



THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.
Volume III. No. 29. June 1980.

EDITORIAL:

This month's magazine is appearing somewhat earlier than usual as the editor is off to Malta on 16th to look for Y-Types !

This issue contains Part III of our 'Australian Imports' feature and I feel it is worth emphasising again that these listings only show cars officially imported into New South Wales. They do not cover private imports and cars imported into other states. With reference to the engine numbers, it is likely that engines prior to XPAG/SC/X12279 also had the 'X', for export, prefix but the importer's records do not confirm this. The original colour of Y 3398 was probably maroon with a red interior and the details which appear in the official records are probably transposed.

I didn't get much joy from BL Heritage Ltd on the official literature they were offering copies of. To begin with they seemed to be under the impression that we were part of the M.G. Car Club ! Secondly, in regard to Workshop Manuals, they were under the misapprehension that it was the M.G. Owners' Club which first made these available, even though we had negotiated an earlier agreement with BL Heritage's predecessors British Leyland Historic Vehicles Ltd and had been the sole suppliers of Workshop Manuals for about a year until the M.G.O.C. arrived on the scene with Manuals which were offered at a slightly lower price than ours ! Never mind, for the record here's what BL Heritage can offer:

Owner's Handbook YA - 1947 or 1950 issue.	£11.00
" " incl YT supplement.	£12.00
" " YB.	£ 4.50

That's it ! Not much, I think you'll agree, and I believe the prices for these photocopies to be somewhat on the high side. Colin Dye and myself know of much more literature which was originally published, so where is it BL ? With the M.G.C.C. perhaps ? In case you're interested in contacting BL Heritage, their address is: Castle Road, Studley, Warwickshire.

25th May 1980.

THE RESTORATION OF 'ENTERPRISE'.

As I said last time (issue no.27) during the summer of '79 my 1953 YB was rewired by a friend of mine. Whilst this work was being done other jobs could be undertaken.

On 30th March 1979 the interior of the roof (which of course had previously had all trim removed) was sprayed matt black using an aerosol. In retrospect if one is patient and diligent enough it might also be advisable to give the inner roof surfaces a coat of 'Trustan 40' or 'D-Rust' before applying the paint as, although this area is not very prone to corrosion, some rusting can occur if the sun-roof drainage hoses have cracked and water has seeped into the head-lining. The interior of the boot was also painted at this time using Valentine's gloss black paint, brushed on. This paint gives a really deep and protective finish.

A few weeks later attention switched away from the car itself whilst it was in the process of being rewired and we concentrated on continuing preparation and repainting of the wings, doors and boot lid. All items had been, or were to be, stripped to bare metal and sanded, using paint stripper (don't forget to wear rubber gloves when you use this), a rotary wire brush and sanding discs both as electric drill attachments. Some old paint was exceedingly difficult to remove, particularly where dents in wings had been filled and covered with red lead. This toughness of course must say a lot for red lead primers! We had chosen to refinish the car as follows:

- 1st Coat: Trustan 40
- 2nd Coat: Zinc Phosphate Metal Primer.
- 3rd Coat: " " " "
- 4th Coat: White Undercoat.
- 5th Coat: " " " "
- 6th Coat: White Polyurethane.

All coats were to be brush-applied. This is somewhat unorthodox, of course, but as I write these words I know that the end result has justified our decision. And our methods have been a great deal less expensive than an orthodox good quality respray (which I have recently heard quoted at as high as £500). I also believe that our refinishing methods will give a greater degree of corrosion protection. Before the doors were painted they were trial-fitted to the car. Various adjustments were made as recommended in the Workshop Manual and we had the additional problem that we intended to fit a 'new' right rear door which had been bought with the car from the previous owner as a replacement for the badly corroded original. Replacement doors always present problems because, it seems, no two cars are absolutely identical and many have been involved in accidents which have altered the body shape. The excessive thickness of paint on the doors after the final coat had been applied was later to cause minor frustrations when fitting and I will describe in due course how these problems were overcome and what I would not do if I were ever to undertake a second restoration.

By the time the August Bank Holiday came around the doors were completed as also was the boot lid. The boot lid's locking handle had been refitted as had a newly acquired M.G. medallion and chrome plinth purchased from N.T.G. A certain amount of pride was now evident as various items began to appear in their new sparkling white colour scheme. Refinishing the doors had taken up most of our time and little further progress was made on the three remaining wings. During the summer the floorboards and rear shelf had been sent away to be copied locally. A fine job was made of the new floorboards, so much so that when the time came to refit them in January of this year very little adjustment was necessary before they were fixed to the chassis.

Next time I will tell you how we removed the instrument panel and dashboard and revarnished them and of the other small jobs that were carried out last summer.

J.G.Lawson

AUSTRALIAN IMPORTS PART III

<u>Chassis No.</u>	<u>Engine No.</u>	<u>Ext.Colour.</u>	<u>Int.Colour.</u>	<u>Ship.</u>	<u>Arr.Date.</u>	<u>Del.Date.</u>
Y 2052	SC/11828	Maroon	Beige	Huntington	18.2.49	4.3.49
Y 2051	SC/11829	Maroon	Beige	Pt.Adelaide	3.3.49	15.3.49
Y 2403	SC/12205	Maroon	Beige	Imperial Star	29.4.49	27.5.49
Y 2415	SC/12250	Black	Beige	"	"	17.5.49
Y 2438	SC/12294	Maroon	Red	"	"	5.5.49
Y 2413	SC/12278	Black	Green	Nerielaus	5.5.49	19.5.49
Y 2515	SC/12437	Maroon	Beige	Pt.Brisbane	23.5.49	8.6.49
Y 2458	SC/12080	Green	Green	"	"	1.6.49
Y 2690	SC/12532	Maroon	Beige	Akaroa	22.6.49	30.6.49
Y 2687	SC/12597	Grey	Beige	Chitral	30.5.49	8.6.49
Y 2689	SC/12613	Maroon	Beige	"	"	14.6.49
Y 2799	SC/12277	Maroon	Beige	Athenic	28.6.49	7.7.49
Y 2795	SC/12698	Maroon	Beige	"	"	7.7.49
Y 2807	SC/12167	Grey	Beige	Orion	9.6.49	24.6.49
Y 2806	SC/12232	Grey/Green	Beige	"	"	30.6.49
Y 2797	SC/12243	Maroon	Beige	"	"	4.7.49
Y 2805	SC/12724	Grey/Green	Beige	"	"	7.7.49
Y 2798	SC/12747	Maroon	Beige	Brisbane Star	6.7.49	15.7.49
Y 2796	SC/12678	Maroon	Beige	"	"	15.7.49
Y 2836	SC/12680	Maroon	Red	Pt.Wyndham	8.7.49	20.8.49
Y 2837	SC/12722	Maroon	Red	"	"	25.7.49
Y 2804	SC/X12279	Elizabethan Grey	Victorian Beige	Condesa	14.6.49	17.6.49
Y 2825	SC/X12727	Black	Green	"	"	29.6.49
Y 2803	SC/X12746	Elizabethan Grey	Victorian Beige	"	"	15.6.49
Y 2838	SC/X12706	Maroon	Red	Perim	20.7.49	27.7.49
Y 2839	SC/X12723	Maroon	Red	"	"	28.7.49
Y 2920	SC/X12709	Black	Red	Corinthic	9.8.49	26.8.49
Y 3000	SC/X12914	Black	Beige	Waimana	16.9.49	22.9.49
Y 2908	SC/X12769	Black	Red	Suffolk	16.8.49	21.9.49
Y 2907	SC/X12838	Black	Red	"	"	15.9.49
Y 2925	SC/X12851	Black	Green	"	"	19.9.49
Y 3122	SC/X13025	Elizabethan Grey	Green	Pt.Hobart	10.8.49	13.9.49
Y 3120	SC/X13030	Elizabethan Grey	Green	"	"	30.8.49
Y 2923	SC/X12793	Black	Green	Zealandic	16.8.49	19.10.49
Y 2922	SC/X12780	Black	Red	"	"	22.9.49
Y 2921	SC/X12789	Black	Red	"	"	12.9.49
Y 2926	SC/X12849	Black	Green	"	"	19.9.49
Y 3011	SC/X12894	Maroon	Red	Ongariro	5.8.49	8.9.49
Y 3014	SC/X12946	Maroon	Red	"	"	12.8.49
Y 3015	SC/X12948	Maroon	Red	"	"	30.8.49
Y 3013	SC/X13015	Maroon	Red	"	"	14.9.49
Y 2931	SC/X12833	Black	Beige	Corinthic	9.8.49	30.9.49
Y 2963	SC/X12881	Elizabethan Grey	Green	"	"	25.8.49
Y 2965	SC/X12847	Elizabethan Grey	Green	"	"	6.9.49
Y 2966	SC/X12885	Elizabethan Grey	Green	"	"	16.9.49
Y 2924	SC/X12798	Black	Green	"	"	8.9.49
Y 3192	SC/X13126	Black	Red	Hurunui	15.8.49	N/K
Y 3190	SC/X13016	Black	Red	"	"	2.9.49
Y 3132	SC/X12920	Black	Beige	"	"	27.8.49

cont'd....

Y 3159	SC/X12937	Black	Beige	Macharda	22.9.49	11.11.49
Y 3121	SC/X13029	Elizabethan	Green	"	"	14.10.49
		Grey				
Y 3125	SC/X12895	Elizabethan	Green	Gothic	5.10.49	13.10.49
		Grey				
Y 3220	SC/X13060	Elizabethan	Green	Rhodesia Star	25.10.49	28.10.49
		Grey				
Y 3191	SC/X13084	Black	Red	"	"	4.11.49
Y 3189	SC/X13053	Black	Red	"	"	28.10.49
Y 3193	SC/X12931	Black	Red	"	"	3.11.49
Y 3222	SC/X12827	Green	Green	"	"	24.11.49
Y 3397	SC/X13116	Black	Green	Stratheden	5.10.49	31.10.49
Y 3359	SC/X13206	Maroon	Red	"	"	12.10.49
Y 3361	SC/X13181	Maroon	Red	"	"	19.10.49
Y 3269	SC/X13088	Maroon	Red	Melbourne Star	19.10.49	3.11.49
Y 3271	SC/X13014	Maroon	Red	"	"	25.10.49
Y 3268	SC/X12935	Maroon	Red	"	"	3.11.49
Y 3225	SC/X12889	Green	Green	"	"	28.10.49
Y 3321	SC/X13026	Black	Beige	"	"	28.10.49
Y 3322	SC/X13024	Black	Beige	"	"	28.10.49
Y 3278	SC/X13006	Black	Beige	"	"	26.10.49
Y 3274	SC/X13087	Maroon	Red	"	"	28.10.49
Y 3266	SC/X12713	Maroon	Red	"	"	25.10.49
Y 3221	SC/X12923	Elizabethan	Green	Mahia	8.11.49	25.11.49
		Grey				
Y 3267	SC/X13124	Maroon	Red	"	"	9.11.49
Y 3199	SC/X13125	Black	Beige	"	"	10.11.49
Y 3270	SC/X12821	Maroon	Red	"	"	12.11.49
Y 3237	SC/X13082	Black	Green	"	"	15.11.49
Y 3236	SC/X13091	Black	Green	"	"	9.11.49
Y 3234	SC/X13057	Black	Green	"	"	23.11.49
Y 3232	SC/X13039	Black	Green	"	"	18.11.49
Y 3235	SC/X13065	Black	Green	"	"	11.11.49
Y 3233	SC/X13032	Black	Green	"	"	11.11.49
Y 3258	SC/X13020	Green	Beige	Dolius	2.12.49	6.12.49
Y 3490	SC/X13253	Black	Beige	"	"	9.12.49
Y 3488	SC/X13250	Black	Beige	"	"	9.12.49
Y 3489	SC/X13048	Black	Beige	Trevose	9.11.49	17.11.49
Y 3458	SC/X13226	Sun Bronze	Maroon	"	"	18.11.49
Y 3457	SC/X13294	Sun Bronze	Maroon	"	"	16.11.49
Y 3456	SC/X13256	Sun Bronze	Maroon	"	"	17.11.49
Y 3259	SC/X13378	Green	Beige	Orcades	4.11.49	15.11.49
Y 3398	SC/X13211	Red (?)	Maroon (?)	"	"	22.11.49

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

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