



THE CLASSIC 'Y'

Issue No.2

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

March 1978.

EDITORIAL

The second issue of our magazine sees a slightly expanded content and inside you will find much information to help those of you who are about to embark on the restoration of a Y-Type and have had no previous experience of such work. It's nice to see articles contributed by two of our members.

Good news this month is that the Register seems to have got itself a spares secretary. Last month your editor joined the M.G. Owners' Club, it being, in his opinion the only one of the three major clubs not to have expressed displeasure at the formation of our independent Register. The M.G.O.C. have a Y-Type spares secretary and he has agreed to help members of the Y-Type Register with their spares and restoration problems. His name and address: Mr.A.Brier, [REDACTED] W.Yorkshire. Please enclose an s.a.e. if writing to him. He is in full time employment restoring and selling spares for M.G.'s so I'm sure his assistance is going to be very valuable. The M.G.O.C. also publish a book which gives their members a complete list of all recommended spares stockists and specialist services available. It is hoped to publish Y-Type related information in a future issue but those of you with special problems can write to me for advance information or ask Mr.Brier what he thinks.

Two books I can recommend are: 'Brooklands' reprints; 'M.G. Cars 1948-1951' and 'M.G.Cars 1952- 1954', available at £2.40 each incl. postage from:Book Stop, 'Holmerise', Seven Hills Road, Cobham, Surrey. These include reprints of road tests and articles which appeared on Y-Types in magazines like 'The Autocar' and 'The Motor' at a time when the cars were newly introduced models !

Hope you enjoy the magazine !

16th March 1978.

RESTORATION TIPS

These notes on how to combat body corrosion come from Rory McManus and will undoubtedly be of great help to anyone who has just dismantled his car and is about to embark on the daunting task of combatting the rust.

"My car is now reduced to an empty body shell on its chassis and when the weather improves I am going to respray it. I have carried out extensive body repairs - in fact I have probably encountered most of the problems mentioned in the first issue of your magazine. In hindsight, I could have made a much better job of the body repairs if I knew when I started what I do now.

The first job which I attempted was repairing the box sections behind the running boards. A word of warning here. Do not rush in with tinsnips and hacksaw and cut out all the rusted metal in sight. This is what I did and I completely lost the shape of the sill section. And the repair on the offside which I did first is somewhat different in design to the original shape. The extent of the corrosion present determines how the repair is to be tackled. The body is mounted onto the chassis at a total of ten points. Three mounting points are to be found on each sill and two at the back end of the car either side of the well at the rear of the spare wheel compartment. The two forward mountings on the bulkhead are unlikely to give any trouble. However the other eight may be in various stages of decay. In severe cases, as was mine, the bodywork at the mounting points can actually give way, allowing the car to sink lower onto the chassis than it should. I did not realise that this had happened when I repaired my sills with the result that there was barely sufficient clearance to replace the petrol tank and when I replaced the rear bumper I found it was impossible to remove the spare wheel from its compartment. I have remedied this by raising the body by inserting very large washers between the body and the chassis at the mounting points but this seems a very unsatisfactory method of achieving the correct height. I hope my experience prevents someone else from making the same mistake.

On my car I have replaced both sills and the section of the boot floor where it is mounted onto the chassis. For anything other than minor repairs oxy-acetylene welding equipment is essential. To repair the sills, first carefully examine how the section was built originally. In my opinion, the best way to repair is to make accurate cardboard templates of the parts which need to be replaced and then cut these out in steel sheet. For the nearside sill I made repair sections the full length of the sill, following the original design exactly. There is a great deal of lead filling to be found on the car, disguising the seams and joints and if heat is applied, for example when welding nearby, large blobs of molten lead fall suddenly to the floor - very startling when you are not expecting it. If repairs are necessary to the top part of the sill it is vitally important to retain the dimensions of the door aperture, otherwise the door will not fit, another problem I have suffered.

Door bottoms can be very difficult, especially if corrosion has reached as high as the lower hinge. If you buy secondhand doors from another Y-Type, be careful, they don't always fit. Before cutting off the bottom of the door make a template of the exact shape. Local libraries often have books on body repairs which go into considerable detail on how to repair doors. The frame, if rusted, has to be repaired and the bottom part of the panel made as a separate piece and joined to the frame by folding over the edges. Look carefully at the door to see how it is constructed and try to copy it as accurately as possible.

The area around the spare wheel compartment cover is probably the most difficult to get right, as multiple curves abound. The rain channeling into which the cover fits often corrodes badly and when reconstructing this check the cover for fit at frequent intervals.

It is not easy to generalise on body repairs, however if anybody has any specific questions I will do my best to answer them."

EXTRACTS FROM THE REGISTER.

I can now give full details for nine more of the 57 Y-Types on the Register. The extracts below include, I'm glad to see, information on two YT's.

<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/T/Exp.3336	1949	YT	KXB 360	XPAG/TR/ 13148	G. Ravenhall
Y4612	1950	YT	JG-43-72	XPAG 5242	G. Jansen
Y6315	1951	YA	EFV 391	XPAG/SC/ 16024	(scrapped 1968)
?	1951	YA	JWY ?	(XPAW 27802)	R. S. D. Shepley
YB 0382	1952	YB	LWR 218	XPAG/SC/ 17271	R. S. D. Shepley
YB 0615	1952	YB	MON 401	XPAG/SC2/ 17562	P. G. Carter
YB 1245	1953	YB	PTV 130	XPAG/SC2/ 18159	R. Reynolds
YB 1379	1953	YB	ORR 157	XPAG/SC2/ 18235	P. Jansen
YB 1544	1953	YA/YB composite	RHW 109	XPAW 27802	R. S. D. Shepley

Some of the above notes need further clarification and amplification. First of all the YT's. Would anyone like to explain the difference in chassis number presentation? Also the engine numbers seem quite different from anything we've come across so far. The 'TR' in 'XPAG/TR/13148', I assume stands for 'Tourer'. The engines of these have twin carbs, of course. Y6315 was owned by Mr. P. G. Carter before it was scrapped. Mr. Shepley's 1951 YA was scrapped and parts (including the chassis and engine were used to rebuild YB 1544. Can anyone explain its 'non-standard' engine 'XPAW 27802'? YB 0382 is used as a spares source for YB 1544 and is the first example of a YB we've heard of with an early 'SC' series engine. YB 1544 is, incidentally the youngest (if you excuse the YA chassis and 'odd' engine) Y-Type so far known still to be in-existence.

It might be useful to members to know that years of production for the three subtypes were as follows:

YA: 1947 to 1951 YT: 1948 to 1950 YB: 1952 & 1953.

NEW MEMBERS:

This month we welcome the following to the Register:

Mr. C. Ravenhall,

Birmingham 28.

(1949 YT)

Mr. G. Allen,

Oxford.

(Y2)

INDIVIDUAL CAR HISTORIES: No.1 - YB 1524

The subject of our front page design is a 1953 YB. To be precise it was first registered on 21st August 1953 and at that time was registered TPG 236. Fortunately the original log book is still in existence and it is therefore possible to list here all its past owners:

- | | | | |
|--|----------|------------------|----------------------------------|
| 1. | 21.8.53 | Mrs.M.G.Culling | [REDACTED], Middlesex. |
| 2. | 4.7.56 | Mr.S.C.Hough | [REDACTED] Surrey. |
| (on 26th July 1956 the registration MG 7317 was assigned to the car for the sum of £5 !) | | | |
| 3. | 15.10.58 | Mr.A.E.Ray | [REDACTED] Surrey. |
| 4. | 11.5.61 | Mr.J.G.Gillespie | [REDACTED] Surrey |
| | | | (& Later, [REDACTED] Kent |
| | | | and [REDACTED] Surrey.) |
| 5. | 6.2.70 | Mr.S.Nottage | [REDACTED] Surrey. |
| 6. | 19.11.71 | Mr.J.C.Simmonds | [REDACTED] Bucks. |
| | | | (& Later [REDACTED] Bucks.) |
| 7. | 8.7.76 | Mrs.A.M.Simmonds | [REDACTED] Bucks. |
| 8. | 25.2.77 | Mr.J.G.Lawson | [REDACTED] Bucks. |
| | | | (& Later [REDACTED] Merseyside.) |

The car is thought to have done 110,163 miles.(the mileage indicator shows '10,163'). It was exhibited at the 1973 Booker Veteran & Vintage Rally held at Wycombe Air Park, near High Wycombe, Bucks on 29th and 30th September 1973. At the time this was the largest gathering of V&V vehicles and aircraft ever held in the U.K. The car was actually entered as a '1952 M.G. Saloon' and was entry number 208 in the programme. The car appears to have been black in colour throughout its life although when sanding down the body last summer some traces of maroon and medium blue were found under the black paint on the right front wing, possibly suggesting that this was a late replacement wing. This theory is further substantiated by the fact that the wing in question was finished in matt and the current owner seems to recall that the previous owner told him that Mr.Simmonds had once been involved in at least one crash in the car !

The interior upholstery and roof lining is green whilst the carpet in the car when it was sold to its current owner was dark red. MG 7317 had, unfortunately to stand outside, unprotected against the weather between 1st July 1977 (when its current owner took possession of it) and 13th November 1977. The first task which was undertaken was to banish all surface rust from the bodywork and to paint the entire body in thick light grey primer to protect it against the weather. Whilst this work was being undertaken several passers-by offered the owner sums in the region of £600 to part with the car. It had been used daily up to 30th June 1977 and its M.o.T. certificate was not due to expire until 12th December of that year. Thus it was that the owner was constantly drawn between thoughts of a quick sale and a quick 'kill' and plans for long term storage and restoration. The more work the current owner put into it, the more he slaved over it, swore at it and kicked it, the more he came to love it. The engine (said to be original) was in good condition and may have had a recent rebore. A new distributor cap was fitted when the original H.T. leads were found to be very worn. Also during this period the spare door (right, rear) which had been purchased with the car and other spares was swapped for the original very corroded example. Having by this time decided to try and keep the

car as long as possible it became clear that it would be undesirable for it to spend an English winter exposed to the elements. With a move home to Liverpool in prospect a garage was rented there and MG 7317, or 'Enterprise' as she is known, was loaded onto a trailer and eventually in heavy downpours on 14th November 1977 arrived at her new home.

Once she was firmly established in her warm (sometimes) and dry (sometimes) garage thoughts turned to dismantling with the eventual object a complete restoration to as near perfect condition as possible. It was agreed that an attempt would be made to remove the front wings as a sort of 'feasibility study'. According to the Workshop Manual it was easy. All one had to do was disconnect the headlamps and remove them, disconnect the side lamps and remove them, then undo a dozen or so bolts holding each wing on to the rest of the car. It would surely only take a half a day at most. It didn't. It was not easy. Disconnecting and removing the headlamps alone took many hours hard and dirty work. At certain times, as a last resort measure, cables and retaining bolts were sawn through. This may seem destructive and completely contrary to 'preservation' as we know it but if this had not been done work could have progressed no further. Consolation was gained by the knowledge that eventually 'Enterprise' would have brand new wiring and retaining bolts throughout anyway. Next came the wing retaining bolts. Of course, to add to our troubles, they had to be of varying sizes (they shouldn't have been). Luckily one or two were missing altogether and fortunately only one front wing retaining bolt had to be sawn through.

Armed with the knowledge of how difficult dismantling could be (these cars were built to last) we knew what to expect as regards the running boards, rear wings, boot lid, spare wheel compartment cover, sun-roof and doors. The sun-roof and doors were easy, although having no rivet extractor we were forced to cut through the door check-arms (we'll get new ones!). The rear wings and running boards were impossible. The application of rust-remover spray to the rear wing retaining bolts only caused them to snap in half as soon as a socket wrench (13mm socket) was applied to them. Particularly stubborn were the two bolts holding the rear wing support stay and the wing itself to the car. These and the running board retainers had to be cut through. And the remainder came away with a strong pull because of the extensive corrosion we have discovered towards the rear and behind the running boards. The car is much easier to push with the aforementioned parts removed!

Because of the extent of the corrosion it has become evident that no amateur attempts to restore it will be successful. Thus we have decided to plunge most of the family wealth into having the car professionally restored. We are presently awaiting a quote from Naylor Bros. of Shipley, Yorks.

This is the story of the Y-Type, 'Enterprise' to date. It is hoped in the future that, finished in white overall, it can aspire to being one of the best examples of its type in existence.

J.G.Lawson.

MEETINGS:

Chris Williams has suggested that it might be an idea for members and subscribers living near one another to get together and chat about their common interest - The Y-Type M.G. As a help to those who think this is a good idea listed below are our current members categorised by geographical location:

The South-East:

Mr. & Mrs. P.M. Grafham; Mr. C.P. Madden; Mr. A. Howse;
Mr. T. Chesleigh; Mr. C. Williams; Mr. Mortimer;
Mr. Robinson (Arundel, Sussex); Mr. D.J. Robinson (Stansted, Essex); Mr. J. Oglesby; Mr. G. Allen.

Merseyside & Cheshire:

Mr. J. G. Lawson; Mr. P. G. Carter; Mr. R. McManus.

Yorkshire & S. Humberside:

Mr. B. N. Binns; Mr. D. Graham Eaton; Mr. R. Stormes; Mr. R. S. D. Shepley.

Netherlands:

As page 4; issue No. 1.

Isolated out on their own we have:

Mr. A. Klein - [REDACTED] Glos.
Mr. C. Ravenhall - Birmingham.
Mr. R. Reynolds - Nottingham.

At this stage I'll leave it to individual members to contact one another but if anyone would like to volunteer as the Register's Social Secretary I'll be pleased to relinquish the organisation of meetings to them.

FOR SALE:

The following Y-Type M.G:

Register No: 09 Chassis No: Y. 6557 1951 YA
Registration No: NKN 311 Engine No: XPAG/SC/16418
Condition: In a very tatty condition but complete except for radiator and petrol caps. Seats in good condition. Five good tyres. Good gearbox. Original engine needs overhaul. Will sell complete for spares or as a potential restoration project.
Contact Owner: Mr. C. Williams, [REDACTED], Middlesex.
Price Asked: £150.

Virginia - or Pitfalls In Your Restoration.

Virginia is my 1½ litre Y-Type saloon. She is sister to Ethel, Tevvy and Gollum, regrettably not M.G.s, but nevertheless vehicles built prior to 1952. I bought her, or shall I say two Y-Types, a YA and a YB in a very sad state, not really knowing whether I could make a car out of the pieces or how exactly to go about it. But I bought them at a time when Y-Types were considered little more than a useful source of spares for your TC or TD, but I preferred a saloon. The first task was undoubtedly to give a name to the machine which would hopefully and eventually emerge, so 'Virginia' she was to be, owing to the fact that my sex life was going through a particularly dull period at that time.....

The usual chorus of horror was heard when one battered wreck of a YB arrived with no wheels, axles or engine, on an old farm cart. The YA was on four wheels - only just, as I later discovered, had most of the engine but very rough bodywork. My approach was to dismantle both vehicles completely then start to rebuild with the best components from the pile of bits.

The next task was to discover how and where to get parts for the rebuild which I would clearly need. So I went straight to Kennings, being the local BLMC agents, and on confronting the assistant with a lengthy list of the preliminary things I would obviously be needing he produced a most peculiar undecipherable noise which I took to mean he didn't know what a Y-Type M.G. was. Slightly disheartened a friend suggested I write direct to the factory at Abingdon explaining my problem. This I did and soon received a delightful reply explaining that the M.G. Car Club existed to cater for the needs and enjoyment of enthusiasts like myself. Till then, I knew nothing of the M.G. Car Club. The letter went on to say that suitable spares could be obtained from, and I quote, 'Toolman Motors of Middlesex'. (Toulmins, Staines - Ed.)

The YA body virtually fell off its chassis, so whatever was used to hold it on was probably to be found in the large heap of rust which appeared on the gravel. The chassis itself was sound while the YB chassis was rotten. So, decisions were being taken for me. Ultimately, the YB body was fitted to the YA chassis with no serious problems.

Restoration of vehicle bodywork really is a labour of love, as I soon found out. Details of how I did it must necessarily be left out as I am sure the technique was highly unorthodox. However, it was noticed by the dustmen (refuse disposal officials) how few empty cereal packets were leaving the house over the course of about two months.

For the sake of anyone attempting a similar task, I would make the following suggestions:

i) Take a holiday.

ii) When you return, you will discover that nothing has been done to the car, so you come to the conclusion that unless you are skilled in bodywork repair and have the right equipment, i.e., welding facilities and compressor for paint spraying, then the answer is to have the job done professionally. I came to this conclusion only last summer, three years too late, when, attending some local M.G. events, I saw what real restoration was, when compared to my bodge-jobbery.

iii) The engine and mechanics are comparatively more easily

tackled by the budding amateur, and here I was happier. The engine had the full re-conditioning treatment and it still rattles happily to this day.

So far as the body was concerned, I resolved last autumn to have the necessary repairs and a respray done professionally along with rechroming of the bright work. I set myself a target of spending no more than a certain amount, which ultimately exceeded 2½ times what I intended. This work is very labour-intensive and hence costly. Have no illusions that such work is cheap - as I thought.

The next problem was finding somebody who would tackle the job. I made several enquiries seeking quotations from garages or firms offering body repair facilities and to my dismay, most didn't want to know. Either ludicrously large quotations were made or they didn't want the job. Evidently the time taken on this sort of work is too much for the small repair business. Eventually I had an acceptable quotation from Premier Motor Body Builders of Shoreham Street, Sheffield who were willing to take in the job, having previous experience of this work and who would allow me to take away the bright work for rechroming.

The job took about twelve weeks altogether. I was in no hurry at all and said so. The firm worked on the car when other work was slack and this suited everyone. After they had stripped the car down I collected the chrome-work and received a satisfactory quotation from Zachrome Ltd., of Chesterfield for replating, having first tried several plating firms who again were not interested. Unfortunately Zachrome Ltd., had a major breakdown in one of their lines and said they expected a five month delay. This was not very satisfactory so I was recommended to try Carver Plating of Malinda Street, Sheffield. I had a rather more expensive quotation but the work would be done in three weeks. This I accepted and three weeks to the day, the work was done. I recommend their work on brass components, this was excellent. However, the cast zinc components such as bonnet catches, headlamp brackets, doorhandles etc were less satisfactory and have blistered in parts. If such parts are available new, I should recommend purchasing them. (see NTG's catalogue - Ed.) I did buy new boot hinges and understand doorhandles and boot handles are available too.

During the course of enquiries as to progress on the repair/respray job I had the opportunity to see the car in various stages of the work. I was impressed by what I saw and by the trouble taken to achieve a good base surface - particularly as I thought I had done well to achieve what I had originally managed. When I saw the work involved and the finished result I felt no remorse whatever for the money I had spent. She was beautiful.

I chose to reassemble the car myself, partly because of cost and partly because, while doing so I could rust-seal all panels from the inside; i.e., the doors, boot, wings and bulkhead. In this task I used WAXOYL which I definitely recommend and which is available by mail order from Finnigans Ltd., Pradhoe, Northumberland. Premiers had in fact started to reassemble certain parts, not entirely to my satisfaction so I felt happier to be doing the reassembly myself, where the time involved was less important and I could ensure everything was fitted and sealed well.

Assembly is now complete and this brings us up to the present moment. Virginia is deep cherry red with an

off-white roof and bonnet. I chose the colour scheme and make no apology for it.

I hope to assemble myself at as many events as possible. I may even risk a concours.....

R.S.D.Shepley.

Details of Dick Shepley's 'Virginia' can be found on page three of this issue under YB 1544. See also YB 0382 and the 1951 YA immediately above it in the listing. It's nice to see another named Y-Type. YB 1524 is named 'Enterprise'. Let's hear from any more of you who have either officially or unofficially named your cars. I think they certainly deserve individual names. Dick has also, in a very recent letter, supplied the answers to my queries on page three about his cars' non-standard engine numbers. YB 0382's engine number is indeed XPAG/SC2/17271. The '2' on the plate is badly obscured. The XPAW engine in 'Virginia' comes from a Wolseley 4/44. Dick points out that the XPAW is a suitable replacement for the now rare XPAG engine differing only in a few minor details such as the shape of the sump, the engine mounting plate and the dipstick position. In installing an XPAW engine in a Y-Type it is necessary to use an XPAG sump and front mounting plate. Thanks for the article and information, Dick !

WANTED: To Purchase: Y-Type in Roadworthy condition. Please contact: Mr.A.Klein, [REDACTED],
Glos.

WANTED: An Advertising Officer for the Register - to be responsible for promoting the Register and its magazine in all large circulation motor car magazines etc and generally to ensure that the existence and aims of the Register are widely known in the appropriate circles. Please apply to the editor if you think you would like to take on this job.

I have one possible entrant for the individual concours competition at the Town & Country Motoring Festival in August. Is there anyone else interested ?

If anyone attends the M.G.C.C. Rally at Silverstone on 27th & 28th May could they please send a full Y-Type-orientated report to the editor or at least try and note down details of all the Y-Types which attend.

MORE NEW MEMBERS ! (Have just received the list of Y-Type Owners below)

Mr. N. Butler.

Essex.

(YA)

Mr. B. Everitt.

London N.W.3.

(YA)

Mr. D. Haywood.

Essex.

(YA)

Mr. A. Kane.

Middlesex.

(YB)

Mr. R. Wall.

Sussex.

(YB)

Mr. P. Frowde.

London E.11.

(Y?)

Mr. D. Washbourne.

Surrey,

(Y?)

Mr. C. Brooks.

Surrey.

(YA)

Mr. R. Darvill.

Essex.

(YA)

Mr. R. Harper.

London S.W.3.

(Y?)

Mr. C. Lake.

Surrey.

(YA)

Mr. R. Humphries.

Berkshire.

(1 x YB
1 x YT)

Mr. P. Hackney.

London S.W.1.

(Y?)

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