



THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.
Volume III. No.36. January 1981.

EDITORIAL:

I trust you all had a good Christmas. Over the holiday I managed to read two books (Christmas presents to myself) each of which contain some interesting background to the development and history of the Y-Type. The books concerned (both of which I recommend) are, 'The T-Series M.G.s - A Collector's Guide' by Graham Robson and 'M.G.' by F.Wilson McComb. Many of you will have the latter book already I know, as it is very much the 'Bible' for M.G. fans. Aside from information concerning the Y-Type, I found I was very much struck by the atmosphere conjured up by McComb, especially in regard to the later years of M.G. when it came under the 'guidance' of BL. It is a sad story indeed. Anyone who reads the book will, I feel sure, be left with a much deeper appreciation of the M.G. he owns and its place in the scheme of things.

Featured in McComb's book is a photo of our Monte Carlo Rally Y-Type which appears in the print I described last month. The prints measure 16" x 22" by the way (oops - one too many this Christmas ??). A bit about the rally car - It was entered in the 1950 Monte Carlo Rally and was driven by Barbara Marshall and Betty Haig. Its rally number was '233', its registration number, 'OWL 543' and it was dark green in colour.

Finally, before I go, just a reminder to let me have your subscription renewals by 10th February, please (details of rates were given in last month's editorial). More 'Australian Imports' next time - I promise (or is that a threat ?).

28th December 1980.

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 0340	1947	YA.	?	XPAG/SC/10100	Mr. Brown.
Y 0364	1947	YA.	HOB 817	XPAG/SC/10133 *	R. Bowen.
Y 7207	1951	YA.	RPM 104	XPAG/SC/17046	N.W. Went.

* Engine no longer fitted - Gold Seal unit now fitted.

Two 1947 YA's this month, both discovered by Stephen Davis. Y 0340 is the oldest Y-Type still in existence that we know of. The previous oldest was Y 0343 belonging to Red Stormes of [REDACTED]

Total cars on the Register as at 24th December 1980: 464.

Made up as follows: YA: 153 YB: 97 YT: 105 YA/YB/TF composite: 3
Unknown (mainly saloons): 106.

OWNERSHIP CHANGE:

Register No. 121/Y 7063 previously with Mr. S.C. Davis of [REDACTED] Hereford is now owned by Mr. J. Randall of [REDACTED] County of Avon, [REDACTED] and is now roadworthy again.

MEMBERSHIP NEWS:

New Members: 239. Mr. R. Bowen, [REDACTED] Hereford.
240. Mr. G. Mills, [REDACTED] N. Wales.
241. Mr. Brown, [REDACTED] Staffs.
Address Correction: 235. Mr. N.W. Went, [REDACTED] Leicestershire.

CARS FOR SALE:

Reg'tr No. 430: 1950 YA. Still for sale at £650. Tel: [REDACTED]
Reg'tr No. 460: YA. 'Suitable for spares or complete rebuild. Fully complete. £300 e.n.c. Tel: [REDACTED]
Reg'tr No. 461: 1953 YB. 'Excellent chassis. Gold Seal engine. Original log book. Body needs work. Spares included. £500.
Tel: Mr. Graham Mills, [REDACTED]
Reg'tr No. 462: 1952 YB. 'One owner since new. Good condition. Registered until April 1981. M.O.T. Offers invited. Tel: [REDACTED]
Reg'tr No. 464: YB. 'Genuine 48,000 miles. Known history. Original throughout. Sound investment. £1,250. Tel: [REDACTED]
Reg'tr No. 452: 1947 YA. Y 0340 (see above). Still for sale at £500.
Tel: Mr. Brown, [REDACTED] (address above).

PARTS FOR SALE:

Rebuilt gearbox for YB. £100. Tel: [REDACTED]

MEMBERS' INFORMATION EXCHANGE

Stephen Davis: How does one go about removing unwanted upholstery paint from leather before renovation? Please write to: [REDACTED]

The last report on the progress of my YB's rebuild appeared in Issue No.29. A brief resumé of the position may therefore be useful. It was the summer of '79 and my friend Ritchie Booth was setting about rewiring the car. While he was in the process of doing this, in whatever spare time he could find, my father and I had to content ourselves with undertaking small peripheral jobs which would not sidetrack us from the main task in hand - the rewiring. It is very important, I believe, always to keep to the overall restoration plan you have devised.

Of course it was the ideal time to remove the instrument panel and dashboard so that they could be renovated. Once all the wiring and the starter and choke control cables etc have been unfastened from the rear of the panel it is a simple matter to undo the butterfly nuts at the rear of the instrument panel (the instruments are fitted into a separate piece of wood which in turn fits into the dashboard - it is the piece with the surrounding chrome rim) and lift it out. Then when the four chrome dashboard securing screws are undone the dashboard can be eased out. This has to be done carefully as the dashboard, with the instrument panel removed, no longer has much rigidity except in the region where the glove compartment is attached to it. Also, the job is made easier if the steering wheel adjustment is in its 'fully extended' position. On second thoughts I suppose it would be better to remove the instrument panel and dashboard as one and detach the instrument panel on a flat surface once the assembly is free of the car. Still, let's press on! Once you've got the thing off how do you bring it back to all its former glory? Well, to start with I'll tell you what we did and then I'll suggest some alternatives of which I do not have experience but which, I'm told, probably do a better job.

My dashboard and instrument panel were in fairly good condition to begin with so, being on the safe side, as it were, we decided not to chance anything major but to simply clean the walnut surface and then revarnish it with a gloss varnish. Wives, girl-friends and mothers come in useful at this point as they will hopefully volunteer to clean the walnut using luke warm water and some of their precious 'Fairy Liquid' or other similar washing-up liquid/household cleaner. We applied two coats of gloss varnish and were fairly pleased with the result. A deep shine, which was not there before, returned to the wood. Of course this renovation method does not do away entirely with some of the more unsightly blemishes which may be present on the walnut, nor does it make good areas where the burr walnut has been chipped away.

Perhaps a better varnish to use is polyurethane varnish. This has been suggested to me in the past by a Register member. I think I'm correct in saying that whatever varnish is used, it is a case of 'the more coats the better'. Perhaps readers will correct me if I'm wrong. Of course the really professional way to restore the dashboard and instrument panel is to sand down the old top surface lightly and then to use application after application of French polish. Now I don't pretend to know how exactly to undertake this but I do know that it requires skill and patience. A figure of 15 to 20 'coats' has been mentioned and each has to be allowed to dry thoroughly before the next coat is applied. This is obviously the best method to use where your dashboard is badly marked and chipped (and where you are conscientious and have plenty of time). Failing all this, if you fancy having a go at making a dashboard and instrument panel yourself (as one of our members has) then look out for Jaguar 420 and Mk.X picnic tables (to be found in the rear of the front seats). The burr walnut used in these is of better quality than that used in the Y-Type and there is enough in one Jaguar to make a very nice Y-Type dashboard and instrument panel. I can't look at adverts for Jaguar Mk.X's or 420's these days without seeing them simply as picnic tables! I seem to have taken rather a long time to tell you about what turned out to be a comparatively simple operation. Never mind, next time I will cover several small jobs undertaken at around the same period of time.

J. G. LAWSON.

MORE ON COLOUR

Here, it seems, is a subject which just won't lie down! It all started back in Issue No.32, much of which was devoted to the subject of original colours of Y-Types. Additional comment followed on p.44 of Issue No.35 and I have now unearthed some more information which adds to the picture.

First of all, concerning duo-tones, I think it is significant to note that before the war the TB was supplied in any duo-tone combination which it was possible to make up from choosing any standard body colour combined with any other standard colour of wings and running beards. Thus it is entirely possible that this practice was carried on either semi-officially or to specific order after the war. The illustration on p.149 of Chris Harvey's 'The Immortal T-Series' shows what looks very much like a grey/black duo-tone YA (photo taken in 1947). Furthermore, the only YA model currently available to my knowledge, that produced by D.G. Models (of a 1948 YA), is finished in grey/black duo-tone. This I initially thought to be inaccurate but I have now changed my mind. Therefore grey/black should be added to the list of original YA colours to be found on p.32 of Issue No.32.

I would also refer the reader to p.31 of the same issue in which Tom Bowman points out the hitherto unrecognised existence of early black YA's with red interiors. We now have further evidence to back this up. Register No.458/Y 0364 is a 1947 YA and is, we have discovered, black with a red interior.

Finally, I had assumed, incorrectly as it turns out, that the 'V' in the interior colour, 'V.Beige' signified 'Victorian Beige'. It does not - it signifies 'Vellum Beige'. Also the official designation for 'Maroon' was indeed 'Autumn Red'.

J.G.Lawson.

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