

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 13. No. 97.

February 1990.

EDITORIAL

Welcome to a brand new year and a brand new decade! And, as usual, when we start a new volume of 'The Classic Y' in February, in this issue you'll find an updated print-out of Register statistics, so that you can compare it with that which appeared last February and see how we have progressed over the last twelve months.

Remember the earthquake that hit the San Francisco area late last year? I have several friends and long-time supporters of the Register who live in that area and I was very concerned as to their safety at the time. It turns out that no one we know was hurt but, sadly, Skip Kelsey's beautiful 1948 'YA' was damaged when a shelf collapsed and rained cylinder heads down on the car! It is currently having its bodywork repaired. Staying in California for the moment, I have to report that our long-time West Coast Contact, Tory Skopecek, has decided to give up his business, sell his property, buy a 40-foot long motor home and tour the U.S.A. for a year or two. I wish him well.

And still 'across the pond', another left-hand-drive 'Y' Type has turned up. The car is Y7277/EXL/NA. This makes it the 'youngest' 'YA' known to exist, the end of the line being Y7285. As with most of these 'oddities', the car is somewhat 'non-original' or rather, 'non-standard', having twin Solex carburettors and twin grille-mounted chromed WT614 horns. It was originally owned by a World War I pilot, Jason Been. Sometime in the future I must prepare an article on what we know of these left-hand-drive cars - there are about a dozen now, and they're all very interesting.

Long-time member of the Register and 'Y' Type devotee Colin Dye, of [redacted] West Sussex, [redacted] writes to tell me that he has a vast amount of spares to dispose of at present (shades of 1978!) and that he also has lots of 'Y' Type literature for sale *and* will sell his complete collection of 'The Classic Y' if anyone is interested. David Mullen has details of the spares. Mr. Ian Hopkins of [redacted] recently bought a 1953 Y8 and asks whether anyone can advise him on suitable lumbar support for the 'Y' Type's driver's seat. He is 6' 2", uses the car for everyday transport (now that's what I like to hear) and is experiencing back pains. Any ideas? It's not a problem that's ever been brought to my notice before.

Three years ago we had a feature on the battery additive "EDTA" which, it is claimed, prolongs a battery's life and rejuvenates weak batteries. The additive's promoter and distributor, Mr. Kevin Martin B.Sc., of [REDACTED] Bedfordshire, [REDACTED] wrote to me recently to tell me that "EDTA" is still available from him and that he doesn't mind answering questions about battery maintenance or giving advice over the 'phone (brave chap!) his number is: [REDACTED]

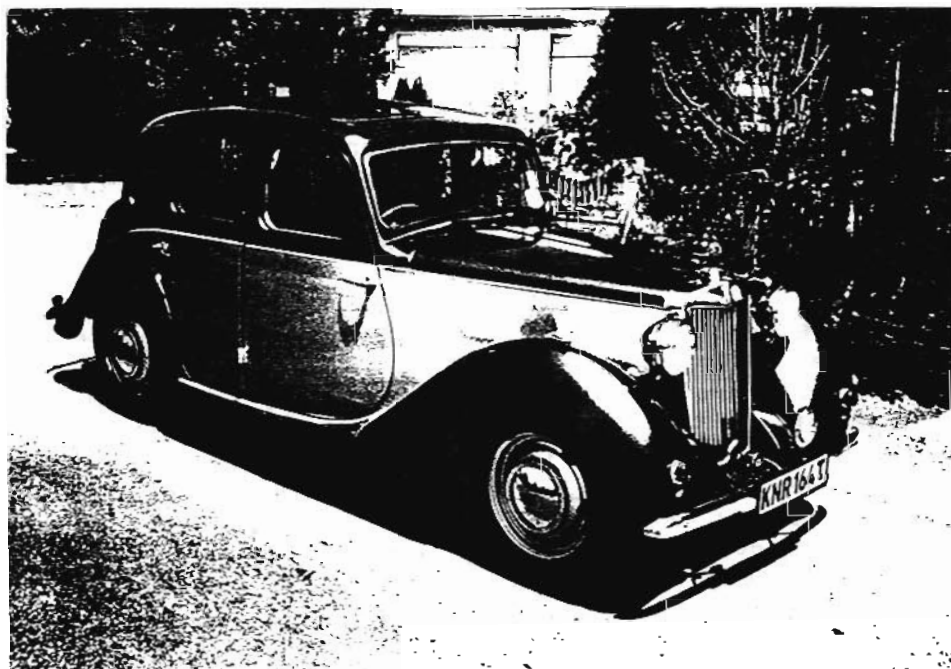
Alan McCormick from Bingley, West Yorkshire recently told me of his summer holiday last year in his 1952 YB. The car journeyed from Yorkshire to London, then on to Yeovil, Plymouth, the Vale of Evesham and finally back to Yorkshire. 963 miles in eight days with no problems!

And finally, did anyone see a 'Y' Type briefly in "Indiana Jones and the Temple of Doom" screened on T.V. this Christmas? Confirmation, please! And if it was a 'Y' Type, whose was it? At least they didn't put "Murder at the Vicarage" on again this year!

21st January 1990.

CARS FOR SALE:

114. "Y 5954. Engine no: XPAG/SC/15689. Body no: 4121/4628. I have an old M.G. 'Y' Type which is almost complete except for boot hinges and one 'D' lamp for tail light. Engine is out and body requires a fair amount of work. It has been standing outside for 12 months. Would any of your members be interested? Contact: Mr. M. W. Simpson, [REDACTED]
[REDACTED] "



This two-tone car (colours are blue and silver) is Y5155. It is owned by Mr. T. Kirkland of [REDACTED], South Africa.

Register Number 808

Chassis Number Y0336
Engine Number SC/10065
Licence Plate n/k
Body Number n/k
Sub-Type YA
Year of Manuf' 47
Owner's Name Best ML
Owner Number 980
Car Location Hampshire ENG
Exterior Colour n/k
Interior Colour -

Register Number 413

Chassis Number Y1389
Engine Number n/k
Licence Plate HDD818
Body Number n/k
Sub-Type YA
Year of Manuf' 48
Owner's Name Hawkins KM
Owner Number 990
Car Location Wiltshire ENG
Exterior Colour n/k
Interior Colour -

Register Number 546

Chassis Number YT4060
Engine Number TR/13847
Licence Plate MGY049
Body Number 45353-078
Sub-Type YT
Year of Manuf' 49
Owner's Name Retue I
Owner Number 981
Car Location NSW AUS
Exterior Colour Cream
Interior Colour -

Register Number 903

Chassis Number YT5033
Engine Number TR/14869
Licence Plate SU6019
Body Number n/k
Sub-Type YT
Year of Manuf' 50
Owner's Name Shackleton JB
Owner Number 983
Car Location Devon ENG
Exterior Colour L. Blue
Interior Colour N

Register Number 769

Chassis Number Y6600
Engine Number 410286
Licence Plate LXV851
Body Number n/k
Sub-Type YA
Year of Manuf' 51
Owner's Name Draper RP
Owner Number 988
Car Location Middlesex ENG
Exterior Colour Maroon
Interior Colour -

Register Number 846

Chassis Number Y6828
Engine Number SC/28229
Licence Plate UMG367
Body Number 5454/5415
Sub-Type YA
Year of Manuf' 51
Owner's Name Roberts AEN
Owner Number 982
Car Location Tyne & Wear ENG
Exterior Colour Dk. Green
Interior Colour M

Register Number 318

Chassis Number Y7277/EXL/NA
Engine Number SC2/LHX/17120
Licence Plate n/k
Body Number 5863/5866
Sub-Type YA
Year of Manuf' 51
Owner's Name Dunne JI
Owner Number 973
Car Location New York USA
Exterior Colour BRG
Interior Colour R

Register Number 379

Chassis Number YB1499
Engine Number SC2/18415
Licence Plate LWP710
Body Number n/k
Sub-Type YB
Year of Manuf' 53
Owner's Name Hopkins IJ
Owner Number 984
Car Location Surrey ENG
Exterior Colour Autumn Red
Interior Colour R

Newsletter Editor/Registrar: J.G. Lawson.

U.K. Spares Secretary (new spares): A. Brier,

W. Yorkshire.

U.K. Spares Co-ordinator (second-hand spares): O. Mullen,

Australian Contact/Spares Secretary: M.H. Fry,

Victoria, Australia.

South African Contact: D.R. Lawrence,

Republic of South Africa.

'The Classic Y' is published by Skycol Publications.

THE M.G. 'Y' TYPE REGISTER

(summary of important statistics)

YAs on the Register	563
YBs on the Register	244
YTs on the Register	172
YRCs on the Register	3
Specials/Composites on the Register	15
Unknown (mainly saloons) on the Register	66

Total number of cars on the Register	1,063
Positively identified	893
Potential reallocations	170

Cars identified by chassis number:

1947	44
1948	67
1949	179
1950	149
1951	66
1952	59
1953	83
TOTAL	647

Total number of owners contacted	993
Number of current owners	723

Number of cars in each country: (33 countries)

England	522
Australia	211
U.S.A.	123
Republic of South Africa	27
Scotland	25
Netherlands	25
Wales	22
New Zealand	17
Eire	11
Switzerland	10
Canada	9
Singapore	9
Malaysia	8
Northern Ireland	5
Denmark	5
Hong Kong	4
Madeira	3
Channel Islands	3
Thailand	3
Belgium	3
Cyprus	3
Federal Republic of Germany	2
Zimbabwe	2
Malta	2
Japan	2
Bangladesh	1
Portugal	1
Isle of Man	1
France	1
Sri Lanka	1
Luxembourg	1
Norway	1
Colombia	1

Technical Topics

This article, which first appeared in "The Sacred Octagon" for October 1989, was written by one of our American members, George Werbizky; he owns an award-winning 1948 YF which he restored himself. I take it that the 'after-market' replacement filter he refers to is the conversion marketed by N.T.G. some years ago. On the page which follows I have added some additional information to what George says about replacement filter elements for this conversion.

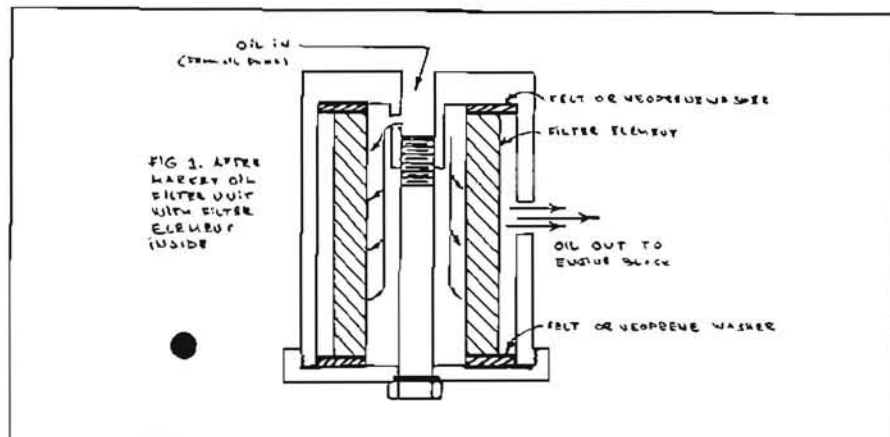
TC and Y Series Oil Filters

by G.G. Werbizky#8635

In TC and Y Series cars, the oil filter element and the filter canister are one and the same. In other words, one does not replace just the filter, but replaces the whole unit. To carry out the replacement, one must loosen-unscrew the banjo bolts that hold the oil pipes and filter unit in place. On a YT this is quite a chore since the banjo bolts are not readily accessible. To complicate things further, the copper washers used to make the banjo bolt-pipe-canister seals oil tight should not be reused, but should be replaced with new. There are two copper washers for each banjo bolt: large and small. Now, how many of us have copper washers readily available—not many!

To simplify matters, quite some time ago an after market item appeared that solved these problems and also must have been less expensive than the original unit. It consisted of a canister with a removable bottom and a separate filter element, not unlike what was fitted at the factory on TDs and TFs. When the time comes for an oil change, with this replacement there is no working on banjo bolts and looking for new copper washers and hoping that there is no oil leak after tightening these banjo bolts. All one does is unscrew the bottom cover and the used filter element drops out and is replaced with a new one.

Some of our cars are equipped with these filter units or one finds them occasionally at flea markets. The problem today is that filter elements that fit the canister are not available any more. Therefore, one needs to improvise if proper oil filtering is to be achieved. Fig. 1 shows the after market device and oil flow path.



On all oil filter units—original and after market—oil enters the top of the canister, is forced to flow through the filter element and exits (to enter engine block) on the side. For this flow to take place, the filter element must be firmly seated at the top and bottom. Too long a filter element simply does not fit and one that is too short leaves gaps top and bottom. This will cause the oil to flow around it and not through it, i.e. no filtering will take place. One need not put the filter element in at all for all the good it will do. I have found filter element that almost fits: Crossland No.440 (made in UK) or Beck/Arnley No.041-8913. The filter element is about 1/4" too short and therefore must be "lengthened" with either neoprene, rubber or felt washers which one must make. The washer/spacer outside diameter should be the same as the inside diameter of the canister while the inside diameter should be that of the filter element. If the material chosen is rubber, then it must be neoprene since neoprene does not deteriorate in oil.

The washers are not difficult to make; a washer cutter is very helpful. It is

a good idea to have one washer at the top and the bottom to insure a good seal between the canister and the filter element.

There is another solution to the original filter unit that is available today: discard the original after market unit in favor of one where the filter element screws in like on modern cars. This, by far, is the easiest solution if one does not mind making new installation. These units are readily available from O'Connor Classic Autos, Abingdon Spares and Moss Motors.

In any event, when replacing filter elements on canister type units, make sure that the filter element is seated top and bottom so that oil is forced to flow through the filter and not around it.

The Crosland 440/Beck Arnley No.041-8913 element referred to in the article above is the same as the following other proprietary filter elements:

Crosland 440:)
Beck/Arnley No.041-8913 (USA):)
Purolator MF.308A/1:)
AC AC30A:)
Wix 914P:) (YA/YT):
Tecalemit FP3320:)
Fram CH.816PL:)
G. U. D. G714:)
Mann H.813:)
French Purolator 574269:)

BL Mini, Mini Cooper & 'S', Mini Van; BLMC 1100, 1300; Austin A.40 Farina Mk. II, A.35 Van (1962-66); M.G. Midget Mk. II (1967 onw); Morris Minor (848cc); Nuiffeld Mini Trader diesel (948cc); Riley Elf, Kestrel; Wolseley Hornet; JCB JCB1 & 1D (with Bamford AC1 & AC2 engines); (engines: Bamford 6 1/2 hp 1-cylinder diesel, AC3 (some))

The Crosland 440 etc element has the following dimensions:

length:	3.39" (76.10mm)
external diameter:	2.86" (72.64mm)
internal diameter:	1.32" (33.52mm)
filtering area:	283 sq". (1825 sq. cm.)

In addition, there is another filter element, Purolator MF.39A, which might equally be suitable for the 'N.T.G.' conversion filter. Its dimensions are:

length:	3.50" (88.90mm)
external diameter:	2.86" (72.64mm)
internal diameter:	1.32" (33.52mm)
filtering area:	255 sq" (1645 sq. cm.)

Its equivalents are as follows:

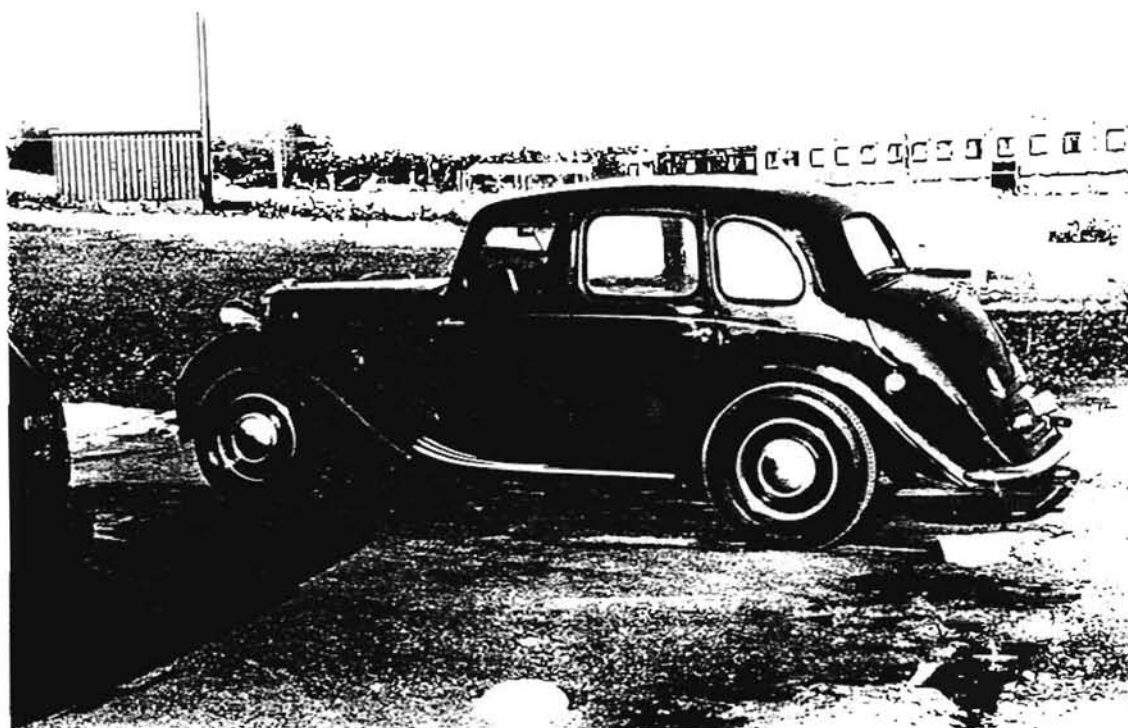
Purolator MF.39A:)
AC FF.21:)
Fram CH.816PL:)
G. U. D. GP.237-C:)
Italian Purolator 2099/30:)
French Purolator 574163:) (YA/YT):
Crosland 411:)
Wix 913AP:)
Wix 913BP:)
Knecht EH.291:)

Morris Minor 1000 (948cc 1956-62); Aveling-Barford Rollers GA; JCB JCB1D Dumpers; Barfords of Belton 200 All Wheel Drive Dumpers; Benford Dumpers DCP, SBP, SBHDP, SBHDL, OFHDLX, OGHDLX, Benford Drum Mixers CRLD, EA4LX, KRLD, NL, NP, W4LX, Z4L, Z4P, Benford Silover-Mixers 810LX, Benford Trailers 10/7 NTP, 10/7 NTL; David Brown 2D 2-cylinder 1262cc diesel; Lansing Bagnall Tractors TD200; Priestman Beaver Excavator (with hydraulic grab); Stothert & Pitt 38RD Vibratory Roller; Thwaites Engineering Dumpers Nimbus, Sprite, Arcon, Slimline; (engines: Armstrong-Siddeley ASJ1, ASJ2, ASJW1, ASJW2; Bamford AC1 diesel, AC3; Enfield 85 Mk. I, 85 Mk. IV, 100 Mk. I, 100 Mk. IV, H02, VSI Mk. I; Lister LD1, LD2, SL1, SL2, SL3, SR1, SR2, SR3; Patters AV1, AVA1, PCI, PHI, PHIW, PJI, PJ1W);

As you can see, its original use was primarily industrial and it might therefore be hard to get hold of nowadays. The above extracts have been added to our "Alternative Part Numbers List".

FORTHCOMING EVENTS

15-16/4	Midland Festival of Transport	Veston Park, Shropshire.
15-16/4	Yorkshire Festival of Transport	Harewood House, Leeds, Yorkshire
7/5	10th Annual Cheam Fair & Transport Spectacular	Cheam Park, Cheam, Surrey.
27-28/5	Kent Festival of Transport	Chilham Castle, Kent.
17/6	Classics & Restoration Show	National Motor Museum, Beaulieu.
23-24/6	Cumbria Classic Weekend 'A Celebration of the British Sports Car'	Carlisle.
24/6	Michael Sedgwick Road Run	National Motor Museum, Beaulieu to the Haynes Sparkford Motor Museum, Somerset.
1/7	Thames Valley Auto Sunday	Moss End Farm, Moss End, Bracknell, Berkshire.
3-23/7	New England M.G. 'T' Register Circuit of Britain	



This is one of the recently-discovered LHD 'YA's (Y/EXL/3156). Its body is finished in maroon, and the wings and running boards in black. It is owned by Bjarne Berner of Glansbjerg, Denmark.

The content of the articles and the technical advice appearing in this magazine represent the views of the respective contributors and not necessarily those of the editor or of the publishers. The MAYTR cannot be held responsible for any loss or damage resulting from the implementation of any advice appearing in this magazine.