

## THE CLASSIC 'Y

G.M.S.

The Newsletter of the M.G. 'Y' Type Register.

Volume 10. No.79.

February 1987.

### BOOK REVIEW

"TUNING & MAINTENANCE OF M.G.CARS" by Philip H. Smith

I recently found this book in my local library. It was first written in 1952 and has, since that time, been reprinted and revised many times. To my knowledge it was last reprinted in 1978 and the price at that time was £5.95.

The book concerns itself primarily with the maintenance, overhaul and rebuilding of two distinct groupings of M.G. power units. The first half of the book is devoted to overhead camshaft engines of the period 1929 to 1936. It is the second half of the book, though, which will be of more interest and use to 'Y' Type owners for here, in depth, the 'XPAG' engine, is dealt with.

The author covers in remarkable depth the dismantling and rebuilding of the 'XPAG' engine giving useful practical advice throughout and covering the detailed differences and specifications of the engine throughout its production from 1939 to 1954.

Here is information which is not available to the owner in the official Workshop Manuals or Parts Lists; information which is invaluable to anyone contemplating a major or even partial rebuild. There are also wiring diagrams and lubrication charts for TC, TD and TF and chapters on the gearbox, the suspension, carburettor tuning and supercharger installations. Mention is also made and photographs included of the Laystall alloy cylinder head for 'XPAG' engines.

Published by Foulis/Haynes. ISBN 0 85429 098 2

John Lawson.

## Register Number 526

Chassis Number	Y1948
Engine Number	SC/X11762
Licence Plate	n/k
Body Number	n/k
Sub-Type	YA
Year of Manuf'	48
Owner's Name	Barker B
Owner Number	841
Car Location	Victoria AUS
Exterior Colour	Black
Interior Colour	B

## Register Number 1040

Chassis Number	n/k
Engine Number	TR/12329
Licence Plate	67007 H
Body Number	19597-174
Sub-Type	YT
Year of Manuf'	49
Owner's Name	Armstrong Dr DCP
Owner Number	828
Car Location	Bulawayo ZIM
Exterior Colour	White
Interior Colour	R

## Register Number 921

Chassis Number	Y4988
Engine Number	SC/14718
Licence Plate	EFR472
Body Number	3755
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Sutton FE
Owner Number	844
Car Location	Gloucestershire ENG
Exterior Colour	Brown
Interior Colour	G

## Register Number 460

Chassis Number	Y6610
Engine Number	SC/16411
Licence Plate	UMG336
Body Number	n/k
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Herbert LV
Owner Number	840
Car Location	Hertfordshire ENG
Exterior Colour	Grey
Interior Colour	R

## Register Number 774

Chassis Number	Y6814
Engine Number	SC/C17975
Licence Plate	UMG366
Body Number	5427/5405
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Griggs TJ
Owner Number	838
Car Location	London ENG
Exterior Colour	Dk. Green
Interior Colour	B

Register Number 169

Chassis Number	YB0831
Engine Number	SC2/17724
Licence Plate	DEB334
Body Number	n/k
Sub-Type	YB
Year of Manuf'	52
Owner's Name	Paton GJ
Owner Number	124
Car Location	Merseyside ENG
Exterior Colour	BRG/Grey
Interior Colour	-

Register Number 684

Chassis Number	YB1512
Engine Number	SC2/18419
Licence Plate	4982H
Body Number	7045/1320
Sub-Type	YB
Year of Manuf'	53
Owner's Name	Plant M
Owner Number	839
Car Location	Merseyside ENG
Exterior Colour	Black
Interior Colour	G

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CARS FOR SALE:

441 Y7207. 1951 YA. XPAG/SC/17046. 'RPE104' Brown & Cream two-tone with beige interior. In excellent condition. £2,900. Contact: Mr.N.W.Went [REDACTED]  
[REDACTED]

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FOR SALE: 1931 Austin 16/6. One owner since 1932. Upholstery poor but otherwise car is in very good condition. Offers to: Mr.R.W.Weeding, [REDACTED]  
[REDACTED]

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Since we introduced a different style of presentation into the 'Register News' column last April, we have not published an up-date of the state of the Register as such. On the next page, you will find an up-to-date summary of the most important statistics relating to the Register. Most of the 'Y' Types in the world which still exist now seem to have been found, even if many of them are not yet fully identified. For comparison purposes, to show how the Register is progressing from year to year, we hope to feature these statistical summaries in 'The Classic Y' at around this time each year.

On the page following the statistics is a full-length photo of what was once Y4142 ('VMG91'). As there has been a lot of talk about concours 'Y' Types in the last few issues of the newsletter, we thought you'd like something of a change! The photo was taken by Ron Jesson of [REDACTED], Merseyside.



THE M.G. 'Y' TYPE REGISTER  
(summary of important statistics)

YAs on the Register	561
YBs on the Register	247
YTs on the Register	173
YRCs on the Register	3
Specials/Composites on the Register	10
Unknown (mainly saloons) on the Register	49

Total number of cars on the Register	1,043
Positively identified	711
Potential reallocations	332

Cars identified by chassis number:

1947	36
1948	57
1949	164
1950	122
1951	44
1952	47
1953	63

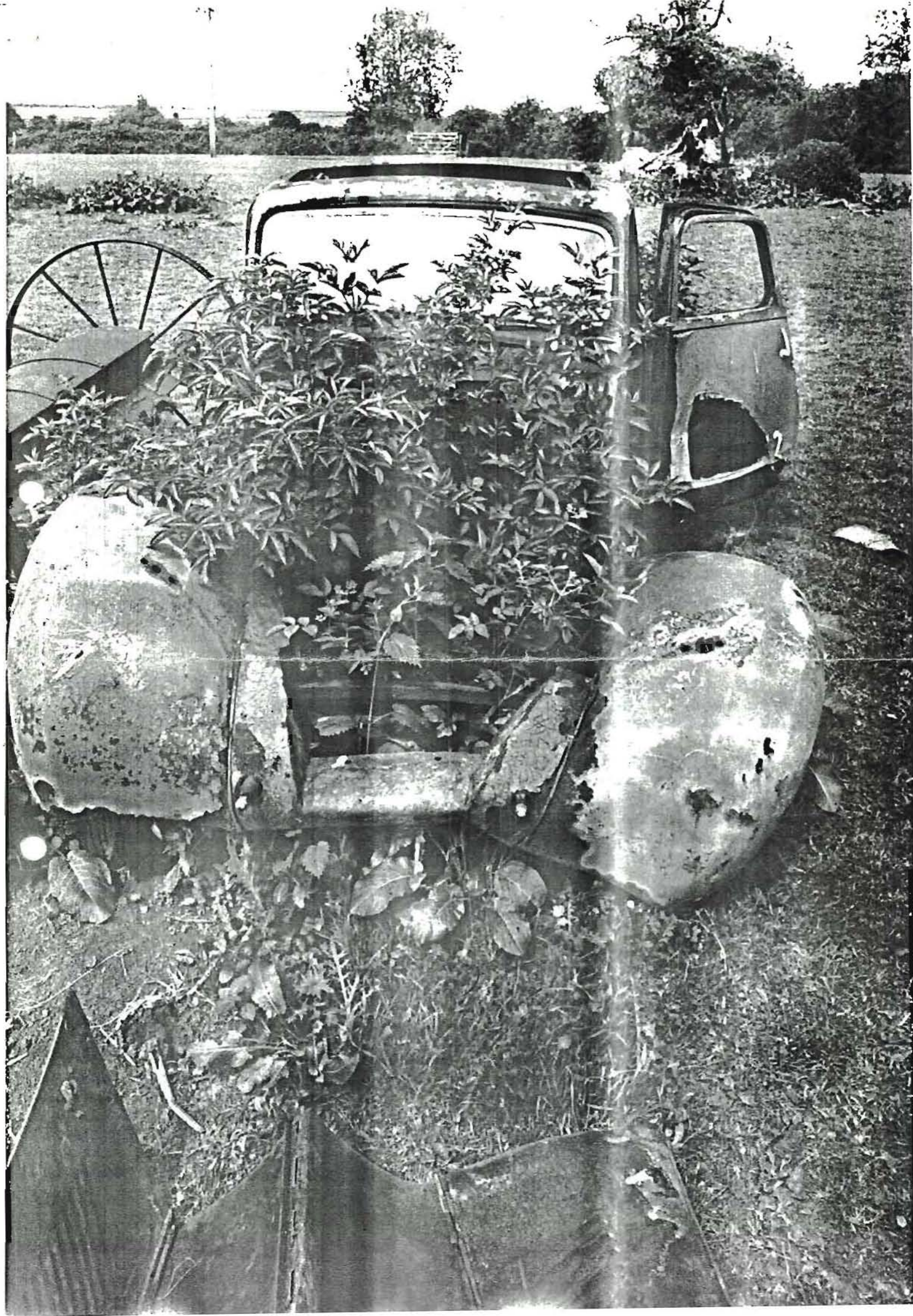
TOTAL	533
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Total number of owners contacted	847
Number of current owners	686

Number of cars in each country: (31 countries)

England	525
Australia	210
U.S.A.	120
Netherlands	25
Wales	24
Republic of South Africa	23
Scotland	23
New Zealand	17
Eire	10
Canada	9
Singapore	9
Malaysia	8
Switzerland	7
Hong Kong	4
Northern Ireland	4
Madeira	3
Channel Islands	3
Cyprus	2
Belgium	2
Federal Republic of Germany	2
Zimbabwe	2
Malta	2
Liechtenstein	1
Denmark	1
Bangladesh	1
Portugal	1
Isle of Man	1
Japan	1
France	1
Sri Lanka	1
Luxembourg	1







### THE ENGINE REBUILD FOR Y5460

After some thought about budget and a few weeks after our return from Santa Barbara, work commenced on the Y motor in earnest.

As I had been my habit with the TD, I preferred to have the front wings and the radiator out of my way while working. The engine came out and apart quickly. Inspection of the oil pan showed that I was out of my mind in driving to Santa Barbara with the Y. The oil pickup was nearly submerged in old oil sludge. Had any owner ever pulled the pan to clean it? I doubt it.

The block was stripped bare. The welch plugs were removed and the water galleries were thoroughly cleaned. This produced nearly a quart of dried rust, casting sand and sludge. The oil passageways were opened up and scrubbed out with a 30 calibre rifle brush. They had been reduced by oil sludge to less than one half of their original diameter. The valve rocker assembly was likewise cleaned out and checked for looseness. When the block was completely cleaned of oil, paint and interior rust it was sent to a local machine shop to have the cylinders bored to +60 thousandths. To insure big end trueness, the caps were replaced, torqued and line bored. The top of the block and the surface of the head were checked to see if they had any warp. Both were re-surfaced.

As to the head, new valve guides were pressed in. The valve seats were recut to the proper angle and some cleaning to the intake and exhaust ports was done with a high speed grinder.

A new starter ring gear was pressed on the fly wheel, and the flywheel was resurfaced. The crankshaft was inspected and rejected except as a possible emergency spare. A new crankshaft was used, this was previously purchased for the TD from Moss Motors. A new clutch assembly was purchased along with a new set of timing gears, chain, and tensioner.

The new crank, rods, pistons, flywheel, clutch assembly, timing gears, chain, lifters, push rods and pulley were sent out for balancing.

The lifters (cam followers) were inspected and found to be pitted and slightly worn. This particular item had been a subject of some considerable conversation in this area.\* New replacement lifters had been failing at as little as 500 miles. The iron cracks and the metal goes through the engine with considerable damage. Presently, there is a good replacement, however, at the time there was not. These cast iron lifters have hardened faces which are produced by chilling. The depth of hardening is a matter of debate. I chose to continue with the ones that were in the engine. I refaced them carefully by using fine valve lapping compound on a flat sheet of glass. For those questioning this decision, I wish to point out that inspection at 5,000 miles shows no excessive wear markings.

\* see article in issue no.70 (August 1985) by Skip Kelsey for further details.



The oil pump was reworked. The gears rarely show any wear, but the head is usually scored. The head was resurfaced in the same manner as the lifters.

Before assembling the engine, the inside was painted with a product called Glyptal. Glyptal is made for G.E. and is used as a paint coating in large electrical motors and generators. It is highly resistant to oil, hydrocarbons and heat. Its purpose in this instance is to produce a clean smooth surface on the interior of the engine, it further seals the cast iron preventing porosity. Both the engine and the cast aluminum pan were painted. At installation of the Welch plugs the inner side was coated with RTV to prolong their life.

Before final assembly the other thing that was done was that all head studs, big end studs, and rod bolts were thrown in the garbage can and replaced with new ones. The reasoning behind this is that it's unknown how much stress and torque they have been subjected to in the past. This is very cheap insurance for a long lived engine. All sliding and rotating surfaces were lubricated with a clean heavy oil, and assembly commenced.

Reassembly was accomplished in an ordinary manner. Need it be stated that all bearings and gaskets were new? There are a few things though that are worth checking.

Assemble pistons on rods into the bores and onto the crank. Bolt up the assembly. Rotate the crank until the first piston comes up to the top. Place a steel straight edge across the piston and with a leaf type feeler gauge measure the distance between piston height and block deck. Compare all four piston heights. New replacement pistons presently being delivered seem to vary in the distance between the center line of the gudgeon pin and the top of the piston. What this means is that you have varying compression per cylinder and bearing load. Have a machine shop bring them to a standard dimension and you will end up with a much smoother running engine.

The rear slinger cap for the rear seal should be checked for flatness. It should not be warped or it will leak, and further, the clearance to the crank should be checked to assure a close fit. End clearance between the big ends and the crank should be checked. If there is excessive clearance the crank will move back and forth pumping oil out the rear seal, among other things. After the bearing inserts were installed, they were plastigaged to check for proper bearing clearance.

Most people ignore the distributor shaft and bearing. These should be checked for looseness. They will, if loose enough, do two major things. One: the timing will continually change. Two: it has a habit of pumping up and down filling the distributor with oil, and making life difficult.

Assembly of the clutch and driven plate onto the flywheel causes more concern to people than is necessary. Rather than buying a tool to line up, a simple wood dowel with sufficient tape wrapped around it will provide the proper centering. Don't forget to use a small amount of white grease on the inner bearing.

Wiring of bolts and the cotter pins. Do not use ordinary household utility wire, go to an auto supply house and buy the correct item. Utility wire does not have the strength and will fail. Cotter pins are cheap to purchase. Use the right size! It should be snug, split and cut off excess.

So that is how we did it and Y5460 has been happily running up and down the roads ever since. Reliable, comfortable, the "Y" is the perfect answer for the family that outgrows a T type.



## CARS FOR SALE:

- 766 1950 YA. "Swansea registered, partially rebuilt. Some new pieces fitted. For sale complete or spares, at not expensive prices. Tel: [REDACTED] home."
- 585 1952 YB. "RHD. Recent full restoration, original engine and transmission rebuilt. TF differential. Silicon brake system with bronze-sleeved master cylinder. New carpets and headliner. Interior wood refinished. \$12,000 or nearest. Contact: Harold G. DeMoss, [REDACTED], California, U.S.A. (Tel: [REDACTED])"

## PARTS FOR SALE:

"Complete radiator; YA gearbox; fuel tank; pair of rebuilt carbs for TC; YB wood trim; bonnet. Contact: Mr. G. J. Paton, [REDACTED] Merseyside [REDACTED]"

Sliding roof £20. Tel: [REDACTED]

## PARTS WANTED

Complete Jackall system (i.e., front and rear arms, piping, distributor box, fluid reservoir and handle) or any components thereof. Please contact: Mr. J. Dawes, [REDACTED], Ayr, Scotland, KA7 4UH

We were inspired to write to you after reading a letter in your May 1986 edition, which mentioned an MG owner who used his Magnette as a wedding car.

As MG enthusiasts we would be delighted if any member who owns a 'Y' type or similar saloon, in good condition, would be kind enough to provide a similar service on our wedding day, Saturday 4th July 1987.

We live near Southampton and would be happy to pay any reasonable fees or expenses.

Anyone able to help can telephone us on [REDACTED] after 6 p.m.

Unfortunately, if we get no response we may have to accept a friend's offer to provide a vintage Bentley instead.

CHRIS BRYANT AND SUE BOULTON  
62696B-3

The item opposite appeared in a recent issue of 'Enjoying M.G.', the magazine of the M.G. Owners Club. Over the last nine years or so there have been a number of occasions on which 'Y' Types, owned by members of this Register, have been used as wedding cars. Let's see if we can make it happen again!

Membership Secretary/Registrar: J.G. Lawson, [REDACTED] Liverpool, [REDACTED]  
Spares Secretary: A. Brier, [REDACTED] W. Yorkshire [REDACTED]  
Eastern United States Chapter: Mrs. C. M. Luer, [REDACTED] New Jersey [REDACTED]  
U.S. West Coast Contact: G. R. Skopetek III, [REDACTED] California, [REDACTED]

'The Classic Y' is published by Skycol Publications.

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