

# THE CLASSIC 'Y'

Volume V. No. 52



August 1982

Editors: J. G. Lawson and J. R. Sanderson

## Hello again ...

We all went to the Maghull Classic Car Rally on Saturday 17th July. The "we" were Dave Mullen and John Lawson (in YB 0647), Alan McCormick (in YB 0762) and John Sanderson (in Y 5729). It was great seeing three 'Y' Types lined up on show together. We were only outnumbered by the Riley RMs and the Morris Minors !

Dave and his father deserve praise for having their car ready for the show. Its two-year rebuild was only completed at 3pm the afternoon before the show with a first-time successful M.O.T. Test ! Dave and his father had worked non-stop all week with scarcely a bite to eat.

John L. is off to California on 8th August and won't be back until the beginning of September so bear with us please if letters are not answered as promptly as usual. Places to be visited include; the GoF West '82 at Santa Barbara (over 300 M.G.s including, we hope, seven 'Y' Types); the Historic Car Races at Laguna Seca; and the famous Pebble Beach Concours. Now you know where all your subscription moneys go !

Finally, we thought members might appreciate a further recap on where all our 'Y' Types are based:

England	418	Singapore	8
Australia	138	Switzerland	7
U.S.A.	107	Malaysia	7
Netherlands	23	Eire	6
Wales	18	Madeira	2
New Zealand	17	Lichtenstein	1
South Africa	16	Channel Is.	1
Scotland	11	Belgium	1
Canada	9		

23rd July 1982

## Register News

### Recent Additions:

Chassis No.	Year.	Type.	Engine No.	Colour.	Owner's Name.
Y 2313	1949	YA.	SC/12137	?	A.Walters.
Y/T/EXR 4067	1949	YT.	TR/13863	Black	W.Stokes.
Y 4361	1950	YA.	SC/14095	?	J.M.Depner.
Y 5612	1950	YA.	SC/15466	?	A.Pearce.
Y 5911	1950	YA.	?	Green	Mrs.J.Jones.
Y 6791	1951	YA.	SC/16550	(primer)	R.Gardiner.
Y 7122	1951	YA.	SC22/27353(GS)	Maroon	Mrs.J.Jones.
YB ?	1953	YB.	SC2/17938	Green	H.Bolle.

Total cars on the Register as at 16th July 1982: 790.  
Made up as follows: YA: 382 YT: 155 YB: 180 YRC: 3  
Composites/Specials: 4 Unknown (mainly saloons): 66.

### New Members:

459.	B.R.Meynell,	[REDACTED]
461.	J.P.Cooper,	[REDACTED] Cleveland.
462.	Mrs.J.Jones,	[REDACTED] Auckland,NZ.
463.	I.S.Andrade,	[REDACTED] W.Sussex,
464.	H.Bolle,	[REDACTED] Madeira.
465.	T.G.Davies,	[REDACTED] Nr Guildford.
466.	J.M.Depner,	[REDACTED] Dyfed,S.Wales.
467.	A.Appleford,	[REDACTED] Surrey.
468.	A.Pearce,	[REDACTED] Sussex,
469.	A.Walters,	[REDACTED] Gtr. Manchester.
		[REDACTED] Somerset,

### Address Changes/Corrections:

280.	D.T.Waggoner,	[REDACTED] Washington,
454.	A.Booth,	[REDACTED] USA.
		[REDACTED] Dorset,

### Members Leaving the Register:

334.	R.Wadsworth.
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## Parts

## For Sale

## Mike & Dave

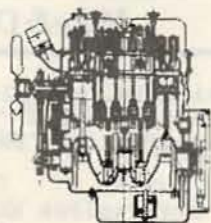
Two 'YA's broken for spares. Most parts available, including gearbox, bellhousings, half-shafts, doors etc etc. Contact Mr. Phillips. [REDACTED]  
Tel: [REDACTED]

Barry Bray has some preformed wood sunroof surrounds. Contact Barry at [REDACTED].

## Cars

112. '1951 YA. 'UMG 355'. Not much body rust. Ideal for restoration. All complete except windscreen wiper motor. Reasonable offers only. Tel: [REDACTED]
341. '1952 YB. New engine, paint, wood. Excellent condition. New chrome bumpers, medallions, door handles. Lots of spares - complete instrument panel, four jacks, brake shoes, radiator shell, manuals and Whitworth tools. \$5,500. Contact: David T. Waggoner, [REDACTED], Washington, [REDACTED], U.S.A. Tel: [REDACTED]
398. '1949 YA. M.O.T. Well cared for. \$1,750. Tel: [REDACTED]
765. '1953 YB. Needs restoration. Gold Seal engine. Good chassis. Some spares. £300 o.n.o. Tel: [REDACTED]
768. '1952 YB. Mechanically sound. Body needs attention. Offers. Tel: [REDACTED]
764. '1951 YA. Running. Tel: [REDACTED]
769. '1951 YA. Interior tatty. Tel: [REDACTED]
71. '1951 YA. 4-door, sunroof, hydraulic jacks, chrome, engine, transmission O.K. Bodywork requires working on. Driveable. £725. [REDACTED] Merseyside'.
773. '1950 YA. Very good condition overall. New exhaust. Worth viewing. £995 o.n.o. Tel: [REDACTED] Somerset'.
774. '1950 YA. £1,350. Tel: [REDACTED]
775. 'Completely dismantled as spares. Good chassis. £150. Tel: [REDACTED]
- 781 & 782. 'Choice of two YB saloons. £450 each, £850 the pair Tel: [REDACTED] (evenings)'.





## VARIATIONS ON A THEME THE XPAG ENGINE 1939-1955



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

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 spacers fitted.
	XPAG/TD/9008 )	Low overlap (12 thou) camshaft fitted.
	XPAG/SC/16831	
GROUP 2	XPAG/SC/2/16916 )	8-inch clutch and different flywheel fitted.
	XPAG/TD/2/9408 )	
	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 involved a modification of the block, oil pump won't fit earlier engines.
	XPAG/TD/2/14224 )	Larger sump fitted.
	XPAG/SC/2/17383 )	
	XPAG/TD/2/14948 )	
	XPAG/SC/2/17432 )	Shorter pushrods and longer adjusting screws fitted.
	XPAG/TD/2/17289 )	
GROUP 3	XPAG/SC2/17463 )	Modified block and head for improved cooling; uses different gaskets and longer reach plugs.
	XPAG/TD2/17969 )	
	XPAG/SC2/17670 )	Priming plug fitted to oil pump.
	XPAG/TD2/20972 )	
	XPAG/TD2/24116	Y-type (low overlap) camshaft introduced.

Prefix	Engine Nos. From - To	Car Type	Year
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





## The 3rd Annual Veteran, Vintage & Classic Car Rally

held at Maghull, Merseyside on 17th July



*Left: Alan McCormick's black 1952 'YB'.  
Centre: Dave Mullen's green 1952 'YB'.  
Right: John Sanderson's green 1950 'YA'.*



THE END  
IN SIGHT!



Now nearing completion in Croxteth, Liverpool is Dave Mullen's green 1952 'YB' (YB0647) which made its first appearance at the Maghull rally on 17th July.



## RESTORATION of 'ENTERPRISE'

At around the same time as we were fixing the new sunroof drainage hoses, which I told you about last time, we began to also have a go at fitting new rubber surrounds to each of the doors. This was one of the most aggravating jobs that we would undertake over the years and yet, at the outset, and probably to you reading this, on the face of it it would seem to be fairly straightforward. There are two reasons why it wasn't - both of them only realised long after the event.

Firstly, it would seem that the rubber extrusion supplied by N.T.G. is either not precisely the same shape as the original and/or it is not made of the same compound and is not as flexible. Secondly, we had what was, in effect, six coats of paint on those channels into which the rubber strip fits, and this had effectively blocked a good deal of the channelling. So, if you are preparing to do this job, be careful that the channel is sprayed with the minimum of paint and perhaps use some rubber lubricant on the rubber strip. Or you might investigate the similar strip which is available from Edgware Motor Accessories of 94 High Street, Edgware, Middlesex, England (Item No. 312 in their catalogue). I was not aware of this at the time. This job we completed on 27th April 1980 (not entirely to my satisfaction even to this day). It looked untidy then, and it still does now. Still, others might learn from my mistakes. Incidentally, the right rear door of my car (which I obtained as a rust-free replacement when I bought the car and which has never fitted properly) has the metal channelling missing from the door (and it doesn't ever appear to have been fitted). Explanations ??

Lots of little jobs we seemed to do that summer: Fitted the doors to the body and started the fiddly job of getting them to shut properly after their repairs and the repairs to the body. We then fitted the door trim panels onto the insides of the doors and then fixed on the interior handles. The seats went back into the car (temporarily, my notes say, but they have only just been removed as I write this for the first time since then, in order to have the carpet fitted). Bonnet rest rubbers were fitted, and the front bonnet rest tape (all brand new). One major job was the fitting of the right front wing to the body on 5th May - the first of the removeable panels to be finished and fitted (excluding the doors). By the end of May we were beginning to get sidetracked again in an attempt to start the engine for the first time since late '77. The contact breaker gap was checked, the plugs were cleaned, the tank was filled with a gallon or so of 3-Star. The carburettor float chamber was filled with petrol too. The engine was turned over on the handle. When we installed the battery and turned the key we found that the petrol pump was inoperative (this was at the end of May). It was to be 9th August before we got the car started. We attempted to repair the petrol pump over the next few weeks. By the end of that time I thoroughly knew the workings of the S.U. Electric Fuel Pump back to front but it still would

not work. So, we visited a local scrapyards and bought a 'new' one off a 1969 HLMC 1100. £2 it cost (as against anything up to £30 for a new one). We installed it and it worked very well indeed. At this time I was a bit unsure as to whether it was exactly the same type of pump as was originally fitted to the 'Y'. However, as chance would have it, an article appeared in one of the national magazines at around this time describing the various series of S.U. pumps, their differences and applications. This was very helpful. I thought that what we might have bought was a high pressure pump and that it would be unsuitable for the 'Y' but, to this day, it works well and, touch wood, I have not had to use either of the two new ones I later bought from Burslem Services at about half price, as spares.

So, the pump worked - but that was not the end of our difficulties. Petrol was still not being delivered !! What could it be? I began to have nightmares about possible blockages in the petrol feed piping or something blocking the exit of the petrol piping from the tank (or worse). I seem to remember that our spirits were very low at this time for, everything we seemed to be attempting that on the face of it seemed easy, was turning out otherwise. At first we thought that the pump was not airtight and set about sealing the gasket on it (according to some manuals/articles this should never be done - other people will tell you otherwise). We did it but it still didn't solve our problems. We filled the tank with more petrol in case the outlet pipe was not immersed in the petrol in the tank. We took the pump off twice more and re-assembled it - and still there was nothing. Eventually a bright idea led to the feed pipe being primed with petrol from the pump and back to the back of the car using a 'Waxoyl' hand operated spray nozzle. When petrol had been forced all the way back down to the tank the pump was connected again and this time the petrol was delivered !!

But wait ! All was still not well ! The petrol was being delivered all over the engine ! The flexible pipe between the pump and the carburettor had rotted over the years the car had spent in our garage and there was a crack in it. At about this time I was due to visit Tony Brier (our Spares Secretary) for the first time. He told me that these pipes always rotted in this way and seemed to do so more quickly when they were not in use. He was able to supply me with a brand new pump to carb' pipe. We were now into late July 1980. I rushed home and fitted the pipe and of course now the petrol was being delivered to the carb and into the engine.

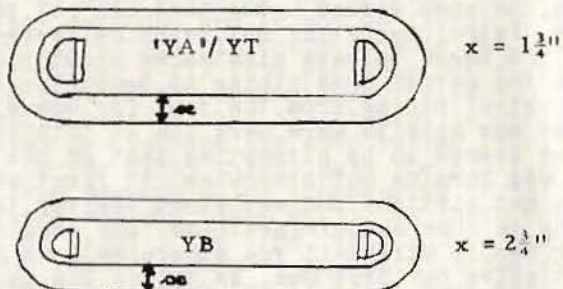
But hang on ! THERE WAS NO SPARK AT THE PLUGS ! Oh no ! To cut a long and exasperating story short, we found that the coil was inoperative and, from the same friendly scrapyards, obtained another (again at £2). Once fitted, with a little encouragement from a passing friendly RAC man, the engine fired. It was 9th August, and to this day the engine has started instantly and without any trouble each weekend since that momentous day ! With the engine running we noticed that the ignition light on the dashboard was not going off when the revs built up - but that's another (and complicated) story best left till another time.

J.G. Lawson





Nigel Hancock/John Lawson: We have established that there is a difference in dimensions between the spare wheel compartment lids of 'YA'/YTs and those of YBs. The diagrams below illustrate this:



Presumably the difference enables the usually wider tyres of YBs to be fitted into the spare wheel compartment.

Len Thorpe: How to reconstruct your broken steering column slip-ring. In this case it was mainly the upper section that was damaged. The bottom half was completely broken away, exposing the brass rings inside. So, whatever it was repaired with had to be non-conductive, as hard as the original, and a really good adhesive. I first of all looked at Plastic Padding but rejected it as I didn't feel that it was a suitable material. It then occurred to me that Araldite may fit the bill. So I took the centre cardboard tube from a toilet roll, covered this with tissue paper and made it a perfect fit inside the slip-ring and then, over a period of seven days, gradually built up the broken area with Araldite, taking the Araldite well over the good edge and pressing it into the brass to make sure it was well and truly fixed. After a week it was sufficiently hard to file down and shape. I cut off the end with a hacksaw (that's how hard it will get), removed the cardboard tube, and after soaking, scraped away the tissue. It was painted black and, lo and behold, one slip-ring as good as the day it was new. All you need is patience and desperation, knowing that if you can't mend this one, you'll not get another.

Chris Green: First of all, were any YTs originally upholstered in P.V.C? Now, interchangeable parts (from other makes of car):

Mini Over-riders  
Morris 1000 speedo cable (for YT rev' counter)  
Triumph Mayflower hubcaps (for 'YA'/YT)

The Morris 1000 speedo cable has to be cut to the right length, by the way.

Nigel Hancock: Would anyone with a car which is partly or totally dismantled be willing to let me come along and measure up sills etc with a view to producing replacement sections? If you can help, please write to [redacted], Merseyside, [redacted].

#### AUSTRALIAN IMPORTS PART XVII

This month we are publishing details of the first owners of the 'Y' Types featured in Issues 44 & 46. They were sold by Ron Ward's of Strathfield, Sydney:

Y 0770	W. H. McLaughlen & Co., 17 MacQuarrie St., Sydney.
Y 0810	For You Pty Ltd., 31 Imperial Arcade, Sydney.
Y 0830	George W. Dando, [redacted]
(SC/X10529)	Claude A. Martin, [redacted]
Y 0942	Jack A. Stenhouse, [redacted]
Y 0977	Elizabeth L. Vidler, [redacted]
Y 1001	Hugh H. Blaker, [redacted]
Y 1002	Patrick C. McGrath, [redacted]
Y 1007	Anne Abramovich, [redacted]
Y 1036	Roy M. Ibbotson, [redacted]
Y 1049	Egbert G. Keen, [redacted]
Y 1056	X-Cell Weaving Mills, [redacted]
Y 1060	John K. Longnair, [redacted]
Y 1064	John Courtney, [redacted]
Y 1066	R. J. Stedman, [redacted]
Y 1089	Ivy A. Rowe, [redacted]
Y 1092	Henry R. C. Humphries, [redacted]
Y 1096	Henry Blyth, [redacted]
Y 1098	Ian C. Lowe, [redacted]
Y 1856	John L. Phillips, [redacted]
Y 1870	Charles S. Edwards, [redacted]
Y 1871	Mr. & Mrs. McGuigan, [redacted]
Y 1935	Frank Leonhard, [redacted]
Y 1937	Gene Roubin, [redacted]

continued overleaf

Y 2415 G. A. Taylor, [REDACTED]  
 Y 2458 Arthur. W. Wellings, [REDACTED]  
 Y 2804 Leslie Senes, [REDACTED]  
 Y 2805 Dr. Craig. A. Horn, [REDACTED]  
 Y 2837 Neville. W. Menlove, [REDACTED]  
 Y 2907 Alice. O. E. Owner, [REDACTED]  
 Y 2923 Thomas. R. Bennett, [REDACTED]  
 Y 2926 Muriel Jackson, [REDACTED]  
 Y 3015 James. L. Findlays on, [REDACTED]  
 Y 3199 Dr. Ferdinand Duval, [REDACTED]  
 Y 3220 Cyril. B. King, [REDACTED]  
 Y 3225 Raymond. B. Gailley, [REDACTED]  
 Y 3269 William. C. Jeston, [REDACTED]  
 Y 3367 Ronald. G. Hunt, [REDACTED]  
 Y 3397 Alan. M. Shaw, [REDACTED]  
 Y 3488 Ena. T. Poole, [REDACTED]  
 Y 3790 Henry. F. S. Allom, [REDACTED]  
 Y 3847 Stanley. R. Harris, [REDACTED]  
 Y 3848 Frank. L. McDonagh, [REDACTED]  
 Y 4304 John. F. Gleeson, [REDACTED]  
 Y 4636 Eric Needham, [REDACTED]  
 Y 4689 John Gardener, [REDACTED]  
 Y 6283 Broughton. B. O'Connor, [REDACTED]

Oh, Broughton, where are you now, I wonder, .....?

Credit: Noel Gerdes, M.G. Restorers' Association.

Until next issue,  
 Careful driving, John & John

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