



The Classic "Y"



Issue No.141 December 1997.

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

EDITORIAL

Dave Lawrence was over in this country recently and I was fortunate to be able to meet up with him and see a "dummy" copy of his book. Its full title is "LET THERE BE 'Y's - M.G. One and a Quarter Litre 'Y' Series Saloons and Tourers - Originality and Authenticity" and it should be available by February (for the 20th Anniversary of "The Classic Y"). The latest specification is: 290 pages (140,000 words), 250 black & white photos, 27 colour photos, 43 diagrams (most full-page), hard cover, high-quality paper, dust jacket, price just under £40.

On the last page of this issue is a follow-up by Neil Cairns to his article "Comparisons" in Issue No.135 (December 1996). At the end of Neil's first article I asked for some further performance figures and then Trevor Austin wrote an excellent amplification for TCY136. For the sake of completeness (and to fill a page) here are the further stats Neil came up with before he saw Trevor's reply.

It only remains for me to wish all my readers and Y-Type friends

A Very Merry Christmas and a Happy New Year

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

The Classic "Y" is published by Skycol Publications



MORRIS ENGINES

The Nuffield empire after World War Two encompassed the many individual companies that Morris had purchased, many of whom were formerly his suppliers. These were all later to sink into the huge B.M.C. company, after the 1952 merger.

One of these companies was Morris Engines. They had started up as part of Hotchkiss et Cie., who manufactured machine guns during the First World War. Morris needed someone to make his engines, and Hotchkiss were looking for work after the cease-fire. One oddity that carried over until the last M.G. TF engine was made was the French metric threads used by Hotchkiss, who were originally French-owned. Morris eventually purchased the company, and it ended up as Morris Engines.

The engine fitted to the first post-war M.G. cars was a derivative of the Morris 10 h.p. unit, originally of 1,140 c.c. but now bored out to 1,250 c.c. We are all very familiar with the XPAG/XPEG, but many other units were produced by the division, many with family ties to the Y-Type M.G. engine.

So, alongside the M.G. version of the Morris 10 h.p. engine there were the following on the production lines:

Series Two Morris Minor, APHM, 803 c.c. O.H.V. (after 1953).

Series "E" Eight & Series "MM" Morris, USHM, 918 c.c. S.V.

Series "M" 10 h.p. Morris, XPJM, 1,140 c.c. O.H.V.

Wolseley 8 h.p., 918 c.c.

Wolseley 10 h.p., XPJW, 1,140 c.c. O.H.V.

Wolseley 4/50, VC15W, 1,476 c.c. O.H.C.

Wolseley 4/44, XPAW, 1,250 c.c. O.H.V.

Morris Cowley, BP12M, 1,200 c.c. O.H.V.

MO Morris Oxford, VS15M, 1,476 c.c. S.V.

Morris Six, VC22M, 2,212 c.c. O.H.C.

Wolseley 6/80, VC22W, 2,212 c.c. O.H.C.

There were commercial versions of the four-cylinder engines as well.

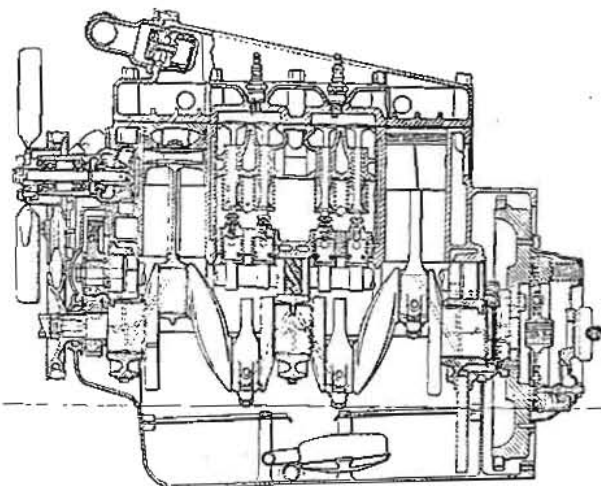


Fig. 3—Sectional arrangement of 1,476 c.c. side-valve petrol engine (type VS15M)

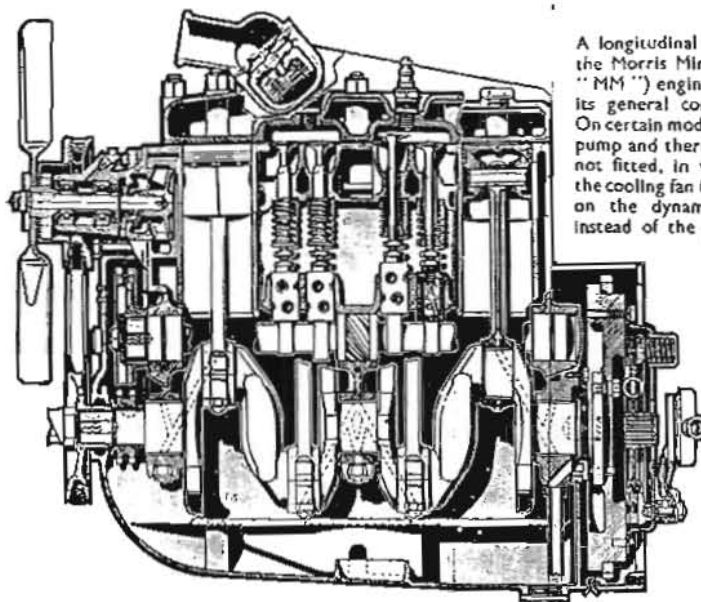
Opposite is the bread-and-butter engine used by Morris for the medium saloon cars, prior to the B.M.C. merger.

A staid side-valve engine; but just study the crankshaft carefully, and compare it with the later view of the M.G. TD unit. Cast alloy sump, enclosed flywheel - typical Morris design features, just like the XPAG.

cont'd...

The 918 c.c. Morris engine; in side-valve form here, but also made with an O.H.V. conversion for the Wolseley 8 h.p. The Wolseley used the SAME Morris Series "E" body tub the Y-Type M.G. used. Again, the design is like the XPAG: cast alloy sump and enclosed flywheel-with-bellhousing as part of the sump and block.

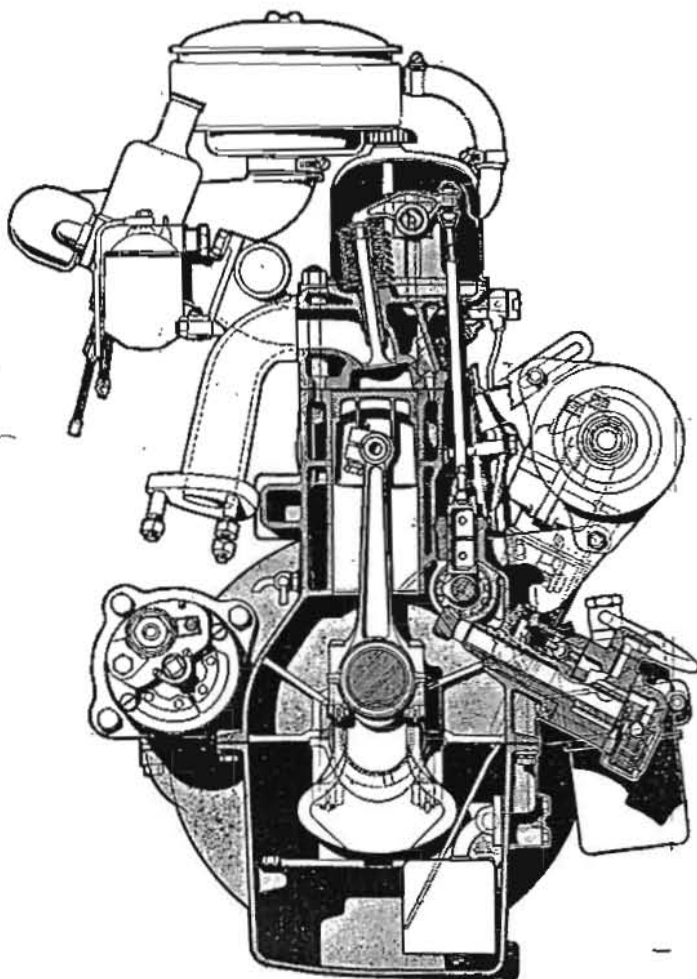
All these engines have the rope packing oil seal at the timing cover/fan pulley end. It is around this particular part of the engine where the design is almost identical to the XPAG and VS15M.



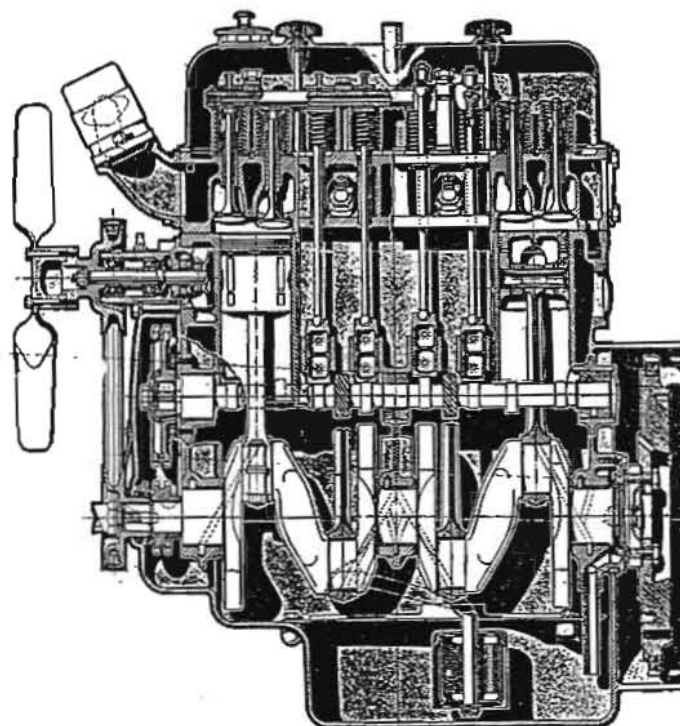
A longitudinal section of the Morris Minor (Series "MM") engine, showing its general construction. On certain models a water pump and thermostat are not fitted, in which case the cooling fan is mounted on the dynamo spindle instead of the pump.

Fig. 1—Sectional arrangement of 918 c.c. side-valve engine (type USHM). The 918 c.c. engine was fitted in the Series E Eight, Series MM Morris Minor and the 2½ ton vans (1945-51). From Engine No. 77000 a water pump and thermostat replaced the thermo-syphon system on earlier engines. The illustration shows the engine with this modification.

The TD unit shown is virtually identical with the "Y" engine.



Transverse sectional drawing of the TD engine
Prior to engine No. 14224



Sectional drawing of the TD engine

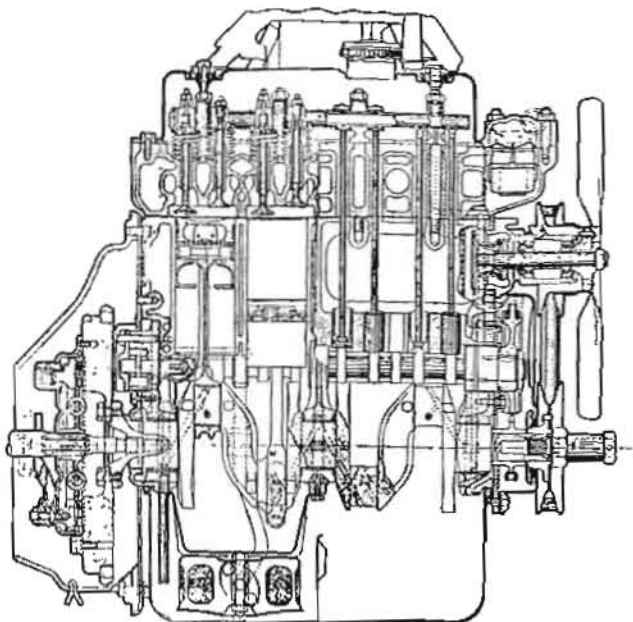


Fig. 2—Sectional arrangement of 803 c.c. and 948 c.c. engines
The illustration shows the 803 c.c. engine, but the 948 c.c. engine is almost identical

The Morris-designed engines continued to be made for some time, the Wolseley 4/44 XPAW unit until 1956, and the M.G. TF 1,466 c.c. XPEG until 1955. The Morris Six was made until 1953, likewise the Wolseley 6/80 and the S.V. 918 c.c. Morris Minor MM. The MO Oxford continued until 1954.

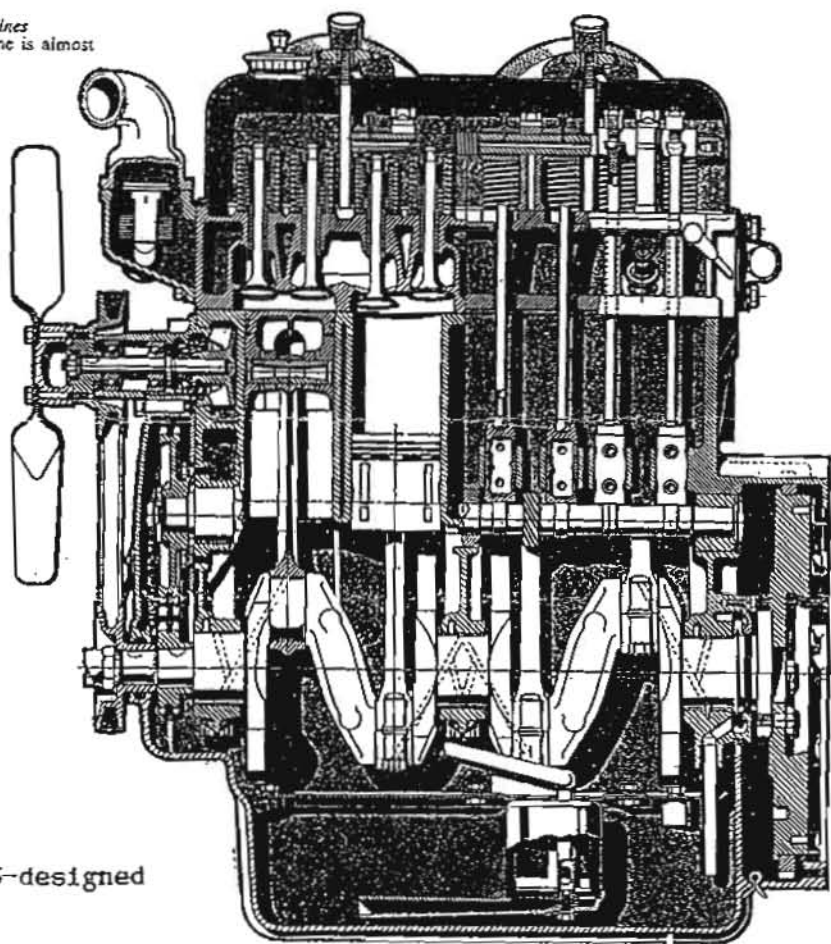
By 1953 the "Z" M.G. Magnette had arrived, along with the Austin A.30. Both had B.M.C. engines, and by 1956 the "A", "B" and "C" Series B.M.C. engines were in all the cars.

The "C" was, in fact, a MORRIS-designed version of the B.M.C. three.

After the 4/44, the French metric thread was no more (only in B.M.C. replacement Gold Seal units of the old Morris Engines).

U.N.F. and U.N.C. with A/F heads ruled the day.

Once B.M.C. arrived, the engine design changed, as the A.D.O. (Austin Design Office) took power. The little 803 c.c. O.H.V. engine shown has little to connect it with the Morris family of engines, though it was produced by the old Morris Engine Division. It was a shrunken Austin A.40 Devon unit, and proved very long-lived and strong.



Sectional drawing of the TF engine

Neil Cairns.

- 100697 YB anti-roll bar and assoc. fittings; Y/T front side curtain frames. J.Byrne, [REDACTED] [REDACTED] [REDACTED], Queensland [REDACTED], Australia.
- 150997 Instrument panel wood. Carlos.A.Lualdi, Uruguay. [REDACTED] [REDACTED] [REDACTED] [REDACTED].
- 101097 For Y/T: Jackall system flexible hose (chassis frame to back axle) new or used; 1/4" nut 1/2" thd, olive 1/4" diameter hole to connect pipe to hose. K.H.Borchers, [REDACTED] [REDACTED] [REDACTED] [REDACTED] Germany.
- 061197 For LHD Y/T: speedometer (Type S.516); ammeter (-20/+20); lighting/ignition switch; wiper motor; spare wheel (16"); "false nose" radiator shell and medallion; headlamp brackets (right & left); boot hinges; boot lid handle. Contact: Mr.A.A.F.Baas, [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED], The Netherlands.

FOR SALE

- 111097 B.M.C. Gold Seal reconditioned gearbox (could be for
a Y-Type). Contact: Mr.R.Edwards, [REDACTED],
[REDACTED] Nr.Longfield, [REDACTED].

Send your Spares For Sale & Wanted lists to:

Dave Mullen, [REDACTED] Liverpool,

M.G. (1½ to 2.6-litres)

195 Gns. M.G. 1939 2.6-litre drop-head coupe, very good condition. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041. 788-1248

RENTALLS, LTD.

1952 M.G. 14-litre saloon, maroon, beige upholstery, heater, £625.
WINGSTON-ON-THAMES, Phone 1001.

1953 M.G. 12-litre saloon, 16,000 miles only, radio, extras, three months guarantee, £695. Steele Griffiths, London, S.E.5, Rodney 2201-6. 783-995

£155. 1938 2-litre saloon, private seller, offers.
Walton-on-Thames 5051. 738-614

1939 M.G. 2-litre saloon, £245. Simpsons (Wembley) Ltd. 355 High Rd. Wembley 4422. 788-1305

1938 2-litre saloon, well above average, £175. Tann
 8254 782-76

The Motor (Supplement)

June 13, 1956

M.G. (1¼ to 2.6-litres)

1950 M.G. 1½-litre, one of the rare and much sought after 4-seater tourers. One owner, black, red leather, fog lamps, excellent tyres, good hood, at present having a top overhaul, offered at £465. Terms, exchanges welcomed.

78 **THE Motor** (Supplement)

USED CA

£495 1948 M.G. 13 de luxe saloon, impeccably maintained by only two owners, undoubtedly the finest specimen we have ever had; also choice another 1950 model, in unrepeatable mint condition, a one-in-a-million motorcar.

£288!!! This vehicle must be seen to be believed! M.G. 2.6 model, last pre-war model made, open the doors—it's beautiful inside, drive it—it's magnificent. real opportunity to obtain M.G.'s finest thoroughbred motorcar at very low cost.

LAMBS OF WOOD GREEN, Established 1897.
100 guaranteed cars. Exchanges, hire-purchase.
421-423 High Rd., Finchley. (East Finchley Underground).
Finchley 6222-4. 788-1597

GUY SALMON AUTOMOBILES.

1953 M.G. 11-litre saloon, metallic grey, red leather, fitted several extras, genuine 17,000 miles from new, one owner, £695. Portsmouth Rd., Thames Ditton. Embrook 5551. 788-788.

MONTROE MOTORS (N. H. Boswell), 1949 M.G.
14-litre saloon, 475. Epping New Rd., Buckhurst
Hill, Essex. Buckhurst 1171-2. 788-528

July 20, 1955

Register News

Just two new ones for you this time....

There is much interest in the Y-Type in Switzerland these days and Dr. Tobias Studer of [REDACTED] has done excellent work over the last few years tracking down the various cars in his country, not least those with special coachwork, as have been featured in various past issues of "TCY". His latest find, actually in [REDACTED], is Y/3648, a black 1949 saloon. This car has engine number SC/13547 and was first registered on 29th September 1949. During the fifties and sixties it had several owners in Devon and Somerset and then seems to have been dry stored for quite some time. Recently, the car was imported into Switzerland by a car dealer and restorer and is presently awaiting restoration. Although at first glance the bodywork and (cream) interior seem in excellent condition, apparently the floor is somewhat rotten and the brake hydraulics are leaking. We have allocated Register number 1272 to this car.

For Register number 1273 I presently only have the body number, unfortunately. It is a light blue 1949 Y/T (body number 19675/255) owned by Mr. Geoffrey C. Shepard of [REDACTED] Massachusetts. This car was bought by the current owner's grandfather in 1950 and was then passed on to his aunt; the car has now been passed down to Mr. Shepard. This Y/T has apparently only done 32,480 miles and was garaged every winter and put up on blocks. According to its present owner, the only time it has been touched by rain was during a trip to a garage last year when it went to be inspected!

Back in February 1996 (Issue No.130) I brought some news of Y/0520 (Register No.1210) which had turned up in Uruguay. I was hoping that here we had an untouched example of an early "two-tone green" car which might solve once and for all the various controversies associated with this colour scheme. Alas, it is always wise to be extra careful where 50 year-old cars are concerned, for many not readily apparent alterations may have been carried out to them over their extensive lives. In its owner's own words, here is a little of the car's history....

"I found my dear YA in a bodywork repair shop in Montevideo City. The car was in good condition though completely covered in dust. In the inside it had the original dashboard, but the wood was completely damaged. The instruments were all there and apparently in good condition. The upholstery of the seats had been made new, but not in leather; it was made in an imitation material of good quality in a light brown colour. The floor had been made new in steel.

I ascertained that the car's owner was a flyer who was very fond of English cars, but he had had an accident and was then unable to drive. He also had financial problems and was unable to pay for the restoration, so the car stayed where it was! With the consent of the car's owner, the repair shop sold the car to me and in that way they received payment for their work.

cont'd....

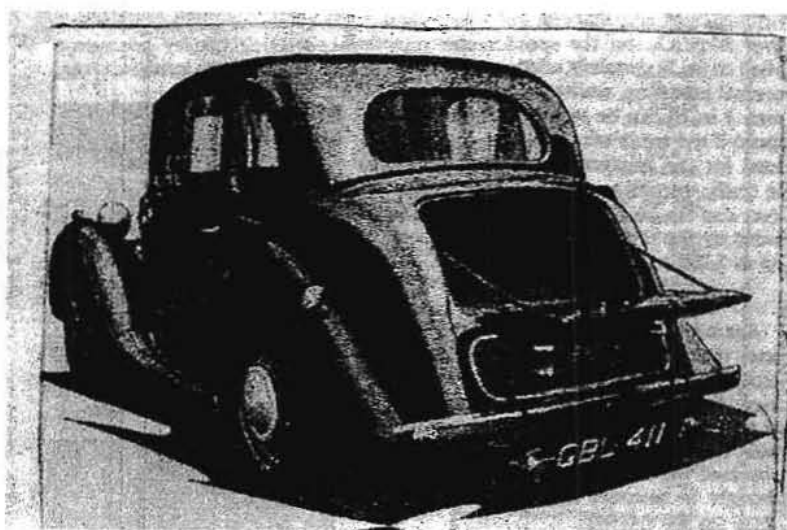
At that time this YA was the only one I knew of in Uruguay, but sometime after I found another, which was used by its owner for work and was quite neglected. A short time after this he sold the car and I have lost track of it. A friend has told me about a third car but I have never seen it.

My M.G. was painted in an English green colour with black wings. As it was very scratched, I decided to paint it again with the colours that you see in the photos I sent you." (see page 1 of TCY130 where the car is in a two-tone green scheme - Ed.).

GUARANTEE PLATE ISSUE LEDGERS

THE YBs - Pt. VII.

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/0709	SC2/17590	05/09/52	YB/0744	SC2/17643	29/09/52
YB/0710	SC2/17592	09/09/52	YB/0745	SC2/17638	29/09/52
YB/0711	SC2/17585	09/09/52	YB/0746	SC2/17636	30/09/52
YB/0712	SC2/17599	09/09/52	YB/0747	SC2/17641	30/09/52
YB/0713	SC2/17596	09/09/52	YB/0748	SC2/17640	30/09/52
YB/0714	SC2/17598	09/09/52	YB/0749	SC2/17632	24/09/52
YB/0715	SC2/17595	09/09/52	YB/0750	SC2/17630	26/09/52
YB/0716	SC2/17597	09/09/52	YB/0751	SC2/17631	26/09/52
YB/0717	SC2/17601	11/09/52	YB/0752	SC2/17644	26/09/52
YB/0718	SC2/17600	11/09/52	YB/0753	SC2/17637	29/09/52
YB/0719	SC2/17603	11/09/52	YB/0754	SC2/17639	30/09/52
YB/0720	SC2/17604	15/09/52	YB/0755	SC2/17615	30/09/52
YB/0721	SC2/17607	15/09/52	YB/0756	SC2/17642	30/09/52
YB/0722	SC2/17606	15/09/52	YB/0757	SC2/17648	30/09/52
YB/0723	SC2/17602	16/09/52	YB/0758	SC2/17652	02/10/52
YB/0724	SC2/17608	16/09/52	YB/0759	SC2/17649	02/10/52
YB/0725	SC2/17605	16/09/52	YB/0760	SC2/17645	02/10/52
YB/0726	SC2/17610	16/09/52	YB/0761	SC2/17646	02/10/52
YB/0727	SC2/17612	17/09/52	YB/0762	SC2/17650	02/10/52
YB/0728	SC2/17613	17/09/52	YB/0763	SC2/17654	02/10/52
YB/0729	SC2/17609	17/09/52	YB/0764	SC2/17651	06/10/52
YB/0730	SC2/17611	17/09/52	YB/0765	SC2/17664	06/10/52
YB/0731	SC2/17614	18/09/52	YB/0766	SC2/17667	06/10/52
YB/0732	SC2/17621	18/09/52	YB/0767	SC2/17668	06/10/52
YB/0733	SC2/17616	18/09/52	YB/0768	SC2/17666	06/10/52
YB/0734	SC2/17623	19/09/52	YB/0769	SC2/17670	06/10/52
YB/0735	SC2/17618	19/09/52	YB/0770	SC2/17653	06/10/52
YB/0736	SC2/17622	19/09/52	YB/0771	SC2/17665	06/10/52
YB/0737	SC2/17620	22/09/52	YB/0772	SC2/17674	06/10/52
YB/0738	SC2/17619	22/09/52	YB/0773	SC2/17676	06/10/52
YB/0739	SC2/17628	22/09/52	YB/0774	SC2/17677	06/10/52
YB/0740	SC2/17629	22/09/52	YB/0775	SC2/17663	06/10/52
YB/0741	SC2/17627	23/09/52	YB/0776	SC2/17658	06/10/52
YB/0742	SC2/17625	23/09/52	YB/0777	SC2/17655	06/10/52
YB/0743	SC2/17633	23/09/52	YB/0778	SC2/17659	10/10/52



COMPARISONS Mk2

(From No. 135.)

To find 35-55 mph timings is not possible for the above cars, as this was not recorded, but as luck would have it, the 20-40, 30-50, and 40-60mph times are recorded, so here goes.....

<u>Model</u>	<u>cc</u>	<u>20-40</u>	<u>30-50</u>	<u>40-60</u>
M.G. Series YA	1250	10.7 secs	13.8 secs	18.5 secs
M.G. Series YB	1250	15.3	16.0	22.0
Vauxhall Series 'L'	1442	14.5	18.4	—
Vauxhall Series 'E'	1508	11.7	13.4	18.3
Morris Oxford MO	1476	15.4	19.3	—
Morris Oxford S2	1489	12.4	14.0	18.4
Morris Cowley S2	1200	13.2	15.7	19.6
Hillman Minx Mk3 (SV)	1185	13.8	16.8	—
Hillman Minx Mk8	1398	13.0	14.7	20.3
Ford 100E (SV)	1172	12.6	14.8	18.8
Ford Consul Mk1	1508	12.1	14.5	17.8
Ford Anglia E494A (SV)	993	11.9	15.3	—
Ford Prefect E493A (SV)	1172	16.7	28.8	—
Austin A40 Somerset	1200	10.7	12.0	15.7

You need to look at the other comparison chart as well, though as the editor points out, the picture is better here. The YA is the best 20 to 40 mph, (all figures for top gear running.) It does well 30 to 50, but shows its age by the 40 to 60 figures. Again the little 100E comes out quite well, and, surprise, so does the Austin A40! Note how many cars were not measured to 60 mph, as they took so long, or just could not get there. The Consul is a real slug here, whereas the Oxford S2 is quite good. Mid-range acceleration is all down to good torque; I can only hope the figures for that YB were just a bad day.....(The Motor, September 1951.) Just to show how you can prove anything with statistics & figures, I found another road test that read for the YB, 20-40, 14 seconds; 30-50, 15 seconds; and 40-60, 19 seconds. Did the 'Y' put on weight as it aged?

NC