



## THE CLASSIC 'Y'

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

Volume IV. No. 37.

February 1981.

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### EDITORIAL:

Ever thought of using your Y-Type as a 'motor-caravan'?! This, in a way, was what member Alexander Taylor from Stirling in Scotland did when he visited the Mellerstain and Glamis rallies last summer. When camping, he found that the car was much more comfortable for sitting, eating, reading and drinking wine (!) in etc than the tent was. If the front seats are taken off their runners and turned around then it is pleasant to sit in the back, getting in and out through the back doors. The front seats, adequately protected, then make good tables/foot-rests and the centre light is ideal for reading! Very versatile, these Y's. Try doing that in a Metro or a Datsun (sorry, Japanese car lovers!) After all, they always said you could 'do it in an M.G.'!

My thanks go to all who sent in their subscription renewals - your kind words are appreciated. Our total membership is now 243, with 469 cars entered on the Register.

1st February 1981.

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### LATE NEWS

#### PARTS FOR SALE:

Y-Type gearbox - good condition. £65. Tel: [REDACTED]

## MEMBERSHIP NEWS:

### Address Changes:

166. Mr. W.L. Genter  
209. Mr. W.O. Watkins

[REDACTED] New York, [REDACTED]  
[REDACTED], Florida, [REDACTED]

### CARS FOR SALE:

Reg'tr No. 455: YA. 'Complete. Good mechanically and priced to sell.  
£250. Tel: [REDACTED] [REDACTED]'

Reg'tr No. 465: 1953 YB. 'Much restoration done but needs finishing.  
Good mechanically. Some parts new. £500 o.n.o. Tel:  
[REDACTED] OF [REDACTED]

Reg'tr No. 466: 1949 YA. 'Beautiful car. New M.O.T. White. Sunroof.  
£1,325. Tel: [REDACTED]'

### PARTS FOR SALE:

Y-Type dynamo. Tel: Chris Clark on [REDACTED]

XPAG engine parts. Y-Type gearbox and differential. Tel: [REDACTED]  
[REDACTED]

YA hub-caps available soon (at last!) from: M.C. Griffiths, [REDACTED]  
[REDACTED] Hants. Tel: [REDACTED] [REDACTED] [REDACTED]  
Also available from same source, YB hub-caps with M.G. motif at £5.25.  
Centre motifs sold separately at £1.45 each.

### CARS WANTED:

YT in roadworthy condition. Tel: [REDACTED] or write to: Mr. Carter,  
[REDACTED], Surrey.

### PARTS WANTED:

Spare wheel compartment cover for YA. Tel: [REDACTED]

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## MEMBERS' INFORMATION EXCHANGE

David Miller: In relation to Stephen Davis' query regarding battery boxes, the last YA to be fitted with an off-set battery box was Y 4459. The YA Service Parts List shows part number S33/94 - bolt (for Jackall distributor box) (long) being discontinued at car Y 4459. The Jackall pump was mounted directly to the battery box on 'off-set' cars. When the change occurred a bracket (part number S44/223) was necessary. This was introduced from car Y 4460.

## THE RESTORATION OF 'ENTERPRISE'.

(The story of the rebuild of YB 1524, continued from last month)

With the dashboard etc removed it was at last possible to remove the windscreen washer knozzles (not original, of course). We had decided that although, on a technicality, it may have been possible to pass the M.O.T. Test without these fitted, they were a useful addition in today's driving conditions and would therefore be retained. They were cleaned, refitted and tested - much water descending onto the "driver's" head through the sun-roof opening! The semaphore arms were also cleaned up at this time.

We then decided that at this stage we could re-install the board which separates the passenger compartment from the boot. It was re-installed, using nuts and bolts and rows of tacks along the upper and lower edges, on 12th July 1979 and just over a week later painting of it, in situ, began (green undercoat followed by two coats of green polyurethane paint - to match the colour of the interior leather). I suppose it might have been easier to paint it just before fixing it in place. Another minor job which was done at this time was to remove the bonnet catches from the bonnet and both the horns from the car. The horns were cleaned and rubbed down to bare metal before being sprayed, first with grey primer, and then with a coat of Ford Diamond White (the nearest shade of white available in an aerosol to the polyurethane white I was using to finish the car in). In this way the horns were ready to be refitted to the car and connected up when the rewiring had been completed. When the rewiring was at last completed we could turn our attention to the next major jobs.

We decided that we could go ahead and finish hand-painting the bodyshell when good weather next prevailed. This was accomplished on the following dates:

- 16.9.79: Cleaning primed bodyshell with white spirit
- 17.9.79: Application of first white undercoat.
- 24.11.79: Application of second white undercoat.
- 8.12.79: Application of polyurethane (top) coat.

This last step was indeed nail-biting. Nothing could afford to go wrong with the application, for once I started painting I had to go through with it all the way in one non-stop, exhausting, nerve-racking manoeuvre. If anything went wrong now all our work would be in vain and those who had jeered at the proposition of hand-painting the car would be able to say, 'we told you so!'. In addition, menacing clouds threatened! The sky was clear when I began painting but just over half-an-hour later when I was far from finished, rain threatened. I believe it was only because someone 'up there' likes car restorations that it didn't rain! Believe it or not, it did start raining shortly after I locked up the garage. Oh yes, how did I push a car with wet paint back into a garage? Very slowly - by pushing the front wheels around! Door frames and general 'touching-up' was done inside the garage. The result? Better than I could have hoped for, not concours, a few blemishes here and there, but, I believe, generally presentable, and a lot better than when the car was bought. One piece of advice - you must be patient and wait for guaranteed good weather and lighting conditions and you mustn't lack confidence!

Next month - preparation and fitting of the new floorboards, seat runners and carpet rails.

J.G.Lawson.



# AUSTRALIAN IMPORTS PART IX

A word of explanation to new members joining us this month - This series began in Issue No.27 (April 1980) and the first seven parts (the major body of the work) constituted lists of all the YA's and YT's imported by one particular importer into New South Wales. The initial seven parts gave chassis numbers, engine numbers, exterior and interior colours, dates of arrival in Australia etc. We are now rounding off the series with a look at some Australian registration numbers which the cars adopted on delivery and, in later issues, the names of the initial owners of the cars, where known. New members are reminded that they can obtain any back issues at 45p (plus postage) each or £6.50 per volume including postage (U.K.) (overseas rates per volume are the same as current subscription rates). Now on with the registration listings started in Part VIII....

Y 3639 - DT 899  
Y 3593 - EX 352  
Y 3263 - EV 841  
Y 3576 - EX 354  
Y 3579 - EY 813  
Y 3601 - EU 933  
Y 3602 - EU 932  
Y 3619 - ES 847  
Y 3791 - FR 820  
Y 3935 - FG 386  
Y 3884 - ER 858  
Y 3883 - FL 427  
Y 3885 - EW 196  
Y 3932 - FC 745  
Y 3931 - EV 365  
Y 3942 - FC 742  
Y 4037 - FS 450  
Y 4193 - TA 987  
Y 4192 - HB 260  
Y 4279 - KJ 248  
Y 4341 - GM 625  
Y 4342 - GH 742  
Y 2670 - FP 281  
Y 4146 - HG 868  
Y 4147 - GZ 687  
Y 4637 - HL 819  
Y 4635 - HL 818  
Y 4690 - HS 567

Y 4681 - HS 568  
Y 4688 - JJ 383  
Y 4687 - KO 573  
Y 4545 - JH 110  
Y 4773 - LT 219  
Y 4470 - MG 783  
Y 4443 - MG 080  
Y 5508 - NU 193  
Y 5388 - OD 804  
Y 4931 - OE 728  
Y 5927 - SY 708  
Y 6103 - VH 742  
Y 6032 - VH 849  
Y 6153 - AAB 709  
Y 6369 - WX 716  
Y 6561 - AAS 635  
Y 6493 - AAK 307  
Y 6448 - AAK 510  
Y 6481 - AAH 949  
Y 6506 - AAJ 549  
Y 6531 - AAL 068  
Y 6283 - AAL 071  
Y 6327 - AAU 159  
Y 6699 - ABA 368  
Y 6673 - AB 444 (?)  
Y 6535 - ABE 357  
Y 6568 - ABE 358  
Y 6800 - ABG 169

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Editor & Founder of the Register: J.G.Lawson, [redacted],  
[redacted] Merseyside, England.  
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Technical Advisers, U.S.A. & Canada: Tom Boscarino, [redacted],  
[redacted] New York, [redacted]; Walt Genther,  
[redacted] New York, [redacted] (also  
Spares Secretary USA).  
Meetings: H.J.Walklett, [redacted].  
Cars & Parts For Sale: Mike Dodd.  
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