

# “Y” Restoration Project.

MG “Y” Type saloon 1951, original colour Duo Green. Registration number UMG 323.

We purchased the vehicle from a friend in May 2012, the vehicle had been stored and not driven since 1962. All the parts had been removed from the car and carefully marked up and stored in cardboard boxes (eighteen in total). Having not

The first job was to remove the body panels, floor boards and roof lining. This revealed the inner sills, rear wheel arches, the area of panels around the boot and spare wheel cover and the bottom three inches of the four doors. this allowed us to establish the amount of welding required The rot

was all cut out and new metal panels, handmade by



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ourselves, welded in by my brother Andrew.

worked on

MGs before, the first job was to familiarise ourselves (Gerald & Andrew Sweetmore and our neighbour Chris Ravenscroft). Fortunately there was an array of books which accompanied the car, “Let there be Ys”, “Maintenance and parts manual”. “Abingdon Classics” and many magazine extracts etc.

The next job was to prepare the underside of the car, having removed the petrol tank, back axle, brakes and suspension making it very accessible, to prepare and paint whilst I was busy making all the new upholstery parts. These consisted of front scuttle boards, new door cards, window trim panels, parcel shelf, floorboards, propshaft tunnel cover and boot panels. All constructed from 2-12 mm birch plywood which proved to be a lot more stable than mill board.

Chris, our neighbour, was busy with the suspension and brakes, and also proved to be an 'Electrical Wizard' who has wired the whole car up from scratch in no time!

Our next job was to prepare all the body panels for primer painting and assemble all available parts.

The engine and transmission proved to be OK, apart from the carburettor which was sent off for refurbishment. We were ecstatic when we turned the engine for the first time in fifty years, to see it fire on the first pull of the starter. The car is now assembled to ensure everything fits accurately both inside and out, excluding the headlining which will be fitted after the final painting.

My sincere thanks to my brother Andrew, our neighbour Chris, and Mrs Jackie Clough at our church for her stitching and sewing ability. Many special thanks to Pete at the Octagon Club for his knowledge, supply of parts and many contacts he has given us.

My wife Barbara and I will soon be on our Sunday afternoon drives in the countryside.

#### **Editor's note.**

Due to the time elapse since receiving this excellent article, and in the absence of hearing further, I anticipate the restoration is complete and UMG is providing many happy hours for both Gerald and his wife on their afternoon drives.

## **POINTS OF INTEREST**

1. The original number plate complete with the manufacturer's logo Hills of London.
2. The car has had two owners and was registered as you can see from the number plate at University Motors of London. It has the original University Motors logo on the dashboard.
3. Original buff log book
4. A large amount of paper work to and from the MG company in Abingdon.
5. Original head and fog lights
6. The green leather seats with beige piping still in good condition. I have replaced the two ashtrays in the front seats, having made a pattern and then had them cast in aluminium and polished (I am a time served engineer pattern maker by trade).
7. The front and rear bumpers were quite badly corroded, we stripped them down to bare metal and prepared them to be chrome powder coated at a local company at £44 the pair. The powder coater told us he had received a free sample of the powder coat some years ago but had never used it. We found the finish excellent and it sets the car off well
8. The 'jackal' system is working OK.

**Gerald Sweetmore**



