



THE CLASSIC 'Y'

Issue No. 9.

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

October 1978.

EDITORIAL

On pages three and four of this issue you will find a most comprehensive article on the various marks of XPAG engine throughout its 16 year production run. This article is reproduced by kind permission of the Octagon Car Club in whose magazine, 'Octagon' it recently appeared. It was originally written quite a number of years ago and unfortunately the name of the compiler is no longer known. However, 'thank you', whoever you are !

Malcolm Meyers has suggested a site for our proposed 'rally' next summer. It is a couple of miles from where he lives in the centre of the small village of Cwmduad (10 miles from Carmarthen on the A.484). It is a large level field with picnic tables and chairs and has toilet facilities. The owners of a nearby old woollen mill who are interested in old cars could provide teas etc. Camping could also be arranged. As usual your reactions to this idea are invited.

Colin Dye (telephone number on page 2 of this issue) wishes to start a regular South Coast meeting. Will those interested please ring or write to him. It only remains for me to announce that the 1979 (February 1979 to January 1980) subscription to 'The Classic Y' will be £4. The increase is necessary to put the Y-Type Register on a more sound financial footing. Subscription reminders will start appearing towards the end of the year and all subscriptions should be in by February 10th 1979 at the latest to ensure continuity. After that date the cost of Vol. I. of 'The Classic Y' i.e. February 1978 to January 1979 inclusive will be £4.50.

Please don't miss the important advertisement below.

6th October 1978.

NOW AVAILABLE.....NOW AVAILABLE.....NOW AVAILABLE.....

By kind permission of British Leyland Ltd., and with the help of Brian Griffin and Colin Dye, we are now able to offer to members reproductions of the following Workshop Manuals:

YA (including YT supplement)	@	£9 incl. p&p.
YB	@	£9 incl. p&p

This offer is exclusive to the M.G. Y-Type Register and is limited
from the editorial address.

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 0602	1947	YA.	?	XPAG/SC/B46941	P.Jones.
Y 1507	1948	YA.	EBD 951	XPAG/SC/11263	?
Y 5063	1950	YA.	FRX 211	XPAG/SC/14936	?
Y 7063	1951	YA.	NYB 526	?	S.C.Davis.

Total cars on Register as at 6th October 1978: 133 Made up as follows:
YA: 54 YB: 44 YT: 16 YA/YB Composite: 2 Unknown: 17

MEMBERSHIP NEWS:

New Members: K.Fidgen, [REDACTED] Surrey, [REDACTED]
(1951 YA)
G.Davis, [REDACTED] Sussex, [REDACTED] (1950 YA)

Telephone Numbers: Colin Dye: [REDACTED]

MEMBERS' INFORMATION EXCHANGE.

Colin Dye: Amendment to letter published on p.3 of issue no.7: Only the very early YAs did not have bakelite ashtrays in the rear of the front seats.

Peter Jones: Wanted: A pair of 8" chrome headlamps as fitted to early YAs. Will exchange for a pair of 7" chrome headlamps as fitted to the TD.

Stephen Davis: Has found in the spare wheel compartment of his car, under the flooring panel between it and the chassis, a smaller panel about 3" wide and 1/8" thick running across the back of the car and resting on top of the chassis. The body securing bolts pass right through this plate and into the chassis. Is this an original fitting or is it possibly a 'one-off' makeshift 'spacer' to stop the rot causing the body to sink lower on the chassis? The car is a 1951 YA.

Malcolm Meyers: Regarding the YT:

- i) Were they fitted with carpets or only rubber mats?
- ii) Were pockets fitted on the door trim?
- iii) What are the original sidescreens supposed to look like?
- iv) Is the hood supposed to sit inside the storage compartment when down and should it have a zipped cover to enclose it?

Rory McManus: Earlwood Motor Products (p.2; issue no.8) cannot supply carpets for Y-Types without patterns. Does anyone have a set of old carpets which they could lend as a pattern or can anyone make a set?

Ron Darvell: Apparently Avon Tyres still produce size 525 x 16" tyres according to a local stockist. (see p.4; issue no.8)

The XPAG engines fitted to the TB, TC, TD and TF have very little in common with the MPJG engine of the TA. Within the XPAG series, many parts are interchangeable although many minor changes were made after 1945 in the quest for more power and more torque at low speeds.

Two major changes were made during the life of the engine - the engines can therefore be divided into three groups. The earliest engines had the 7-inch clutch and flywheel to suit group 1. This was changed in 1945/50 to the 8-inch clutch: these Group 2 engines all have '2' in the engine number. In 1952 a major re-design was done on the block and head to improve the cooling and breathing, with the result that the heads, gaskets and blocks of these Group 3 engines are not interchangeable with Groups 1 and 2.

The engines fitted to the 1250 TF had hardened cranks of different material to the earlier cranks, and oversize valves (equivalent to stage II tune on earlier engines). The XPEG unit of the TF 1500 is a bored out version of 1250 TF engine with a head of the same depth as the earlier XPAG units, thus keeping the same compression ratio as the 1250 TF.

The engines fitted to the post war Morris 10 and Wolseley 10 (XPJM and XPJW) are virtually sleeved down XPAG units, with cooking manifolding, whilst the Wolseley 4/44 engine is very similar to the 1250 TF engines in Group 3 but with lower compression ratio and cooking manifolds.

The tables below show the serial numbers of engines in the three groups, and the models they were fitted to. No series is given for the YT Tourer or the TD Mark II; the engines for these cars were taken from the Y-type or TD engine lines. The prefix of the engine number was changed to indicate that modifications had been carried out, although the serial number was retained - thus a TD Mark II engine Number XPAG/TD/C/17093 is a modified version of XPAG/TD/2/17093 one of the last Group 2 engines and would have a larger sump but standard push-rods (see table).

Note that a 'TD2' car was never made: this is an engine number code. Cars were officially TD's or, with special tuning, etc. TD Mark II's.

Gold Seal factory reconditioned engines were fitted with whatever parts were being used on the production lines at the time (provided they could be fitted) so older engines will have been brought up to date in some respects. All gold seal engines were renumbered, and these numbers bear no relation to the original engine numbers. Parts from gold seal engines should be checked before use.

CHANGES MADE IN THE ENGINE

	<u>Engine No.</u>	
GROUP 1	XPAG/884	Timing chain tensioner introduced.
	XPAG/SC/14023)	Modified starter ring and starter pinion.
	XPAG/TD/501)	120 teeth instead of 93 and 10 teeth.
	XPAG/SC/15576	Pistons modified to same type as TD engines.
	XPAG/SC/16463)	Different water pump fitted.
	XPAG/TD/6482)	
	XPAG/SC/16729)	Oil pickup moved to centre of sump.
	XPAG/TD/7576)	
	XPAG/SC/16831)	Rockers modified, and different
	XPAG/TD/9008)	spacers fitted.
	XPAG/SC/16831	Low overlap (12 thou) camshaft fitted.
GROUP 2	XPAG/SC/2/16916)	8-inch clutch and different flywheel
	XPAG/TD/2/9408)	fitted.
	XPAG/SC/2/17020)	Shorter dipstick and guide tube fitted.
	XPAG/TD/2/10900)	
	XPAG/SC/2/17293)	Integral oil pump and filter fitted; this
	XPAG/TD/2/14224)	involved a modification of the block, oil
		pump won't fit earlier engines.
	XPAG/SC/2/17383)	Larger sump fitted.
	XPAG/TD/2/14948)	
GROUP 3	XPAG/SC/2/17432)	Shorter pushrods and longer adjusting
	XPAG/TD/2/17289)	screws fitted.
	XPAG/SC/2/17463)	Modified block and head for improved
	XPAG/TD/2/17969)	cooling; uses different gaskets and
		longer reach plugs.

XPAG/SC2/17670) Priming plug fitted to oil pump.
 XPAG/TD2/20972)
 XPAG/TD2/24116 Y-type (low overlap) camshaft
 introduced.

Note: Only Group 2 engines have /2/ in the engine number.

Prefix	Engine Nos.		Car Type	Year
	From	To		
XPAG	507	883	TB	1939
XPAG	884	10863	TC	1945-9
XPAG/SC/	10001	16915	YA	1947-9 GROUP 1
XPAG/T/	No series		YT	1948-9
XPAG/TD/	501	9407	TD	1949-50
XPAG/SC/2/	16916	17462	YA/YB	1949-52
XPAG/TD/2/	9408	17968	TD	1950-52 GROUP 2
XPAG/TC/C/	No series		TD Mark II	1950-52
XPAG/SC2/	17463	18460	YB	1952-3
XPAG/TD2/	17969	30290	TD	1952-3
XPAG/TD3/	No series		TD MK II	1952-3 GROUP 3
XPAG/TF/	30301	36330	TF	1953-4
XPEG	501	3940	TF 1500	1954-55

M.G.O.C. etc RECOMMENDED SUPPLIERS & SERVICES

PART VI.

Steam Cleaning:

- Ian Richard Transport Services Ltd., Lye Trading Estate, Luton.
(Can travel locally)
- P.D.S.Repairs, 78/82 Beaumont Street, Liverpool 8., Merseyside.

Obsolete Parts Manufacture:

- Panther Screencraft Ltd., Canada Road, Byfleet, Weybridge, Surrey.
- Veteran & Vintage Car Service, 32 Brookmans Avenue, Brookmans Park, Herts.
- P.J.Halljwell Engineering, Bridge Works, Iwer Lane, Cowley, Middlesex.

Specialist Tool Hire:

- Chris Burden, 'Chatsworth', Clarefield Drive, Pinkeys Green, Maidenhead, Berks.
- Paul Girdham, Flat 2, 165 Kingsway, Hove, Sussex.

Plating/Rechroming:

- Electrostatic Finishers Ltd., 56a South Road, Bournemouth, Dorset.
- T.Smith & Co., Clerkenwell Close, London E.C.1.

to be continued.....

The Classic Y is published by Skycol Publications. (C)

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