



# The Classic 'Y'



The Newsletter of The M.G. "Y" Type Register

Issue No. 162

June 2001

## DISTRIBUTING SPARKS\*\*\*\*\*

concluded, from the  
previous issue...

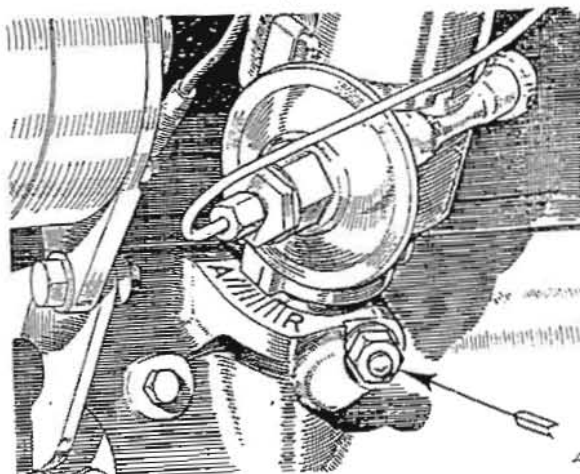


Fig. C.12.

The arrow indicates the distributor fixing bolt. Also clearly shown is the graduated scale for ignition setting adjustment.

Later vacuum advance distributor fitted to the XPAG, but actually in a Wolseley 4/44 as the XPAW.

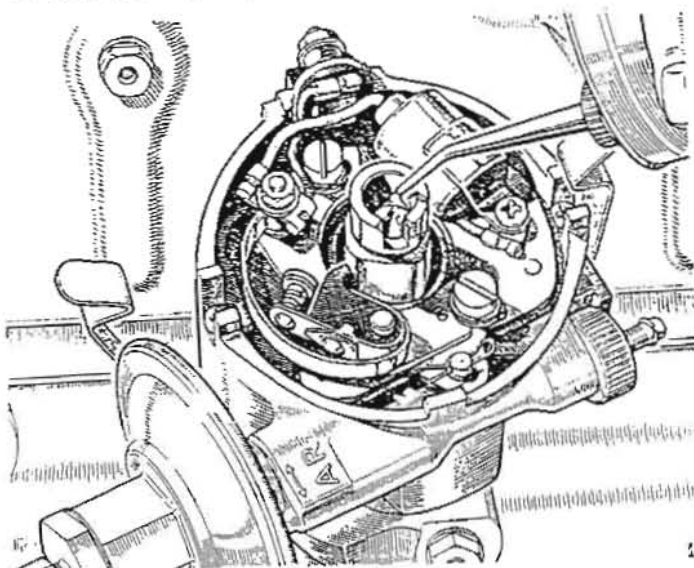
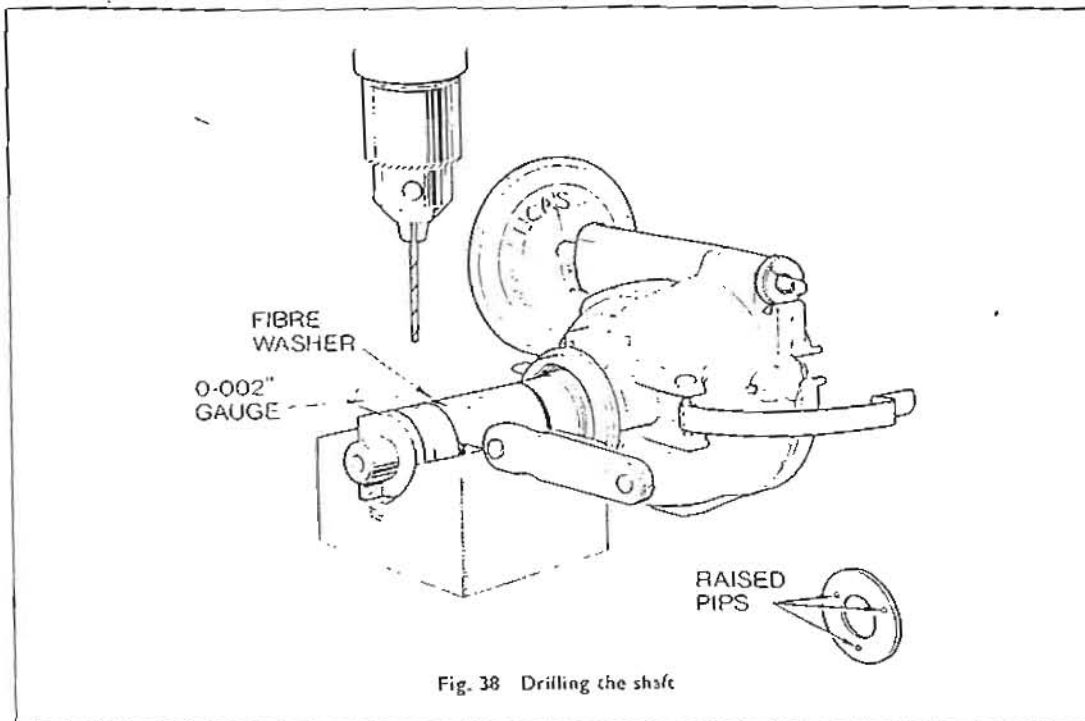


Fig. C.7

Lubrication of the cam bearing and distributor shaft.

cont'd...



Removing the 'D' drive ready to fit the XPAW gear drive.  
Note the end float required.

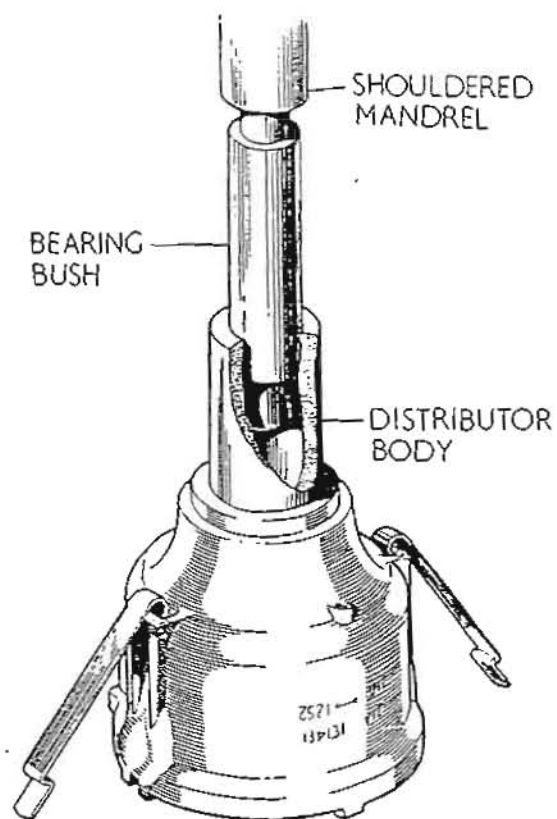
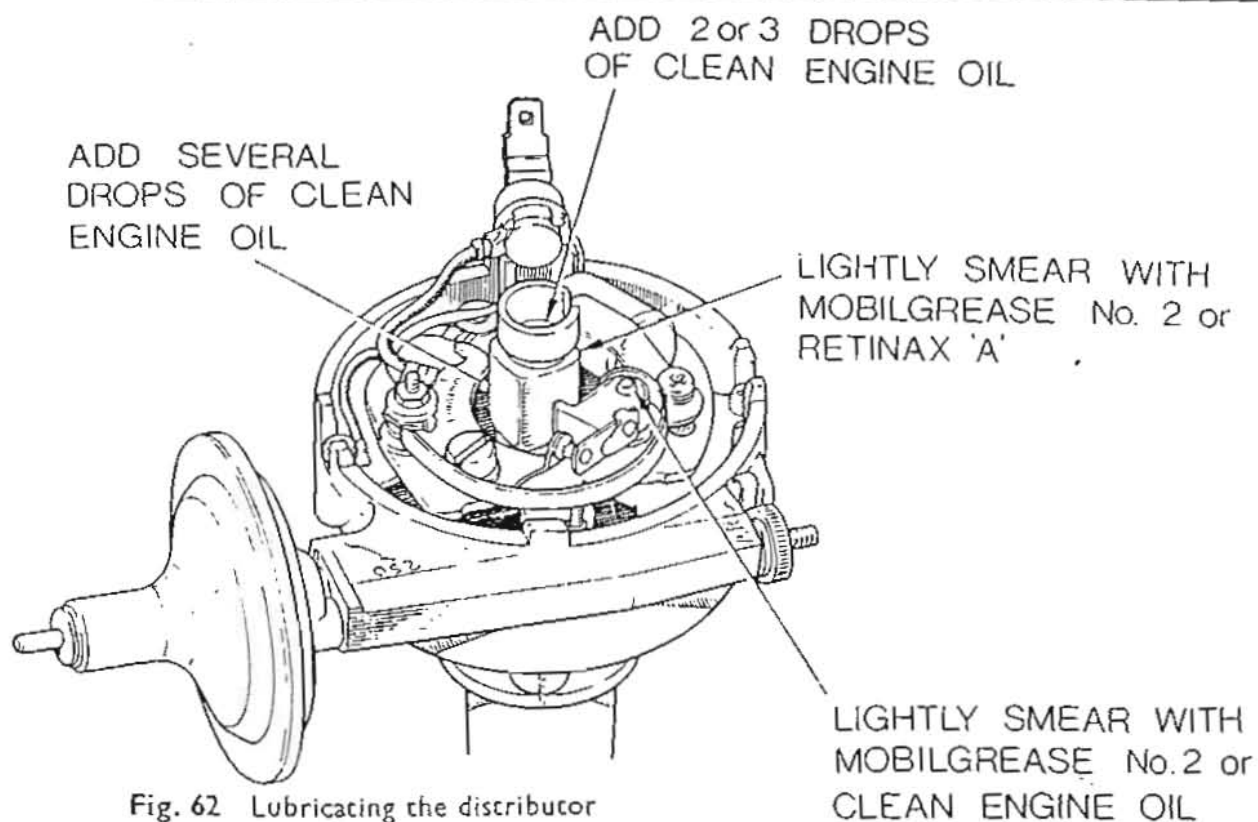
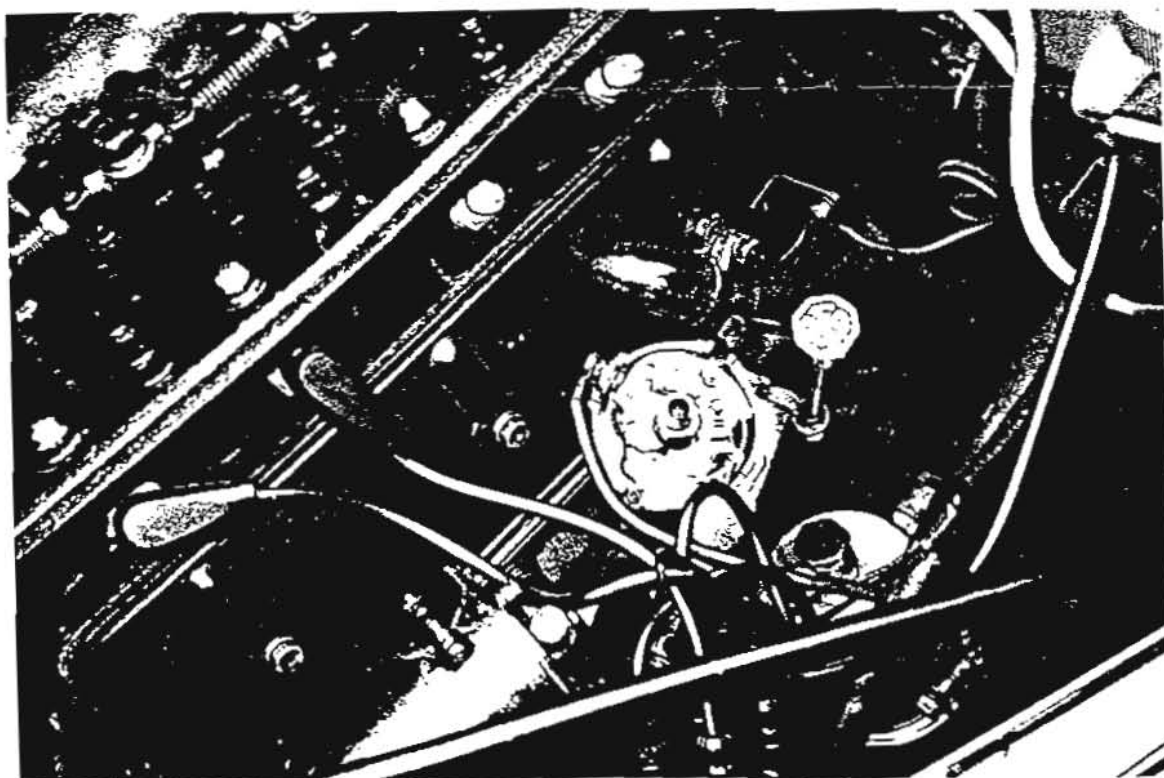


Fig. C.11.  
Replacement of bearing bush.

Perfectionists can re-bush the casting, but it will require reaming out afterwards. Is the shaft good enough to re-use?



What and where to lubricate a distributor, old type points.



Proof of the pudding, a Mini distributor in a YB. It has been there for five years now. Unworn on fitting, it cost me 50p,

Neil Cairns.

Neil has since found that distributors from certain later Austin-Rover cars can also be fitted to Y-Types. - Ed.



## REGISTER NEWS

First off this time is a request from Owen McNeill of [REDACTED] [REDACTED], Queensland, [REDACTED], Australia, for information on any alternative crown wheel and pinion sets for the "YA" other than the original 7/36. I know of none myself, but maybe someone with more technical experience could write to him if such options do exist. Mr. McNeill's car is Y/3755, the dark blue one featured on page 288 of *Let There Be Ys*. My Register entry (No.702) showed that this car belonged to a Mr. McNeill before Bill Spall bought it, so maybe Owen McNeill has now bought it back? Whatever, he and his wife drove down in it to the Australian National Meeting at Canberra this Easter (a round trip of 2,000 miles) and took second in class in the national concours.

Roy Scopes of [REDACTED] [REDACTED], keeps coming up with Y-Types previously unknown to me. His latest find is "UMG777", supposedly a 1953 YR. This car (chassis number currently unknown but allocated No.1380 on my Register) belongs to Bob Allen of [REDACTED]. It has been in his family since 1965 and is currently being restored. We have "UMG778" on the Register, and this is YR/0605, a 1952 car, so as most of the "UMG" number-plates seem to have been allocated in chronological sequence, '777 should perhaps also date from 1952.

One of the few South African "Y"s which Dave Lawrence did not manage to track down for his preparation of *LTBYs* was Y/6564. Now, ten years after first hearing of it, he has the full details. It is currently with Jaco Bruwer (pronounced "Broo-vair") of [REDACTED] in the Cape Province, having recently been inherited from his late father, J.W. The car is in good condition and driveable and "all numbers match", as they say: factory replacement engine C53642 (original was 5C/16360), body no. 5200/5148. Interestingly, the block of the replacement engine shows original number "15805" (from a "Y" or "TD"). This car is No.1091 on our Register.

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## SPARES FOR SALE

Radiator cap drilled for water temperature gauge (e.g. "Motometer"). £7.50 incl. U.K. postage, from: J.G.Lawson, [REDACTED] [REDACTED] [REDACTED] Liverpool, [REDACTED]

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Newsletter Editor/Registrar: J.G.Lawson, [REDACTED] [REDACTED], Liverpool, [REDACTED]  
U.K. Spares Secretary (new spares): A.Brier, [REDACTED] [REDACTED] [REDACTED], York, [REDACTED]  
U.K. Spares Co-ordinator (second-hand spares): B.Mullen, [REDACTED] [REDACTED], Liverpool, [REDACTED]

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Heading illustration courtesy of The Motor.

## 'KSC171' - Development & Modification History

### Section E.

#### History & Overhaul Details (major items)

June 1956. Mileage 18126

Differential Unit stripped for examination & rebuilt with new parts as required. Set to makers pre-loading on pinion & carrier bearings & backlash set to makers tolerance.

New Parts fitted 1 Pinion race set (2 races & one distance piece),  
Two Thrust races. One Pinion Oil seal.

Mileage 18740.

New (diff. unit) Pinion Oil Seal fitted in an endeavour to eliminate squeak when moving off with cold oil (This still occasionally happens when reversing from a period of standing - several days - or when really cold).

April 1957 Mileage 18912.

Major inspection & overhaul of engine.

New parts fitted: High lift Camshaft (8 M.M. in place of original 6.5 M.M.) Timing Chain. Con rod large end bearing shells. Con rod large end bearing cap bolts. Bottom halves of all main bearings. Scraper ring No.3 piston. No.2 Push rod. Timing Case, Sump & Clutch Housing Oil Seals. Timing Case & Sump Joints. "Fram" full flow Oil Filter. Condition of Engine: Bore wear .0015"/.002"

Ring wear .0013"/.002"

Large end. Bearing Shell wear (total) .00075"/.001"

Crankpin journal wear .0005"/.00075"

Crankpin journal Ovality Nos.1 & 2 .00025

Nos.3 & 4 Nil

Micrometer reading on Crankpin journals: 1.7705" Max. 1.77025" Min.

No.3 Piston Withdrawn. Gudgeon Pin wear Nil.

Top Comp. ring groove wear .001". Piston Skirt wear .0005"/.001".

Oil Pump stripped. General condition good except for small pieces of white metal broken away from pump driven gear wheel bush. By-pass valve & seat withdrawn from Cyl. Block. Valve, seat & spring all as new. Relief valve & seat O.K. Spring renewed.

Discharge danjo connection from pump tapped 1/8" gas for standard pressure gauge connection, for test & priming purposes.

Tappets: General Condition good except for No.5 which shows signs of wear & No.8 pitted. Camshaft bearings as new.

Head fitted with new valve guides & larger valves at 18126 miles.

cont'd...

After major overhaul engine run in on Colloidal Graphite for 700 miles.  
Then "Redex" 1 in 3 added to sump after flushing & draining

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## Section F.

### Preservation State

1963/64

Weight of car taken on blocks under chassis, tension relieved from springs, road wheels clear of floor.

Radiator & Block Drained. Battery removed. Petrol Tank Drained.

New Oil in Sump (plus "Redex" 1 in 3). Gear Box & Back Axle (plus "Redex" 1 in 5).

Engine Valve Gear, Inlet & Exhaust Manifolds Sprayed with "Redex". Engine Cylinders Oiled out with "Redex".

Engine Blanked Off at: Carb. inlet to Manifold, Exhaust to Pipe Flange at Manifold, Rocker Breather connection & Tappet Cover Breather Pipe.

Tappets slackened off.

All Chassis & Transmission points Greased.

Coachwork, Leather, Woodwork & Chrome covered with Wax Polish but not polished.

Section G. (Routine Preservation Maintenance) next...

Derek Ringer.

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In the next issue we may embark upon a further batch of amendments and updates to *Let There Be Ys*, sent to us by Dave Lawrence.