



THE CLASSIC 'Y'

Issue No.6.

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

July 1978.

EDITORIAL.

I know I said last month that the Workshop Manuals, when they arrived, would probably be £5 each plus p.&p. Unfortunately, and this is something completely beyond my control, under the publishers' strict rules the Manuals cannot be sold at less than the recommended retail price of £8.50 each. Thus I am regrettably forced to fix the cost of these Manuals, eight of which are presently on order, at £9 each including postage and packing. When I have received the Manuals from the M.G.O.C. I will write to each of you who has ordered one. Would anyone else requiring a Workshop Manual please let me know as soon as possible.

I am pleased to announce that the Register has been officially 'recognised' by Leyland Historic Vehicles Ltd. Quite what this means at the present time I'm not sure but at least this recognition adds a significant air of respectability to this organisation of ours which at times this year has been frowned upon as a worthless breakaway movement in several quarters and particularly by, let us say, the oldest established M.G. car club, (know who I mean ?)

It has been suggested by a number of members that we try and plan a 'rally' to take place sometime next summer and to be attended by as many Y-Types as possible. This is something which I have hoped would come about since the early days of the Register and it would be a truly memorable occasion, I'm sure. To start with, we need to find a central location in England which would involve a minimum amount of travelling for the majority of members. The use of this site ideally should be free of charge so that we would not have to levy an 'attendance charge'. Its acquisition for the duration of our rally should involve as few bureaucratic complications as possible. Let us all, then, concentrate on these two points initially. So, does anyone out there have a large field which we could use ? Can you suggest a possible location for our 'drive-in' ? If so please write to me so that we can begin to make this dream become reality.

14th July 1978.

REGISTER NEWS:-

<u>Chassis No.</u>	<u>Year.</u>	<u>Type.</u>	<u>Reg'n No.</u>	<u>Engine No.</u>	<u>Owner's Name.</u>
YB 1063	1953	YB	HBO 453	XPAG/SC2/17950	M.Ralli

Total cars on Register as at 14th July: 116.

NEW MEMBER:

Mr.M.Ralli, [REDACTED], Glos.

M.G.O.C. Recommended Suppliers & Services:

PART III.

Body Repairs/Welding etc:

- a) Ray Ellinor, Car Body Repairs, Station Road, Manningtree, Essex.
- b) Vic Lawton, 35a Norwich Road, Bournemouth.
- c) Burt Lee, 349 Struode Road, Virginia Water, Surrey.
- d) Univehicle Sprays Ltd., Crabtree Road, Thorpe, Nr.Egham, Surrey.
- e) G&D Autos, 244 Godstone Road, Whytlease, Surrey.
- f) M.D.Heritage, Glen Rose, Sharpethorne, Sussex.
- g) Paul Girdham, Flat 2, 165 Kingsway, Hove, Sussex.
- h) Moto-Build, 128 High Street, Hounslow, Middlesex.
- j) Goldsmith Motor Engineers, Devonshire Road, Mottingham, London SE.9
- k) Jacey Products, 14 Medina Road, Tysley, Birmingham.
- l) M.S.Favell, 1 Meadow Court, Littleport, Ely, Cambs.
- m) R.Freeman, Motor Body Repairs, 1 Cromwell Road, Kettering, Northants.
- n) Midland Engineering & Welding Co., 15-15a Aston Road, North Birmingham.
- p) Tula Engineering, Kimpton, Bedford.
- q) Billy Schwer, Schwerweld, 55 Portland Road, Luton.
- r) Peter.A.Lee, Auto Engineer, Hopes Yard, Uppingham, Rutland.
- s) Sill Sales, Accrington, Lancs (P.O.Box 23) (Sills only).
- t) Renovating Services, Unit 3, Alstone Lane Industrial Estate, Cheltenham.
- u) Cockers Ltd., Horwich, Bolton, Lancs.
- v) B.Reilly, 13 Mayesfield Road, Penarth, Glamorgan.
- w) Jon.P.M.Powell, Ameys Garage, Long Ash Lane, Frampton, Dorset.
- x) K.S.Wentworths, Car Body Repairs, Leigh Road, Wimbourne, Dorset.
- y) L.J.Broughton, Accident Repair Specialists, Cumber Garage, Lower Manor Road, Brixham, Devon.
- z) M.Pollard, 32 Sutton Court, George Street, Devonport, Plymouth.
- i) L.E.Cramer (Motor Engineers), Greatham Road, Watford, Herts.
- ii) Lambs of Woodford Ltd., Woodford Road, London E.18.
- iii) Mr. Kendall, 12 Vespar Walk, Huntingdon, York.

Electrics/Batteries etc:

- a) Carl Voigt, Auto Electrical Engineers, Bishopswood, Ross-on-Wye.
- b) G.L.Cameron Ltd., 21 Whitehorse Road, West Croydon, Surrey. (Batteries)
- c) Ray Electricals (Folkestone)Ltd., 81/83 Radnor Park Avenue, Folkestone.
- d) Kindan Electrics, Meopham Road, Mitchum, Surrey.
- e) Globe & Simpson, Russell Street, Dover.
- f) James Battery Service, 10 Cateshaven Road, Chalk Farm, London, NW.1.
- g) Major Autos, Old Bedford Road, Luton, Beds. (Batteries)
- h) Downham Auto Spares, 446 Bromley Road, Downham, Kent.
- j) Beds Battery Co., 1 Wellington Street, Bedford.
- k) R.A.Morgan & Vehicle Supplies, Florence Street, Hitchin, Herts.
- l) Glencross Batteries, Exmouth, Devon.
- m) Harpenden Batteries & Spares, 146 Lower Luton Road, Harpenden, Herts
- n) Car Electrical Repairs(Slough) Ltd., 147 St.Paul's Avenue, Slough, Berks.

What is possibly the oldest existing 1½ litre M.G. Saloon today resides in Rod Stormes' garage in [REDACTED] awaiting a complete restoration. Looking for a sensibly priced oldish four seater M.G. Rod came across '0343 in Boston, Lincs. Its owner had intended to restore it himself but eventually turned his full attention to a Twin Cam MGA instead.

Y 0343 is, of course, a 1947 YA. Registered on 21st May 1947 it was the 92nd 1½ litre Saloon to be produced by Abingdon. On registration the car was allocated the marks 'BDO 395' and was grey in colour. The original log book has unfortunately not survived but it is known that Rod is the 6th owner. The first owner in the 'Continuation Log Book' owned the car from July 1954 to March 1967. A curious feature of this car's history is that in February 1967 it was re-registered 'CDO 32C' and its colour was changed to blue. An inscription in the current log book relating to this re-registration is unfortunately illegible and it is interesting to speculate on why a 'C' registration was allocated when the suffix 'E' was current in 1967.

When Rod bought the car late in 1977 for £40 it was in 'a hell of a state' and had been off the road since perhaps 1971 (the M.O.T. and police had caught up with it). The chassis was in excellent condition but of course the body had corrosion in all the usual Y-Type places ! (You all know what I mean, don't you ?) There was no interior trim with the car and the seats were in poor condition. Various spares had been purchased with it - a bonnet lid; two incomplete instrument panels and four doors. The engine was in good condition with what appeared to be a new camshaft recently installed. However, Rod had the problem of finding a gearbox and two rear shock absorbers to complete the car. It might be interesting to know how the restoration has gone so far.....

Up To Date With 'Enterprise'

In the March issue I said that we had contacted Naylor Bros. of Shipley, Yorks, the M.G. restoration specialists, for an estimate regarding complete restoration of YB 1524. Well, it wasn't to be. They indicated that the job would probably cost not less than £2,000 and that in any case they could not 'fit us in' until at least 1980 as they had so much work on already.

So, I set about breaking down the daunting task ahead of us into several important stages namely;

- A. Welding of body panels etc to remove all corrosion.
- B. Steam cleaning of underside/chassis painting/renewal of exhaust system/rust proofing of underside/overhaul of suspension, brakes and jacking system.
- C. Complete rewiring.
- D. Retrimming and re-upholstering of interior.
- E. Final exterior restoration and painting.

We were lucky enough, we thought at the time, to find a welder fairly locally and on 10th April 'Enterprise' was towed the two miles to his garage so that the work could commence. Meanwhile, I started work on restoring the detached parts: Front valance; spare wheel compartment lid; wings; boot lid; sun-roof. These parts are first stripped to bare metal where possible using liberal quantities of paint stripper, an electric sander which goes through hundreds of sanding discs and a wire brush attachment for the Black & Decker. Don't forget to wear protective goggles by the way if you are about to emulate my efforts. Various fibre glass where necessary were made using Holts Body Repair Outfits. The painting goes as follows: One coat of Trustan 40/D-Rust phosphoric acid anti-rust treatment (this can leave mild acid burns on your hands if you don't wear

protective gloves); two coats of metal primer ; two coats of undercoat (white); top coat of polyurethane gloss (white). Hand painted, by the way. Polyurethane paint weathers very little over long periods (20 to 25 years). And white of course is the colour which shows least any high or low spots still present on the painting surface or the occasional brush mark which could not be avoided (none of us is perfect). By late June the front valance, spare wheel compartment lid (complete with new number plate) and right front wing had been completed.

Then came the shock. Our welding 'friends' announced that the car was ready to be redelivered to us. It came complete with a bill for £525.32 !! We had been led to believe that an earlier deposit of £200 which we had made on 17th May represented the greater part of the eventual total. The work which had been carried out, although thorough, had not really been finished off to our satisfaction. In addition, a pane of window glass had been broken ! The garage had not made any offer to replace this ! No detailed breakdown of the work done had been supplied and we were told that of the £525.32, £448 represented 'labour charges' charged at £4 per hour on 112 hours work. We disputed these and at least half-a-dozen other points and, when pressured, the garage agreed to accept £400 in total settlement. This, we are now satisfied with. But there is a moral here - always ask for a written estimate before work commences and have the work to be done set out in writing. Our 'friends' had tried to charge us for some work which they had done without our authority. We had been too trusting, too naive and had nearly paid the penalty. The above also serves to emphasise the sheer size of the labour costs charged by commercial concerns in relation to the cost of the materials used.

'Enterprise' is now thankfully back with us but its next big job, the underside, must be delayed until we can find sufficient money from somewhere.....

J.G.Lawson.

Mr. Brian Griffin, [REDACTED] would appreciate any advice anyone may be able to give him on removing the top link bolts from the front suspension of his 1951 YA.

Next month's magazine will include some very useful hints and some interesting new information on Y-Types from Colin Dye.....

'The Classic Y' is published by Skycol Publications. ©
Editor & Founder of the Register: J.G.Lawson, [REDACTED]
[REDACTED], Merseyside.
Printing: Prontaprint, 4 North John Street, Liverpool.
Spares Secretary: A. Brier, [REDACTED]
West Yorkshire, [REDACTED]
S.E. Area Meetings: Paul & Maggie Grafham, [REDACTED]
[REDACTED] Buckinghamshire.
Cover Design: Geoff Chennell/J.G.Lawson © 1978.