name of the person or organisation to which the car was sold. I am delighted to have received this information. I hope you all appreciate its historical value as much as I do.

REGISTER NEWS:

<u>Chassis No.</u>	<u>Year.</u>	<u>Type.</u>	<u>Reg'n No.</u>	<u>Engine No.</u>	<u>Owner's Name.</u>
Y/T/EXR 4223	1950	YT	HKN ***	XPAG/TR/14081	J. Holden.
Y/T/EXR 4831	1950	YT		XPAG/TR/74621	T.T. Baumgardner.
Y 7015	1951	YA	LYX 467	XPAG/SC/16820	A. Turner.

Total cars on the Register as at 4th April 1980: 411.

Made up as follows: YA: 115 YB: 83 YT: 102 YA/YB/TR Composite: 3
Unknown (mainly saloons): 108.

MEMBERSHIP NEWS:

New Members:

222. J. Holden [redacted] Victoria, Australia.
223. C. da Costa [redacted] London [redacted]
224. P. Cunningham [redacted] Merseyside.

Address Change:

188. K. Graham [redacted] Ontario, [redacted]
Canada.

CARS FOR SALE:

- Reg'tr No. 289: YA. Sound condition but some work needed. Log book, spares, including primed front wings. Tel: [redacted]
- Reg'tr No. 395: 1951 YA. Needs restoring. £100's worth of new tyres. Solid car. Will exchange for best Ford Popular (upright) or sell at £450 o.n.e. Contact: G. Sanderson, [redacted] Dumfries. Tel: [redacted] (after 5pm).
- Reg'tr No. 406: YA. Being broken for spares. Tel: [redacted]
- Reg'tr No. 407: YA. Rebuilt engine, new interior, no rust. Very good condition. £1,350. Tel: [redacted] 246/7.
- Reg'tr No. 408: YA. M.O.T. until October 1980. Rebuilt engine, brakes, transmission overhauled. Body good. Original log book. £1,450 o.n.e. Tel: [redacted]
- Reg'tr No. 410: 1952 YB. Complete. In need of love and restoration. Buyer collects. £600, no offers. Tel: [redacted] anytime.

1978 MGB Roadster. White with targa top. 19,000 miles. £3,550.
Contact the editor if interested.

CARS WANTED:

YB with current M.O.T. and roadworthy. Contact: Stephen Davis, [redacted], Hereford, [redacted]

PARTS FOR SALE:

Tony Brier can now offer new made-up box sections for underneath the doors at approximately £100 a pair. He should also soon be able to supply new steel running boards at £30 each.

THE RESTORATION OF 'ENTERPRISE'.

I last wrote on the progress of my 1953 YB in issue no.18, (July 1979). For those of you who have not been following this saga I think I should recap by saying that we had just pushed the car outside again after its winter lay-up. We were anxious to find someone to rewire the car using the harness supplied by N.T.G. I'll now take up the story almost a year ago to the day this article is written, 28th March (1979). Now, new readers read on.....

Let it be understood from the outset that before the rewiring commenced neither I nor my father (my partner in this enterprise (!)) knew a thing about the interpretation of wiring diagrams etc. Luckily a friend of mine, Richie Booth, did, having I believe at one time or another wired up Land Rovers (!) for a living (glad it wasn't TR7's). I provided him with the wiring diagram from the Workshop Manual. The first occasion on which Richie was able to help us was 25th May. He set about stripping out all the old wiring a job which, to us by-standers, didn't seem to take long! As part of this job we also the same day removed the instrument panel and dashboard which were put to one side for revarnishing etc (I will deal with this aspect in a later article). The 22nd July was the next day on which we got a chance to continue with the rewiring and a further two days (12th August and 30th September) saw the job substantially complete. Altogether I would estimate not more than 20hrs work for one person. I believe the Y-Type, stripped of its major body components, is not a difficult car to rewire. The wiring diagram and extent of the wiring is nowhere near as complex as that of a modern car. So it's not a very difficult job for someone who is experienced in that type of work. However, although by watching and helping Richie I learned a lot about colour codes and the interpretation of wiring diagrams and would be able to effect repairs and trace wires I still would not be foolhardy enough to embark on a complete rewiring job myself. Some areas of rewiring did give trouble. The wires from the horn-push and semaphore arm timing switch to the steering column slip-ring go down the centre of the steering column. Replacement wiring for this is not provided by N.T.G. with the harness and in any case, to replace the original wiring in this area the whole steering column and associated gear would have to be dismantled. This we were not prepared to attempt and so consequently the original wiring is to remain (hopefully it is functional!) Furthermore, the connectors on the harness provided by N.T.G. for the steering column slip-ring mounting are not compatible (i.e. won't fit) with the slip-ring. This problem has yet to be remedied. N.T.G. also do not provide the wiring which runs from the main harness in the centre of the chassis up the inside of the car and over the top to the semaphore arms and interior light. This we had to make up ourselves (Christmas 1979 - I did this rewiring job myself!)

We all knew that eventually when the job was substantially complete (30th September) some brave person would have to step up to the ignition key and with fingers crossed, turn it (ever tried that?) We had a fire extinguisher standing-by and I, as 'commander' 'volunteered' to turn the key. Thankfully there were no blue flashes or smouldering wires. The harness didn't even get warm (if it does it's a sure sign that something is 'shorting'). One thing I would say is to keep the dirty old wiring for some time after you've finished the initial rewiring. If you scrape the mud, tar and road dirt off the old harness you'll be surprised how much good clean useful wiring there is underneath. This comes in useful for the 'odd bits' you have not been supplied with. Strictly speaking, and I'll probably be shot by electricians reading this, you'll probably be using wiring of the wrong colour-code but 'it'll do'! If you want to, buy wiring of the right colours.

Next time I'll be telling you what my father and I were getting up to whilst Richie was rewiring and on the days he was not able to lend a hand! Funny enough we never seemed to get the sunny and warm days occurring at weekends!

J.G.Lawson

Chassis No.	Engine No.	Ext.Colour	Int.Colour	Ship	Arr.Date	Del.Date
Y 0496	SC/10272	Grey	Green	Paringa	29.10.47	Unsure.
Y 0510	SC/10229	Grey	Beige	Antenov	2.12.47	8.1.48
Y 0549	SC/10351	Grey	Beige	Papanui	N/K	19.12.47
Y 0750	SC/10534	Grey	Beige	"	N/K	14.1.48
Y 0576	SC/10339	Grey	Green	Pakiha	23.1.48	31.1.48
Y 0590	SC/10321	Grey	Red	Cian McCrae	N/K	Unsure.
Y 0716	SC/10486	Grey	Beige	Kybu	3.2.48	Unsure.
Y 0814	SC/10592	Grey	Green	Tongani	N/K	9.2.48
Y 0823	SC/10529	Grey	Green	"	N/K	12.2.48
Y 0830	SC/10522	Grey	Green	"	N/K	18.2.48
Y 0810	SC/10574	Grey	Green	"	N/K	17.2.48
Y 0736	SC/10508	Grey	Red	"	N/K	12.2.48
Y 0756	SC/10539	Grey	Beige	Palana	N/K	16.4.48
Y 0865	SC/10576	Black	Beige	Demodocus	N/K	2.3.48
Y 0831	SC/10566	Black	Beige	"	N/K	19.3.48
Y 0847	SC/10652	Black	Beige	"	N/K	1.3.48
Y 0848	SC/10645	Black	Beige	"	N/K	4.3.48
Y 0888	SC/10677	Grey	Green	"	N/K	2.3.48
Y 0943	SC/10659	Grey	Green	Arawa	N/K	24.3.48
Y 0942	SC/10569	Grey	Green	"	N/K	5.3.48
Y 0949	SC/10741	Grey	Green	"	N/K	2.3.48
Y 0964	SC/10733	Black	Red	"	N/K	5.3.48
Y 0770	SC/10524	Grey	Red	New Zealand Star	N/K	31.3.48
Y 0796	SC/10640	Grey	Beige	"	N/K	15.3.48
Y 1011	SC/10615	Grey	Green	Tyndareus	N/K	20.3.48
Y 1002	SC/10775	Grey	Green	"	N/K	19.3.48
Y 1003	SC/10776	Grey	Green	"	N/K	5.4.48
Y 1004	SC/10777	Grey	Green	"	N/K	30.7.48
Y 1007	SC/10782	Grey	Green	"	N/K	12.5.48
Y 1009	SC/10793	Grey	Green	"	N/K	23.3.48
Y 1000	SC/10798	Grey	Green	"	N/K	31.3.48
Y 0977	SC/10802	Grey	Green	"	N/K	24.3.48
Y 1092	SC/10878	Black	Red	Stafford	N/K	23.4.48
Y 1091	SC/10870	Black	Red	"	N/K	23.4.48
Y 1065	SC/10874	Black	Red	"	N/K	16.4.48
Y 1066	SC/10879	Black	Red	"	N/K	21.5.48

Credit: Australian T-Series Association
& D.H.Miller.

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