



Brian Cox welds in more new metal on his MG Y-Type

Slow but sure progress is being made with the bodywork repairs on the near-side rear corner of my MG Y-Type. The two fixing bolts were removed from the rusty body-to-chassis mounting in the spare wheel compartment, and a wedge was inserted between the chassis and body to lift it slightly so that the corroded metal round the mounting could be removed more easily.

A section of the spare wheel compartment floor was cut out, using an angle grinder, together with part of the narrow section below the spare wheel compartment door.

I used some light gauge steel to make templates for repair panels before cutting 1.2mm sheet (18 gauge) steel with a fine blade in a jigsaw.

Earlier, a new section had been let into the lower trailing edge of the rear wheelarch as part of the repair. This provided a reference point for fitting the final curved section between the bottom of the arch and the back panel.

Whenever possible, repair



The worst part of the wheel-arch has now been repaired.



The section of floor replaced in the spare wheel compartment. The body is bolted to the chassis at this point. Note the part-completed work on the panel below the aperture.



The repaired and painted running board beside the home-made trolley for the welder.

sections have been butt-welded. Where it was difficult to make the the repair sections a sufficiently close fit, I used joddled joints. I gave up using a borrowed joddler - it just wasn't up to forming a deep enough step in the gauge of metal I have been using.

Instead, I clamped the repair section between two lengths of angle iron in a vice where the step was to be formed and hammered it with a cold chisel. The chisel's cutting edge was rounded to minimise damage to the steel. This won't work on curved sections of course - but neither will most joddlers.

Originally, the spare wheel compartment floor had been spot-welded to the rear panel, but as I do not have a spot welder, my SIP Migmate 130 Turbo was used to plug weld the two together.

I must confess I have not been getting consistent welds from the MIG, so I let an expert have a go. He too, had problems as the wire feed was inconsistent - it was slipping on the drive roller despite being on maximum tension.

A call to technician Martin East at SIP revealed that the torch liner was probably damaged so I have ordered a replacement.

All the welding has now been completed on the rear of the body and only three small patches remain to be done on the wheelarch.

This will leave some patching to the outer sill where the running board attaches, tidying up the bottom of the front wing, and tackling the rear wing.

The recently grit-blasted running board, was given a thin layer of Plastic Padding to hide welds and my panel-beating, then dry-sanded to shape. Jeno-lite was used to give the steel a phosphate coating before brushing on two coats of Jeno-lite Double Act primer. This will provide a good key for the primer coats that will be applied when it is a little warmer.

I have been trying to identify the shade of Jaguar grey metallic paint that the car was refinished in in the 1960s. All I had to go on was two empty cans of Berger cellulose with a few badly faded code letters on one of them.

I borrowed a 1970s Berger catalogue from a local sign-writer and I was able to match the faded figures with those quoted in the catalogue to ascertain the proper shade.

Let's hope that the original finish hasn't faded too much over the years when it comes to blending in the new paint.