



THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.
Issue No. 11.

December 1978.

.....MERRY CHRISTMAS.....HAPPY NEW YEAR.....MERRY CHRISTMAS.....HAPPY NEW

EDITORIAL:

As you read these words the M.G. Y-Type Register will be celebrating its first birthday. Although officially formed on 1st January 1978 the wheels had been set in motion in late December 1977. I feel we have achieved a lot in our first year and not without one or two difficulties at times either. At this time last year I did not think for one moment that the Register, by the time its first anniversary came around, would have grown into such a large and successful group offering many varied facilities to Y-Type owners throughout Britain (and abroad). Most of our success is due to you, the members, for showing by your continued correspondence and interest that there is a strong demand for an organisation such as ours which binds together all enthusiastic Y-Type owners. As I write this I may reflect on the fact that I have written 290 letters to you all this year and have produced over 400 copies of the magazine to date. So, I can look forward expectantly to our second year.

This month's issue is devoted in the main to the developments worked for over the past year by Paul & Maggie Graham. Many of you won't know, but it was Paul & Maggie who originally suggested to me the idea of 'doing something' for the benefit of Y-Type owners everywhere. And hence, off I went and started the Y-Type Register. However, Paul & Maggie have always sought to work away within the M.G. Car Club with a view to changing that club's committee's apathy towards Y-Types. This has been the direction in which they have applied their talents (whilst still, of course, supporting the Y-Type Register) and from the letters published within you will see that they appear to have had some success recently. It seems to me that with a new face in charge of the M.G.C.C. 'The Register (which includes Y-Types) the M.G.C.C. may at last be prepared to accept the existence of our Register on a more equal footing than has hitherto been the case. Thus, if we have done nothing else this year we seem to have given the 'Establishment' a good shake up - and that's always a good thing.

I know some of you besides Paul & Maggie have also urged closer co-operation with the M.G.C.C. and so I believe the letters within will please you. On the other hand, independently minded members need not fear a "sell-out". Whenever we liaise with the M.G.C.C. we will do so on equal terms.

8th December 1978.

ANOTHER 'ENTERPRISE' UPDATE

The end of the last report on the restoration of MG 7317/YB 1524 (as related in issue no. 6) found us, as you may recall, in low spirits, partly because of a considerable financial shock but more so because we had encountered for the first time the less respectable side of the motor engineering trade. Faced with the fact that we had been 'done' there was nothing else for it but to vow never again to be that gullible and to 'get on with it'.

Enterprise's bodywork although supposedly 'stripped to bare metal' was in a terribly scruffy state when she arrived back at our garage on 1st July. We set about removing (again) the left front and both rear wings, the running boards and all loose pieces of interior trim. The next day the long and arduous task of rubbing down the entire body shell to gleaming bare metal began. Copious amounts of paint stripper were applied, paint scrapers being used to loosen the remaining traces of stubborn paint. Here my father excelled for unlimited patience is needed to free every remaining speck of paint from such a large body.

By 22nd July, after working on the car for five whole days all paint had been removed as had all remaining 'trim'. All 'unauthorised' holes had been patched with fibreglass, all windows had been removed (the rear one was particularly difficult), and the body was ready for treating with Trustan 40 and D-Rust. This treatment was applied on 22nd and a week later we were ready to hand paint on our first coat of metal primer to cover the entire body. We were lucky to have a warm, dry day for this and with the exception of the inevitable small flies everything went without a hitch. Suddenly 'Enterprise' began to take on a new and respectable look. The second coat of metal primer followed on 5th August.

The next weekend we tried fitting the newly painted spare wheel compartment lid onto the compartment opening and did we get a shock! It seems that our unscrupulous welders when welding the spare wheel compartment flange had not allowed for the outward curve of the body across the rear of the car. Thus our spare wheel compartment lid would not fit without a lot of 'modification' and a lot of cursing. Here's something that someone else can learn from our misfortunes - the spare wheel compartment opening is a very complex three-dimensionally curved aperture and it is essential that the spare wheel compartment lid be properly aligned at the time of welding. Ours wasn't helped by the fact that it had been previously warped in a crash of a few years ago.

On 8th September 'Enterprise' went to be steam-cleaned. And here at last we were to be more than satisfied with the work done and the attitude of the firm involved - P.D.S. Repairs. Their service was inexpensive (£7) but very thorough. The engine compartment and underside were thoroughly cleaned three times. And what was more important was that all their employees cared and were very interested in knowing more about the car. On its journey to and from P.D.S.'s premises 'Enterprise' caused many heads to turn and we began at last to see the importance and value of all our hard work.

September 16th came and up into the air on ramps went 'Enterprise'. The next big step was to be the painting and rust-proofing of the underside together with all associated jobs. By 8th October the old exhaust system had been removed (it virtually fell off!) and we had started to remove the floorboards. At first we had thought of this as one of our easier tasks. However it proved to be much more difficult than we had first envisaged. The French Marine Plywood floorboards come in front and rear sections each side of the drive shaft tunnel. The front sections were easy enough to remove (they had been disturbed by the welding) but again our old enemies the rusted bolts defied all our attempts to remove them and thus lift the rear floorboard sections free. In the end we bought a gas blow torch and burned them out. It was 4th November.

(To be continued.....)

John Lawson.

LETTERS TO THE EDITOR:

Dear John,

.....We also enclose a copy of a letter sent in answer to a plea for volunteers to write about Y's in the M.G.C.C. magazine, Barry Lacey-Malvern who ran the 'T' Register for years has now retired due to ill health and Glyn Giusti has taken over.

He agrees with us that Y's should be separate from T's, but the club committee, in its wisdom, has decreed otherwise. We feel that the best way to change their minds is from within and have therefore accepted a seat on the committee and have agreed to write regular articles on behalf of Y-Tyes everywhere.

We are still holding regular meetings on the first Wednesday of every month in the 'White Blackbird', Loudwater, High Wycombe. On Saturday October 7th we had a barbecue at Beechwood House attended by ten Y-Type owners plus partners. August Bank Holiday we managed to assemble six Y-Types at an M.G.meeting at Hucking, near Maidstone in Kent, which resulted in our having for the first time ever, our own section for the gymkhana and concours. This is an achievement of which we are proud and thanks are due to those who made the effort - even if Humphris did walk off with all the prizes, we still enjoyed ourselves!

We have a treasure hunt planned for Sunday 5th November and a Christmas dinner to be held at Maidenhead on 16th December. Anyone living within reasonable striking distance is missing much by not attending these thoughtfully planned and beautifully executed entertainments! Seriously, the more the merrier.

I know you are not as keen as us on the M.G.C.C. and to some it may appear somewhat of a sell-out, our accepting the committee seat, but what better way of gaining access to their files and information? No other club has the old records from Abingdon.

We have been busy with our own production line and are awaiting the appearance of our own 'M.G.Midget' any day now. Doubtless it will be named 'Morris' if it's a boy!

Keep up the good work.

Paul & Maggie Grafham.

Hopefully, and barring industrial disputes, Morris will have been delivered by the time you read these words. I'm sure we would all like to send our congratulations to Paul & Maggie on this momentous occasion! I have published in full below, for the benefit of the membership, the full text of Paul & Maggie's letter to Glyn Giusti of the M.G.C.C., mentioned above. - Editor.

Dear Glyn,

Having tried for years to interest the club in our own Register, we were more than happy to help and encourage John Lawson when he showed enthusiasm and a willingness to start a magazine devoted to the Y.

Unfortunately the high-handed attitude of the Club committee in general and the 'T' Register in particular caused us to form our own association, which grows daily and shows that there is a need and a strong demand for a separate Register.

Although accepting that, technically, there are many similarities between T's and Y's no one can deny that they attract a completely different following and cannot compete nor be compared in either gymkhana or concours.

A place on the committee and the opportunity for regular correspondence on the Y's is a step in the right direction but still no substitute for our own Register. A separate 'Y' Register will continue to flourish with or without the

M.G. Car Club.

As proof that it is possible for us all to get along together.....

Our monthly meeting at Wycombe started life as Y-Types only but has now grown to a full and active 'Natter and Noggins' encompassing MMM, SWW, Moderns and over 15 assorted Y-Types. Occasionally we even allow a T-Type to join us. We are not prejudiced!

Six of the Y's made it to Huckling this year enabling us, for the first time, to compete against each other in a separate class - much more fun and satisfaction.

We could go on for pages more but the object of this letter was to offer our services on behalf of Y-Types everywhere.

Two halves or one volunteer.

Paul & Maggie Grafham.

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>
Y 6969	1951	YA.	UMG 451	XPAG/SC/1682*	M.J.Debby.

Total cars on Register as at 1st December 1978: 138.

MEMBERS' INFORMATION EXCHANGE.

Chris Williams: YT owners: Some useful details can be found in the publications, 'M.G.Cars 1948 - 1951' and 'The Magic Of M.G.' by Mike Allison. (Copies of the two relevant pages from the former can be obtained from the editor at 25p incl. postage.)

16" tyres: These can be obtained from Mr. Tony Etheridge of 118 Oaklands Avenue, Oxhey, Herts. Tel: Watford 31699. Callers by appointment only so please telephone first. The tyres are of Portugese manufacture and sell for £11.90 each plus V.A.T. This compares favourably with the £20 each asked by Vintage Tyres of London.

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Editor & Founder of the Register: [REDACTED]

[REDACTED] Merseyside.

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Spares Secretary: A.Brier, [REDACTED]

W.Yorks, [REDACTED]

S.E. Area Meetings: Paul & Maggie Grafham, [REDACTED]

[REDACTED] Buckinghamshire, [REDACTED]

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STOP PRESS (!) : A 1948 YT (registration no. *1948 MG*) was recently advertised for sale in 'Safety Fast' (M.G.C.C.) at £5,000 !!!!!!!