



# THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.  
Volume III. No.30.

July 1980.

## AUSTRALIAN IMPORTS PART IV

Chassis No.	Engine No.	Ext.Colour.	Int.Colour.	Ship.	Arr.Date	Del.Date.
Y 3261	SC/X13373	Green	Beige	Orcades	4.11.49	8.11.49
Y 3260	SC/X13346	Green	Beige	"	"	16.12.49
Y 3636	SC/X13430	Maroon	Red	Stanpark	28.11.49	3.12.49
Y 3637	SC/X13464	Maroon	Beige	"	"	12.12.49
Y 3638	SC/X13342	Maroon	Red	"	"	2.12.49
Y 3640	SC/X13511	Maroon	Beige	"	"	12.12.49
Y 3639	SC/X13341	Maroon	Beige	"	"	2.12.49
Y 3593	SC/X13424	Black	Red	Beatus	4.1.50	27.1.50
Y 3263	SC/X13376	Green	Green	"	"	24.1.50
Y 3305	SC/X13364	Green	Green	"	"	18.1.50
Y 3367	SC/X13311	Green	Green	"	"	13.1.50
Y 3577	SC/X13465	Green	Green	Peebles	9.1.50	6.2.50
Y 3580	SC/X13463	Green	Green	"	"	16.2.50
Y 3576	SC/X13419	Green	Green	"	"	31.1.50
Y 3578	SC/X13475	Green	Green	"	"	15.3.50
Y 3579	SC/X13476	Green	Green	"	"	2.2.50
Y 3601	SC/X13455	Black	Green	"	"	20.1.50
Y 3595	SC/X13473	Black	Red	"	"	2.2.50
Y 3602	SC/X13454	Black	Green	"	"	20.1.50
Y 3603	SC/X13457	Black	Green	"	"	23.1.50
Y 3619	SC/X13536	Sun Bronze	?	Penrith		
				Castle	28.11.49	16.1.50
Y 3828	SC/X13682	Black	Beige	Daybeam	7.2.50	2.4.51 *
* This car was retained for over a year by the importers for demonstration purposes.						
Y 3791	SC/X13607	Black	Beige	Daybeam	7.2.50	10.3.50
Y 3790	SC/X13597	Black	Beige	"	"	27.4.50
Y 3854	SC/X13634	Sun Bronze	Maroon	Lexa Maersk	10.1.50	20.1.50
Y 3855	SC/X13675	Sun Bronze	Maroon	"	"	10.5.50
Y 3852	SC/X13638	Sun Bronze	Maroon	"	"	13.2.50
Y 3853	SC/X13672	Sun Bronze	Maroon	"	"	1.2.50
Y 3884	SC/X13696	Black	Green	"	"	16.1.50
Y 3883	SC/X13691	Black	Green	"	"	4.3.50
Y 3885	SC/X13692	Black	Green	"	"	24.1.50

## 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 1336	1948 ?	YA.	MGY-047	XPAG/SC/X11062	N.E.Thurston *
Y 6381	1951	YA.		XPAG/SC/X16210	C.S.Lloyd
Y 6407	1951	YA.	JER 642	XPAG/SC/16278	P.R.Woudenberg
YB 1042	1953	YB.	PAU 790	-	D.G.Hales

\* Corrected information (car previously quoted as 'Y 1136').

Total cars on the Register as at 27th June 1980: 431.

Made up as follows: YA: 131 YB: 87 YT: 102 YA/YB/TF composite: 3  
Unknown (Mainly saloons): 108.

## MEMBERSHIP NEWS:

### New Members:

228. D.G.Hales [REDACTED], Mid Glamorgan  
229. A.Owst [REDACTED], Avon.  
230. P.R.Woudenberg [REDACTED] California [REDACTED], U.S.A.  
231. C.S.Lloyd [REDACTED] Geelong,  
Victoria [REDACTED], Australia.

## CARS FOR SALE:

Reg'tr No.261: 1½ litre saloon. 'Economic renovation project. Classic value. £300. Tel: [REDACTED].

Reg'tr No.426: 1951 YA. 'Fair original condition. Some work needed. Spares incl. £550 o.n.o. [REDACTED].

Reg'tr No.427: 1951 YA. 'Good running order. Some restoration work carried out. Interior requires attention. £800. Tel: [REDACTED] - evenings'.

Reg'tr No.428: 1952 YB. 'Mechanics good. Bodywork poor. Taxed, M.O.T'd and used daily. £600. Tel: [REDACTED].

Reg'tr No.430: 1950 YA. 'Very good bodywork and mechanics. £750. Tel: [REDACTED].

Reg'tr No.431: YB. 'Dismantled. Complete. Engine, brakes and chassis overhauled. Tel: [REDACTED].

## PARTS FOR SALE:

Engine, radiator and grille. Tel: [REDACTED].

YA chassis (Register No.425) in good condition and including brake master-cylinder assembly. £25. Mr.D.G.Hales, [REDACTED], [REDACTED], Mid Glamorgan.

2 x radiator surrounds and slats in good order, £20 each; 2 x nearside front wings, £10 & £12; 1 x offside front wing, £10; 1 x multiple gauge instrument in good condition, £7; Various dashboard switches from £1 each; 2 x windscreens, £7.50 each; 2 x bonnets, £10 each; 1 x windscreen opener, £5; 1 x complete front suspension, £20 or £10 per side; Various Jackall parts; Various door handles - interior ones good, exterior ones pitted; Interior trim, free, for use as patterns; 1 x wiper motor and rack, £10; All window glass and window winders; 8 x tatty doors, cheap, for skilled welders and panel beaters only; 2 x petrol tanks, probably poor condition.  
cont'd overleaf....

If you are interested in any of the above parts, contact: Mr. A. Owst, [redacted], Avon. These parts all come from the two 1952 YB's, 'OHY 580' and 'JAM 777' (Register Nos. 376 and 377 respectively) which appeared in the 'Cars For Sale' section of issue No. 22 (November 1979). Mr. Owst purchased these cars from Mr. Walpole of [redacted] and they were both broken up for spares. The above is a list of what was left as at 5th June 1980. The engines from the cars were not offered for sale.

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#### MEMBERS' INFORMATION EXCHANGE

John Lawson/  
Colin Dye:

If your car has been stored for some time and, when you come to start it, you experience trouble with the petrol pump then here are some hints which might help you to sort out the problem. As sources of reference you would do well to consult the Workshop Manual, which has very good exploded diagrams, and 'Thoroughbred & Classic Car' magazine for June 1980 which has a very comprehensive four-page article on overhauling this type of S.U. 12 volt electric pump.

If the pump does not tick over then the trouble could be with the contact breakers (they may be worn or at the wrong setting). On the other hand there could be dirt in the filter or under one of the outlet valves in the rear body of the pump. Follow the instructions in the Workshop Manual and make sure that there are good firm electrical contacts at both terminals. If the pump still will not tick over after you have tried everything then, before you make out a cheque for £18.90+ which is what an exchange pump will cost you from N.T.G. visit a local scrapyard and look for Morris Minors and BMC 1100s and 1300s up to as late as 1969. These cars, and, according to 'T&CC', many other BMC models were fitted with this common type of electrical pump (later 1100s and 1300s were fitted with mechanical pumps) and the exact specification of the pump varied little over the years. A replacement pump was recently acquired from a 1969 Morris 1100 for £2 - quite a saving! Don't worry too much about the rear part of the newly acquired pump. If the fault with the old one was in the front (electrical) part of the pump then you can easily mate the new front section with your existing mechanical rear body and sandwich plate. We won't add here to the controversy over whether to use some sort of 'sealing compound' when reassembling the pump with new gaskets. Some sources say to assemble the pump 'dry', however others say to use sealing compound and this has been done successfully in one or two cases to our knowledge.

If the car has been stored for a long time then, even though you may have enough petrol in the tank, the pump (when operating) may click very loudly and give the impression that it is pumping air. You should in this case prime both the pump and the pipe leading from the petrol tank to it because the inside of the pipe has undoubtedly dried out. Undo the brass nut securing the inlet pipe to the pump and squeeze petrol into the rear pump body through the inlet. Fill

Cont'd....



it as full as possible..Then prime the pipe from the tank in the same way. This can be tricky as,when the pipe enters the inlet union it does so in a downward direction. Here is one way in which the operation can be achieved.

For the application of Waxoyl rustproofing treatment, Finnigan's, the manufacturers, now sell what they call a 'Jumbo Applicator'. This is basically a hand-grip pump used to spray on the Waxoyl. This can be used to prime the petrol feed pipe by attaching the length of narrow tube supplied to the Jumbo's spray knozzle and pushing the outlet end (which may have to be thinned down slightly) into the end of the petrol feed pipe. Then the opposite end of the Jumbo Applicator tube is placed in a spare can of petrol and you can thus pump petrol back up the pipe to the tank and when the pipe and pump body are full of petrol reconnect the inlet pipe to the pump and switch on the ignition again. The pump should now pump through not only the petrol in the rear body of the pump and the feed pipe but should also go on pumping petrol from the tank as well. If this doesn't work then we suggest you contact the editor for a chat as you can be sure he's experienced the same kind of frustration you'll be experiencing at that moment !

#### AUSTRALIAN IMPORTS (continued)

<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 3848	SC/X13512	Maroon	Red	Lexa Maersk	10.1.50	10.2.50
Y 3935	SC/X13706	Black	Green	Derrynane	4.2.50	13.2.50
Y 3930	SC/X13650	Black	Beige	"	"	28.2.50
Y 3932	SC/X13647	Black	Red	"	"	10.2.50
Y 3931	SC/X13649	Black	Red	"	"	3.3.50
Y 3942	SC/X13705	Maroon	Beige	"	"	10.2.50
Y 3847	SC/X13518	Maroon	Red	Charmouth Hill	22.2.50	2.3.50
Y 3929	SC/X13652	Black	Beige	"	"	14.4.50
Y 4037	SC/X13366	Black	Red	Dorset	22.2.50	24.2.50
Y 3943	SC/X13713	Maroon	Beige	"	"	12.5.50
Y 4193	SC/X13982	Black	Green	Graigaur	14.4.50	1.2.51
Y 4192	SC/X13977	Black	Green	"	"	29.6.50
Y 4278	SC/X14049	Black	Green	"	"	30.5.50
Y 4279	SC/X14048	Black	Green	"	"	26.7.50
Y 4341	SC/X13926	Green	Beige	King Alfred	5.4.50	19.4.50
Y 4303	SC/X13833	Green	Beige	"	"	15.4.50
Y 4304	SC/X13836	Green	Beige	"	"	12.5.50

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

\*The Classic Y\* is published by Skycol Publications. ©

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