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**MG**  
**Malcolm looks back on the contribution made by female workers at Abingdon**

## Building the Y-type

**L**IKE MOST MGs, THE Y-TYPE WAS assembled at Abingdon from components and sub-assemblies that had been made elsewhere within the Nuffield Organisation. The chassis frames, however, were built in the Abingdon press shop and when completed they were painted with 'chassis black' paint and stored until required.

The work on a new car started with the chassis. The frame was brought to the line and clamped to a stand to allow the worker to fit the front suspension and hydraulically compress the front springs to fix the swivel pins to the shock absorber arms.

The rear axles were fitted with wheels and rolled over to the production line and fitted to the chassis. The rolling chassis, with the brake pipes and some of the wiring in place, was lowered onto its wheels and the engine was installed. Once the radiator and steering gear were in place, the chassis was moved to a different part of the assembly line ready for the body to be fitted.

Completed bodies arrived in batches of four on open lorries, already painted, and awaited their turn to be hoisted to the 'top deck'. There they were mounted on trollies and prepared for fitting to the chassis. During the war the majority of assembly jobs at Abingdon had been undertaken by ladies, and some of these managed to find employment there when car production resumed — mainly working on trimming.

With the Y-type, there was a considerable amount of this sort of work to be done. Headlinings, carpets, door trims, etc. had to be installed, and all of this had to be carried

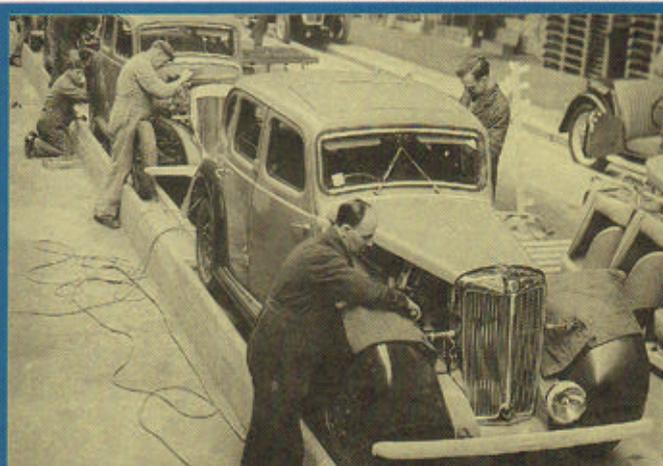


Ignored by enthusiasts for many years the Y-type now has a cult following of devotees who appreciate the family saloon's sporting attributes.

**'Working on the 'Top Deck' close to the roof could be uncomfortable in hot weather and conditions were often cramped'**

out in conjunction with fitting winding windows, an opening windscreen, wipers and wiper motor, dashboard and instruments as well as many other small components. Working on the top deck, close to the roof of the building, could be uncomfortable in hot weather and conditions were often cramped.

Once completed, the trimmed bodies were lowered down onto the chassis. Here most of the work was completed by male workers. Now the wiring and controls were connected, bumpers fitted and the seats installed. The front and rear wings could then be attached. On the Y-type these could be either the same colour as the body, or in a darker shade, light green bodies with dark green wings being a popular colour combination. **MG**



On the "top deck", women workers (above left) installed all the trim and many minor components before the bodies were fitted to the chassis. Above right: Nearing completion, with seats installed and wings fitted, only a few tasks remain to be carried out.