



# THE CLASSIC 'Y'

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

Issue No.4.

May 1978.

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## EDITORIAL

Not much to say this month except to pass on some information from various members who have written to me. First of all, Mark Page has offered his services as a qualified welder to members by arrangement. He is also capable of undertaking "various engineering machining processes including surface grinding." Barry Bray suggests we compile a list of parts from other types of car which are capable of being used on Y-Types. To start with, he suggests these:

Morris 1000 brake cylinder rubbers.  
Austin A.35 solenoid.

Both these above items can be used on Y-Types. Can anyone suggest any others ?

The following parts are being offered for sale by John Monkman of [REDACTED]: YA & YB front wings in very good condition; petrol tank; radiator grille and surround; bonnet for YB.

Colin Dye warns us all to check our rear spring shackle mounting points for serious corrosion. These are attached to a hollow steel tube which runs behind the petrol tank. The shackles are of 'U' section and the rust is not visible unless the rear wings are removed. This is a point which is rarely checked during the D.of.E. Test but which could be vital to safety. Both Mr.Dye's cars had serious rust in the area described. Has yours ? Come to that, has mine ? I'll be checking as soon as my car returns from having its box sections etc newly welded.

Ron Humphris would like to purchase or exchange for other YA/YB spares any articles of maroon Y-Type upholstery, i.e., seats, seat squabs etc to aid in the completion of his restoration. Please contact him at [REDACTED] or by telephone at [REDACTED].

I have received some superb photographs of Y-Types from Tim Pennicott. These have been copied and may form the basis of a photo competition if I receive some more from other members.

12th May 1978.



REGISTER NEWS:

Alot of additions to get through this month so, on with the list.....

Chassis No.	Year.	Type.	Reg'n No.	Engine No.	Owner's Name.
Y 0614	1947	YA.	YJ 9678	XPAG/SC/10391	G.J.Martin.
Y 5460	1950	YA.	UMG 235	XPAG/SC/15121	C.Dye.
Y 5692	1950	YA.	KOX 266	XPAG/SC/51414	H.T.Martin.
Y 5968	1950	YA.	MJH 327	XPAG/SC/175824	R.Darvell.
?	1950	YA.	JOT 951	?	ex-T.Pennicott.
YT/EXR/2618	1950	YT.	LLH 11	XPAG/TER/12560	R.Humphris.
Y 6325 ?	1951	YA.	TKB 686	XPAG/SC/16056	C.Brooks.
Y 7012	1951	YA.	UMG 422	XPAG/SC/15266	C.Dye.
Y 7051	1951	YA.	UMG 471	F 52476 ?	C.Brooks.
Y 7225	1951	YA.	HDW 64	XPAG/SC/17043	B.Griffin.
YB 0264	1952	YB.	UMG 600	XPAG/C 6788 ?	R.Wall.
YB 0267	1952	YB.	?	?	R.Henry.
YB 0354	1952	YB.	MFJ 631	XPAG/SC2/1721?	R.Wall.
YB 0365	1952	YB.	KEW 851	XPAG/SC2/17413	M.Page.
YB 0481	1952	YB.	UMG 665	XPAG/SC2/43860	British Leyland Historic Vehicles Ltd.
YB 0485	is named 'Midge' (additional information).				
YB 0672	1952	YB.	UMG 814	XPAG/SC/17557	R.P.Green.
YB 0930	1953	YB.	MGYB	XPAG/SC2/17820	W.F.Durst.
YB 1100	1953	YB.	LFG 662	XPJMC/6277	R.Thurlby.
YB 1170	1953	YB.	MDF 630	XPAG/SC2/18056	T.Pennicott.
YB 1179	1953	YB.	MWR 877	XPAG/SC2/18064	R.Humphris.
YB 1204	1953	YB.	YMG 124	XPAG/SC2/18089	T.Pennicott.
YB 1477	1953	YB.	RUG 676	XPAG/SC2/18371	M.J.Binns.
YB 1506	1953	YB.	NXJ 805	XPAG/SC2/18421	B.Bray.
	is named 'Demelza'.				
YB 1520	1953	YB.	4948 H	XPAG/SC2/18411	F.G.West Jnr.
YB 1547	1953	YB.	HJY 566	XPAG/SC2/18444	J.H.Sargeant.

Total cars on Register as at 5th May 1978: 112

YA: 44 YB: 36 YT: 15 YA/YB composite: 2 unknown: 15

The chassis number, Y 7225, would indicate that there were at least 9,152 Y-Types built in all.

NEW MEMBERS:

Mr.B.Leese,		Derby	(YT)
Mr.M.Meyers,		Dyfed,	(YT)
Mr.J.Finch,		London.	(YT)
Mr.Maples,		Cambridgeshire.	(YT)
Mr.J.Powell,		Worce.	(YT)
Mr.G.J.Martin.		Nottingham,	(YA)
Mr.M.Page,		Bucks.	(YB)
Mr.H.T.Martin.		Stafford.	(YA)
Mr.R.Wall,		Sussex.	(2 x YB)
Mr.R.P.Green,		Birmingham,	(YB)
Mr.T.Pennicott,		Bucks.	(2 x YB)
Mr.W.F.Durst,		California, U.S.A.	(YB)



## LOVE STORY

My 1952 YB was purchased from a garage in Retford, Notts about a year ago. The foreman of the garage also spent a great deal of time rebuilding old cars as well as selling newer ones. He had just finished rebuilding a 1929 Morris from scrap and was about to start on a Y-Type Ford as well as having a Singer Junior in the garage and ECF 764 (M.G. YB) outside undercover awaiting restoration.

I had been to the garage a few times to watch them working on cars and noticed the M.G. and asked about it as I had never seen the model before. He wanted to sell the M.G. because he hadn't time to restore it and I returned quite a few times to look at it but could not afford the asking price at the time.

Meanwhile I was offered a 1938 Morris 12/4 for restoration which I bought. 'Erbert', (ERB 367) as he became known, languished in my garage whilst my TR6 stood outside and to cut a long story short he needed major chassis surgery which I couldn't carry out so I sold him to my local garage. Shortly afterwards I returned once again to see the M.G., and what's more important talked my wife and bank manager into seeing my need for a non-useable car.

I eventually collected ECF 764, (or 'Eckypump' as I first called it) from the garage on a trailer behind my TR6 after handing over £285 (the price rose by £5 at each visit) and the garage owner informed me that this model was rarer than rocking horse droppings and he was doing me a favour by selling it to me. The M.G. went into the garage where it didn't quite occupy all of the space vacated by the bulbous Erbert.

The name Eckypump didn't catch on and she was renamed, 'MidGe' for obvious reasons. My wife liked her a great deal in spite of her black and primed tatty bodywork but such gadgets as a blind on the rear window and semaphore indicators outweighed her more practical shortcomings.

I decided that if I was to carry out a worthwhile rebuild I needed a much bigger garage because when I wanted to do any work it meant wheeling the car outside. The only work I did was to repair the petrol pump, cure petrol leaks, a jammed solenoid and free the rear brakes before we decided to look for a house with more room. We looked at one or two which had splendid workshops and garages before logically buying one without a garage !!

I have now submitted plans for a large double garage which I will build this summer. Rather than leave MidGe outside for the winter I put her in a relative's garage which is thirty miles from where I now live which means restoration work will have to wait. She is quite driveable apart from only the handbrake working to stop her once she is moving. Mechanically she seems to be in good condition and none the worse for five years storage and with a little work on the infamous box sections behind the running boards she might pass the D.of.E test. But I want to do the job properly so I will take my time.

I only have a record of two previous owners on a continuation log book, both R.A.F. men who I am trying to contact. I have also written to Salop County Council to ask if there is any record of the original log book.

The only other 'work' I have done is to search for spare parts. The Spares Secretary (ZA/ZB) of the M.G.O.C. (John Monkman) wrote to me offering doors, wings, petrol tank and radiator grille. I went to see him only to find some fiend had taken three doors and some other parts a few hours earlier. However, I did buy two rear wings and a set of new hub caps. John did still have a good radiator grille and surround, petrol tank and a rear offside door.

I can't help a great deal with restoration tips at the moment but I am always interested to hear from other people and can be reached by telephone at [REDACTED].



Filters/Shock Absorbers:

- m) John Crewe & Sons, 47 Park Road, Hornsey, London N.8.
- n) One Skid Accessories, 70 Maltby Street, London, SE.16.
- p) Wadham Stringer Parts Fayre, 120-132 Camberwell Road, SE.5.
- q) Troy Components, 15 Wellington Street, Redditch.
- r) Vehicle Supplies, High Town Road, Luton, Beds.
- s) Moreton Motor Spares, Haydon Road, Nottingham.
- t) Major Autos, Old Bedford Road, Luton, Beds.
- u) Woodhams Motor Accessories, Union Street, Andover.
- v) Downham Auto Spares, 446 Bromley Road, Downham, Kent.
- w) A.Hobbs, Brighton Road, South Croydon, Surrey.
- x) Armstrong Autoparts, 42 Church Street, Lenton, Nottingham.
- y) B.D.Bridgewood, Leek Road, Bucknall, Stoke-on-Trent,

Trimming/Upholstery:

- a) Suffolk Trimmers, Bury St.Edmonds, Suffolk.
- b) J.Bielawski, 7 Talbot Place, Sheffield, Yorks.
- c) Wessex Car Trimming Works, Henry Street, Bedford Place, Southampton.
- d) Moto-Build, 128 High Street, Hounslow, Middlesex.
- e) Toulmin Motors, 103 Windmill Road, Brentford, Middlesex.
- f) Bob Webb, Good Ideas Ltd., 43 Stamford Hill, London, N16.5SR
- g) Mr.M.S.Favell, 1 Meadow Court, Littleport, Ely, Cambs.
- h) Don Newcombe, 236 Dudley Road, Wolverhampton.
- j) Peter.A.Lee, Hopes Yard, Uppingham, Rutland.
- k) Wm.M.Collingburn, Gallowfields Trading Estate, Richmond, Yorks.
- l) Earlwood Motor Products, 51 Earle Road, Liverpool 7, (carpets).
- m) Naylor's Airdale Garage, Hollins Hill, Shipley, W.Yorks.
- n) Car Trimmings Ltd., Bath Road, Slough, Berks.
- p) Peter Wood, Westwood Partway Group, Portway Road, Twyford, Buckingham.
- q) Edgware Motor Accessories, 120 High Street, Edgware, Middx.
- r) T.Barker & Co., 19 Currey Road, Greenford, Middlesex.

Engine Reboring/Rebuilding etc:

- a) M.Hewitt, 18 Monkswood Gardens, Clayhill, Ilford, Essex.
- b) Les Vinnicome, L.V.Engineering, 11 West Hampstead Mews, London N.W.6.
- c) Harry Monk, The Farmhouse, 1 New Lane, Stibbington, Nr.Peterborough.
- d) Peter Lakeland, Axis Motors, (Tel: Luton 411405).
- e) Moto-Build. (address as above).

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