



The Classic 'Y'



Issue No.149 April 1999

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

For Sale

Chassis from YB/0651. Bare and rusting but may be of use for the YB shock absorber mounting brackets or the front cross-member, etc. Free to a good home. Contact Dave Mullen to arrange collection (address below).

"Y" Type radiator shell in excellent condition. Contact Mr. M.W.Hewson,
[redacted] Lincolnshire, [redacted].
Tel: [redacted].

YA Saloon, 1949. Reg' "FJU803". Maroon with black wings. M.O.T. to Sep' 1999 and taxed. Paintwork requires attention. All original leather interior. All gauges and radio to match. Good running order. Also, the following spares: engine, gearbox, axle, headlights, exhaust manifold, pumps, cylinder head, brake drums, etc. £4,750 o.n.o. Tel: [redacted]

"Y" Type saloon reg' no. "YMG23". Partly restored. Original but tatty. Good engine ran in 1997. Many new parts included. Offers to: [redacted]
[redacted]

Newsletter Editor/Registrar: J.G.Lawson, [redacted] Liverpool, [redacted]

U.K. Spares Secretary (New Spares): A.Brier, [redacted] York, [redacted]

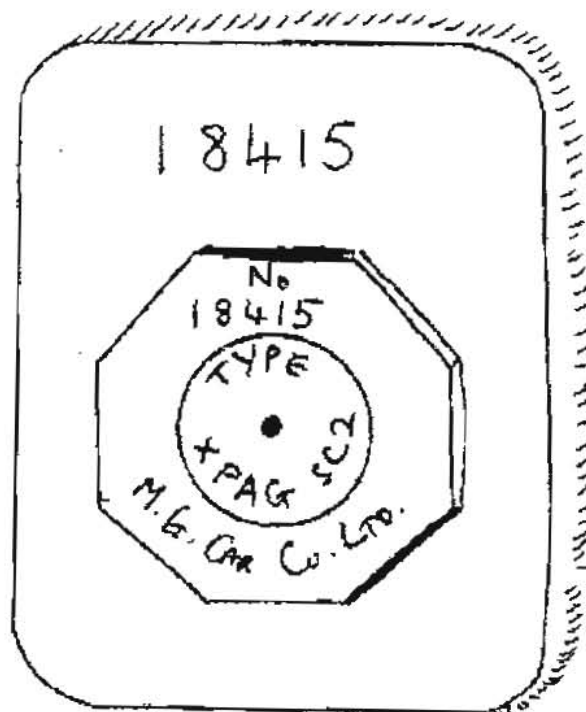
U.K. Spares Co-ordinator (Second-hand Spares): D.Mullen, [redacted], Liverpool, [redacted]

Heading illustration courtesy of Motor.

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Archaeology of Replacement Engines - XPAG

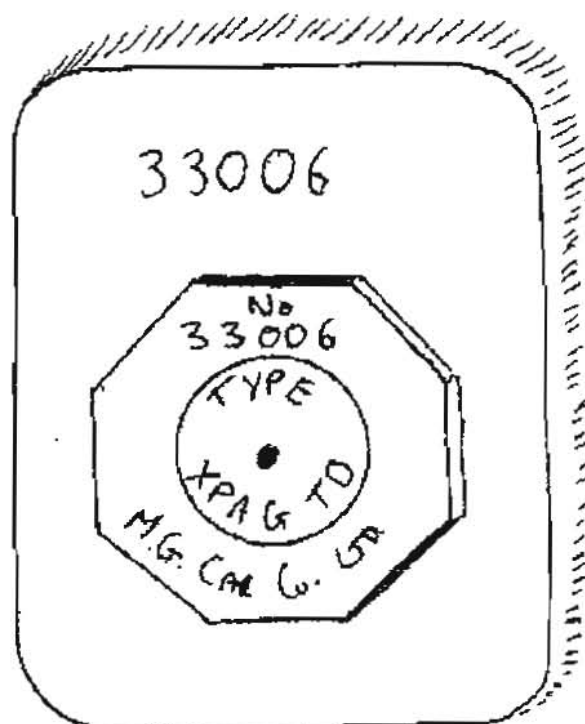
Here, we go into an area not well researched by the experts. The following notes include my own observations of engines in cars at M.G. meetings. Some owners wish to trace their block, to see if it is an original one, often a problem with a reconditioned unit. The first two sketches show the normal octagonal identity plate, with a disc at the centre; this is found on early engines on the flywheel housing extension (bell housing), and after SC/15405 and TD/2985 on the offside front end of the block, under a core plug on a raised platform on the casting. In either location the plate is held on with just one rivet. The engines which have the number on the bell housing have casting number 24146, and those with it on the offside, casting number 24445. On this latter type of block, the oil filter mounting was altered to accommodate three fixing bolts. The block for the Wolseley 4/44 and late TD/YB/TF is similar, and is casting number 168421.



***Sketch One. Normal 'Y' Type XPAG
SC2 engine identity plate, No. 18415.***

The engine number plates were of brass, with all common information stamped in from the back of the plate, to give raised letters and figures; here (refer to Sketches One and Two), "M.G. CAR Co. Ltd." and "No." will be raised. Only the unique engine number was stamped in from the front, giving indented numbers. It was done quite neatly, though possibly by hand. So, the first sketch shows engine number 18415 that will be stamped in from the front. Above the brass octagon, the original engine number may have been stamped again into the block metal surface, though as the cast iron is hard, the number can be difficult to see. In this sketch a raised platform is shown, as for post-SC/15405 blocks. Some engines I looked at did not have the number repeated on the casting. The plate will be held on by one central rivet, and this same rivet secures a small disc with the engine type on. This again will be in raised letters, for instance (as shown) "TYPE XPAG SC2", on a YB. The second sketch shows a similar identification plate, this time for engine number 33006, a "TYPE XPAG TD". All examples here are from real and existing vehicles. Obviously, then, it is not hard to decide from what type of vehicle an *original* engine comes. The problems arise when the engine is a "reconditioned unit".

Sketch Two. Normal XPAG TD engine identity plate, No. 33006.

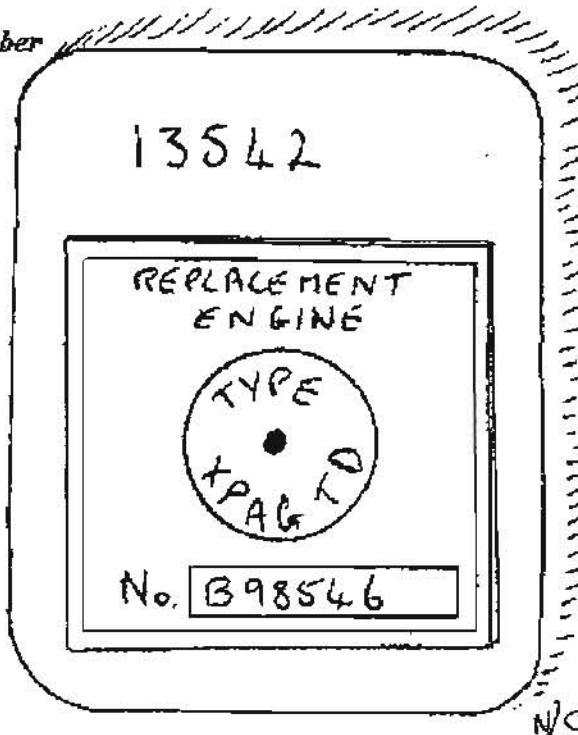


If an engine is rebuilt by its owner, or his friend, nothing will be recorded on any plate riveted to the engine. The engine will retain its original identity. But, when an exchange engine is obtained, i.e., you send yours back to the factory and another, different, unit is fitted in its place, Morris Motors will have given *each* a new identity. Because of demand, an SC2 may not have gone back out as one, but may have been stamped up as a TD2, if, for instance, demand for TD engines was high at that time. Each engine was given a new number. This time, the plate was a square one replacing the M.G. octagonal one, but still with embossed numbers and letters raised for all common information, except the number itself. The same central rivet held the disc at the centre with the engine type on, just as with the original unit. Sketch Three shows the square plate and disc, as for an engine of "TYPE XPAG TD", with the number B98546. The words "REPLACEMENT ENGINE", together with the style of engine "No." at the bottom, leave you in no doubt that this is a recon-unit. Careful checking above the square plate may reveal the original number, in this case 13542. But was it from a TD, a YB, or a 4/44?

cont'd...

***Sketch Three. Morris Engines
replacement engine plate, for an
XPAG TD, No. B98546.***

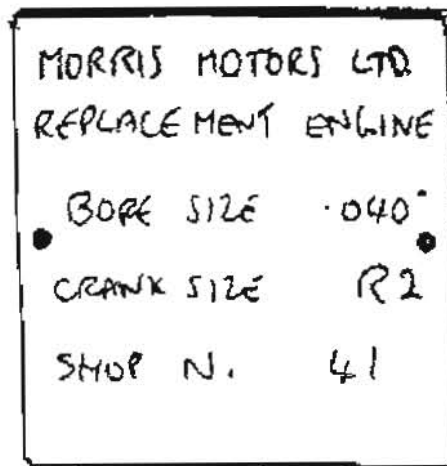
*Old engine number
(13542), above
plate.*



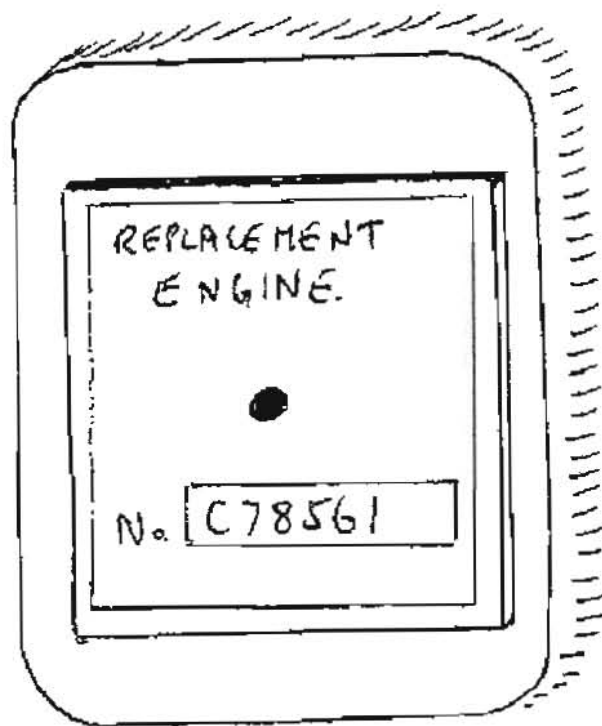
Next to the new identity plate, just aft of it and further under the manifolds, is the reconditioning plate, which shows bore and crank sizes. This has the company's name on: "MORRIS MOTORS Ltd. REPLACEMENT ENGINE", again embossed from the rear and therefore in raised letters. Stamped in from the front by hand will be the bore and crank size. This plate is often brass, but some I saw were of aluminium alloy, and all were secured by two rivets, one each side. On Sketch Four the "BORE SIZE .040"" refers to the rebore size of the cylinders, and "CRANK SIZE R2" to a .020" regrind of the crankshaft. I only ever saw R2 and R4, indicating .020" and .040" undersize cranks. The shop number must refer to just that, the place where the engine was built up at Morris Engines.

Some (later) blocks had no original numbers stamped above the plates, and often there was no central disc, suggesting they may have been rebored "new" blocks, rejected from a new car but satisfactory for a recon-unit. Or possibly Morris were feeding in new unused blocks after the models using them had ceased production. I suspect the engine numbers on the recon-units are, in fact, job numbers - one in and one out, so to speak. They simply assembled the next available block with the next available crank, then 'head, and so on. After all, it was only the camshafts that differed for a while, until the bigger XPEG valves and siamesed bores came along. As long as the right 'head gasket was used to suit the shape of the cooling holes in the various 'heads and blocks, they could put an engine together in this way. The fact that no original bits were left on it was meaningless. I saw one Morris Engines replacement unit with the later oil pump and filter, the old oil feed holes from the pipes plugged up, and the oil filter clamp bolt holes unused.

Sketch Four. Found with plate shown in sketch three, riveted just aft of it, the reconditioning plate for Morris Motors, with relevant sizes.

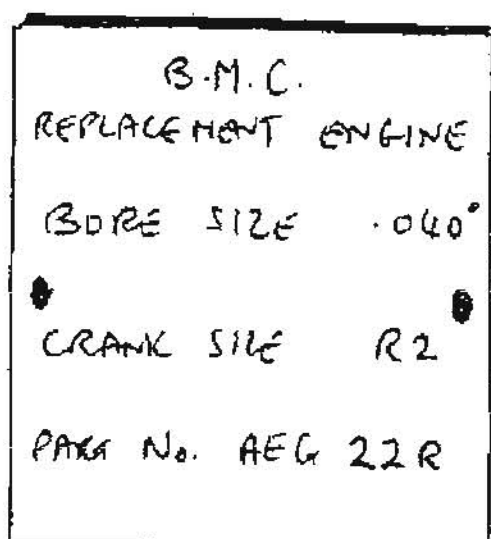


Sketch Five. The later B.M.C. XPAG replacement engine plate; no disc, just a number. "Gold Seal Engine".



Sketch Five shows a plate I saw with no "type disc" or original engine number. As B.M.C. took over it seems the central disc was not always fitted, just a square plate showing the replacement engine information. B.M.C. started up their "GOLD SEAL" Replacement Engine/Gearbox scheme in 1958, and this included the still-reconditioned XPAG units (my YB has one from 1963). Red or green paint gave way to lurid gold. The two plates then changed a little. The square plate in the position once occupied by the old octagonal plate was simpler, as at Sketch Five. It had "REPLACEMENT ENGINE" embossed, was held on by only one rivet, and showed the number underneath, here "C78561" (my engine again). This plate was still brass and with the number hand-stamped from the front. The B.M.C. "reconditioning plate" that sits aft of that shown in Sketch Five is illustrated in Sketch Six. It has the same information as the Morris Engines version, except that their name has now been replaced by the words "B.M.C. REPLACEMENT ENGINE" (embossed in); and the plate is now of aluminium alloy. This information plate is again held on by two rivets, but the shop number has been replaced by what appears to be the engine part number, in my case (as shown) "AEG 22R". This is a Morris part number, on an engine rebuilt by B.M.C. in 1963! On another M.G. "Y" Type I looked at which had a Gold Seal engine, its plate gave the part number "AEG 12R AD". A "short-block" recon perhaps? A short-block is the term for just a reconditioned cylinder block, less 'head and flywheel. Anders Ditlev Clausager of B.M.I.H.T. Gaydon tells me that, from his records, the TF1250 had a new engine as part number "SA 2445/3" and a new half engine (i.e., short-block) as "AEG 4"; for the TF1500 engine these numbers were "AEF 4" and "AEF 21" respectively.

***Sketch Six. The reconditioning plate
for the B.M.C. identity plate (for
C78561), giving the sizes.***



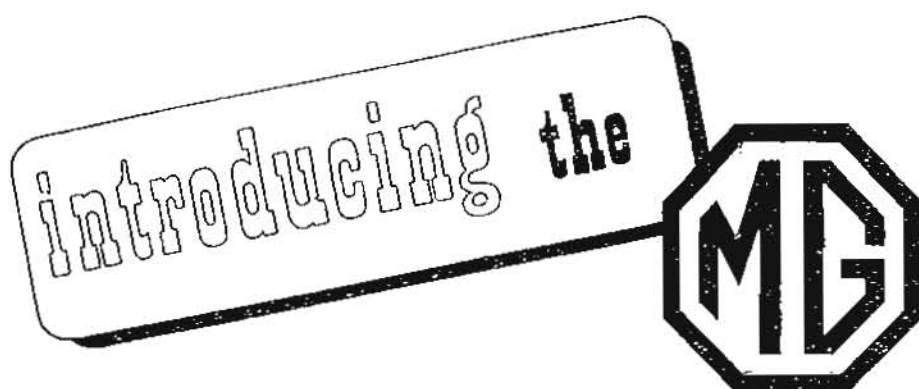
From my extensive past experience in aircraft engineering, anything with an "R" suffix usually means a reconditioned unit. The B.M.C engine number plate is a little longer than the Morris Engines one, covering the area of the platform where the original unit's number would have been. The reconditioning data plate is larger as well.

Neil Cairns.

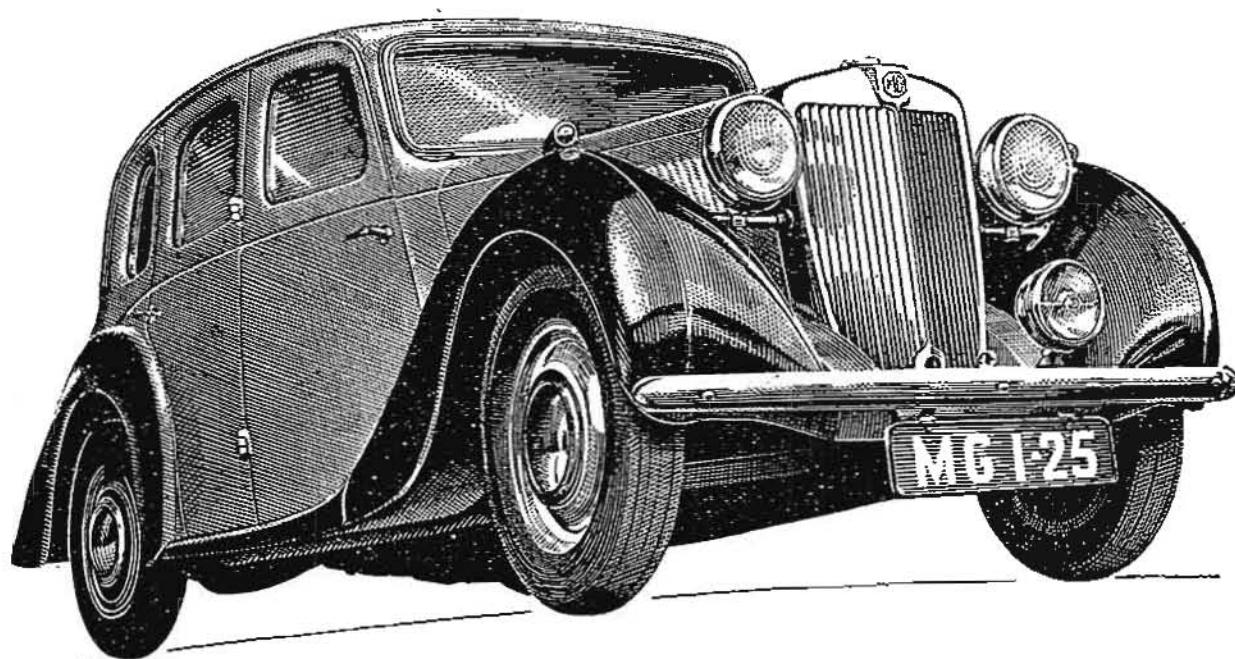
GUARANTEE PLATE ISSUE LEDGERS


THE YBs - Pt. XVI.


Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/1436	SC2/18337	25/06/53	YB/1481	SC2/18338	02/07/53
YB/1437	SC2/18336	25/06/53	YB/1482	SC2/18350	02/07/53
YB/1438	SC2/18331	15/06/53	YB/1483	SC2/18346	02/07/53
YB/1439	SC2/18312	16/06/53	YB/1484	SC2/18347	02/07/53
YB/1440	SC2/18316	16/06/53	YB/1485	SC2/18344	02/07/53
YB/1441	SC2/18370	16/06/53	YB/1486	SC2/18423	03/07/53
YB/1442	SC2/18362	17/06/53	YB/1487	SC2/18414	03/07/53
YB/1443	SC2/18367	17/06/53	YB/1488	SC2/18353	03/07/53
YB/1444	SC2/18365	18/06/53	YB/1489	SC2/18355	06/07/53
YB/1445	SC2/18364	18/06/53	YB/1490	SC2/18339	06/07/53
YB/1446	SC2/18333	22/06/53	YB/1491	SC2/18342	06/07/53
YB/1447	SC2/18334	22/06/53	YB/1492	SC2/18354	07/07/53
YB/1448	SC2/18214	01/05/53	YB/1493	SC2/18356	07/07/53
YB/1449	SC2/18348	22/06/53	YB/1494	SC2/18402	07/07/53
YB/1450	SC2/18361	22/06/53	YB/1495	SC2/18401	07/07/53
YB/1451	SC2/18345	23/06/53	YB/1496	SC2/18403	07/07/53
YB/1452	SC2/18383	23/06/53	YB/1497	SC2/18398	07/07/53
YB/1453	SC2/18384	23/06/53	YB/1498	SC2/18416	07/07/53
YB/1454	SC2/18343	23/06/53			
YB/1455	SC2/18332	engine changed to SC2/18400 (see YB/1538)			
		24/06/53			
YB/1456	SC2/18340	24/06/53	YB/1499	SC2/18415	07/07/53
YB/1457	SC2/18392 or '18382	(see YB/1507)			
		24/06/53	YB/1500	SC2/18409	07/07/53
YB/1458	SC2/18395	01/07/53	YB/1501	SC2/18408	08/07/53
YB/1459	SC2/18379	24/06/53	YB/1502	SC2/18413	08/07/53
YB/1460	SC2/18385	25/06/53	YB/1503	SC2/18417	08/07/53
YB/1461	SC2/18380	25/06/53	YB/1504	SC2/18425	08/07/53
YB/1462	SC2/18377	26/06/53	YB/1505	SC2/18424	09/07/53
YB/1463	SC2/18376	26/06/53	YB/1506	SC2/18421	09/07/53
YB/1464	SC2/18378	26/06/53	YB/1507	SC2/18392	(see YB/1457)
YB/1465	SC2/18374	26/06/53			09/07/53
YB/1466	SC2/18373	29/06/53			
YB/1467	SC2/18368	engine changed to SC2/18412 on 03/07/53			
		29/06/53			
YB/1468	SC2/18369	29/06/53	YB/1508	SC2/18231	13/07/53
YB/1469	SC2/18390	29/06/53	YB/1509	SC2/18420	07/07/53
YB/1470	SC2/18341	30/06/53	YB/1510	SC2/18410	07/07/53
YB/1471	SC2/18381	30/06/53	YB/1511	SC2/18335	07/07/53
YB/1472	SC2/18386	30/06/53	YB/1512	SC2/18419	10/07/53
YB/1473	SC2/18388	30/06/53	YB/1513	SC2/18428	10/07/53?
YB/1474	SC2/18387	01/07/53	YB/1514	SC2/18426	10/07/53?
YB/1475	SC2/18375	01/07/53	YB/1515	SC2/18349	10/07/53?
YB/1476	SC2/18389	01/07/53	YB/1516	SC2/18405	13/07/53
YB/1477	SC2/18371	01/07/53	YB/1517	SC2/18418	13/07/53?
YB/1478	SC2/18399	01/07/53	YB/1518	SC2/18427	13/07/53?
YB/1479	SC2/18396	01/07/53	YB/1519	SC2/18363	13/07/53
YB/1480	SC2/18351	01/07/53	YB/1520	SC2/18411	13/07/53



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