



The Classic 'Y'



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

A car I once became involved with, an ancient YB, had been on the parade square for ages for sale for £20, in 1970 at an RAF station in Morayshire. I spotted its owner one day 'servicing' the engine. Then a mate asked me to go with him to check the car out. It ran reasonably well, but I was very suspicious of the excellent oil pressure of 55psi, considering the mileage and general condition and that I had seen the car being 'serviced' recently. It was sold for a reduced £15 to my mate, after I had told him of my suspicions, and I asked if I could check out a few things. He agreed, and I found two washers behind the oil pump pressure relief valve spring, and NO oil filter element in the filter bowl. Removing the washers and fitting an element dropped the hot pressure down to 35psi. I replaced the grooved ball bearing in the relief valve, obtaining a ball from an old ball race and tapping it in hard to 'seat' it - and we had 40psi, an honest oil pressure. Whilst the washers simply hid the engine's wear, removing the filter element was stupid, as this would ruin the engine very quickly. The seller wanted to get the oil pressure up on the gauge. Such bodes were (and still are) common on old second-hand cars. Do you like the prices of these cars? Shows my age, but you have to accept they were just old bangers of their day then.

As bangers, old M.G.s in the 1960s got little servicing. One friend ran such a car, and never carried out tappet clearance adjustments. Eventually I brought the car from him (as he was posted overseas) simply to sell on again for profit. I could not quieten the engine, it sounded like a diesel with the .019" standard gap. I reduced it to .012", with no change. I drove the car for a few days before selling it, just to sort out any running faults, and noted that the performance was awful, but it was a wreck. The lad who brought it (for £15) complained to me, so I promised to fix it if he paid for the bits. He agreed. I eventually discovered that the camshaft had two inlet lobes that were virtually non-existent, hardly opening the valves at all. One new camshaft with eight followers and the car almost flew, and was quieter. I still have the original cam', and often show it to people to prove that to miss oil changes is false economy, as the filter, on replacing it, was a solid lump of gunge. Years later I had a V8 with the same fault!

Neil Calms.

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Heading illustration courtesy of Motor.

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Versatility



*Here is a car that solves the problem of exciting the sports motorist
as well as delighting his family. This comfortable and good-
looking M.G. saloon never demurs at crawling in
town traffic: nor, on the other hand, does it shy at 75 m.p.h.
on the open road. And how it takes the hills!
A race-winning engine and a handsome
saloon body combine to make it the
family car with a sporting heart.*

Features include . . .
Wish-bone type independent
front wheel suspension
Piston-type hydraulic dampers
Powerful hydraulic brakes
Adjustable, direct acting,
rack and pinion type steering
Unusually pleasing walnut
facia panel
Finest grade leather upholstery



One and a quarter

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SALOON

Safety first!

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REGISTER NEWS

A further "Y" Type recently surfaced in India. It is Y/2768 (allocated Register No.1328) and is owned by Luke Rebello. This brings to three the number of "Y" Types known to survive in that country. For the record, the others are Y/2399 (Register No.1121) and Y/T/2548 (Register No.1120). All three are, of course, 1949 cars, and the last two were last heard of in the New Delhi area. It used to be difficult to export/extract such cars from India, but the regulations might well have changed by now.

I have mentioned before how it is always a pleasure to me when a long-lost "Y" Type, one maybe entered on the Register many years ago and not heard of since, reappears. The latest example is Y/6325 (Register No.89). This used to be owned by a Mr. C.Brooks of Surrey and in 1992 came into the hands of its current owner, Richard Lightbody of [REDACTED]. Some restoration work was done by a previous owner but the car has languished first in a lock-up garage and then out in the roadway in London, in front of the current owner's current address. This is a black car and is registered "TKB686", a Liverpool number, of course. Apparently, most of the interior trim is missing. All this reminds me of how, back in the late 1970s, at least two "Y" Type owners actually "restored" their cars in the open, next to the pavement (you know, in the days when cars didn't park on pavements). One was Chris da Costa. Now, is he the Chris da Costa who currently broadcasts on Radio 3? (that's *The Third Programme* to you, Dave M.) I digress...

The "discovery" of Y/2768 in India was closely followed by '2767 in Tasmania (Register No.1330). This example belongs to Phil Hubbard who lives in the evocatively named [REDACTED] in [REDACTED]. Y/2767 currently has an XPJM engine fitted and it was interesting to learn that export versions of this engine also carried an "X" as part of their engine numbers (as with XPAGs) - in this case the engine number is XPJM.1X 74636. The car (black with red interior) is currently dismantled for restoration. There are eight other "Y" Types known to exist in Tasmania, five "YA"s and three (very late) Y/Ts.

Parts for Sale

Four Jackall jacks with clamps, reservoir and pump/distributor. Clean but would probably need overhaul. £10 each or £50 the lot (plus carriage). Contact: Mr. Terry Ponting, [REDACTED] [REDACTED] [REDACTED] [REDACTED], Buckinghamshire, [REDACTED].

GUARANTEE PLATE ISSUE LEDGERS*THE YBs - Pt. XVIII.*

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/1566			YB/1570		
YB/1567			YB/1571		
YB/1568			YB/1572		
YB/1569			YB/1573		

Y/T FACTORY PRODUCTION RECORDS*Pt. I.*

Chassis No.	Completion Date	Chassis No.	Completion Date
Y/T/EX(U) 1922	04/10/48	Y/T 2174	06/12/48
Y/T/EX(U) 1923	04/10/48	Y/T 2175	13/12/48
Y/T/EX(U) 1924	04/10/48	Y/T 2176	13/12/48
Y/T/EX(U) 1925	04/10/48	Y/T 2210	13/12/48
Y/T/EX(U) 1926	04/10/48	Y/T 2211	14/12/48
Y/T 2024	15/10/48	Y/T 2212	14/12/48
Y/T 2025	15/10/48	Y/T 2213	14/12/48
Y/T 2026	19/10/48	Y/T 2214	14/12/48
Y/T 2027	19/10/48	Y/T 2224	06/12/48
Y/T 2028	19/10/48	Y/T 2225	06/12/48
Y/T 2029	19/10/48	Y/T 2226	06/12/48
Y/T 2030	19/10/48	Y/T 2227	06/12/48
Y/T/EX(U) 2031	19/10/48	Y/T 2228	06/12/48
Y/T 2032	19/10/48	Y/T 2229	06/12/48
Y/T 2033	19/10/48	Y/T 2230	06/12/48
Y/T 2041	26/10/48	Y/T 2231	06/12/48
Y/T 2042	26/10/48	Y/T 2248	14/12/48
Y/T 2043	26/10/48	Y/T 2249	03/01/49
Y/T 2044	26/10/48	Y/T 2250	03/01/49
Y/T 2045	26/10/48	Y/T 2251	03/01/49
Y/T 2066	02/11/48	Y/T 2252	03/01/49
Y/T 2067	02/11/48	Y/T 2253	03/01/49
Y/T 2068	02/11/48	Y/T 2351	10/01/49
Y/T 2069	02/11/48	Y/T 2352	10/01/49
Y/T 2070	02/11/48	Y/T 2353	10/01/49
Y/T 2102	09/11/48	Y/T 2354	10/01/49
Y/T 2103	09/11/48	Y/T 2355	10/01/49
Y/T 2104	09/11/48	Y/T 2386	11 or 17/01/49
Y/T 2105	09/11/48	Y/T 2387	11 or 17/01/49
Y/T 2106	09/11/48	Y/T 2388	11 or 17/01/49
Y/T 2134	17/11/48	Y/T/EXR 2389	11 or 17/01/49
Y/T 2135	29/11/48	Y/T 2390	11 or 17/01/49
Y/T 2136	29/11/48	Y/T 2391	11 or 17/01/49
Y/T/EXR 2137	29/11/48	Y/T 2392	11 or 17/01/49
Y/T 2138	29/11/48	Y/T 2393	11 or 17/01/49
Y/T 2139	29/11/48	Y/T/EXR 2425	17/01/49
Y/T/EXR 2172	29/11/48	Y/T 2426	17/01/49
Y/T 2173	06/12/48	Y/T 2427	17/01/49

Chassis No.	Completion Date	Chassis No.	Completion Date		
Y/T	2428	17/01/49	Y/T/EXR	2627	24/02/49
Y/T	2429	17/01/49	Y/T	2628	24/02/49
Y/T	2430	17/01/49	Y/T	2629	24/02/49
Y/T/EXR	2431	17/01/49	Y/T	2630	24/02/49
Y/T	2432	17/01/49	Y/T	2652	01/03/49
Y/T	2465	24/01/49	Y/T	2653	01/03/49
Y/T	2466		Y/T	2654	01/03/49
Y/T/EXR	2467		Y/T	2655	01/03/49
Y/T	2468	01/02/49	Y/T	2656	01/03/49
Y/T	2469	01/02/49	Y/T/EX(U)	2657	01/03/49
Y/T	2470	01/02/49	Y/T	2658	01/03/49
Y/T	2471	01/02/49	Y/T/EX(U)	2659	01/03/49
Y/T/EXR	2472	01/02/49	Y/T	2660	01/03/49
Y/T/EXR	2504	01/02/49	Y/T	2661	01/03/49
Y/T	2505		Y/T	2662	01/03/49
Y/T/EX(U)	2506	01/02/49	Y/T	2663	01/03/49
Y/T	2507	01/02/49	Y/T/EXR	2664	
Y/T	2508	01/02/49	Y/T	2691	10/03/49
Y/T/EXL/M	2509	01/02/49	Y/T	2692	10/03/49
Y/T	2510	01/02/49	Y/T	2693	10/03/49
Y/T	2511	01/02/49	Y/T	2694	10/03/49
Y/T	2543	08/02/49	Y/T	2695	10/03/49
Y/T	2544	08/02/49	Y/T	2696	10/03/49
Y/T	2545	08/02/49	Y/T	2697	10/03/49
Y/T	2546	08/02/49	Y/T/EX(U)	2698	10/03/49
Y/T	2547	08/02/49	Y/T	2699	10/03/49
Y/T	2548	08/02/49	Y/T	2700	10/03/49
Y/T	2549	08/02/49	Y/T	2701	10/03/49
Y/T	2550	08/02/49	Y/T	2702	10/03/49
Y/T/EXR	2582	15/02/49	Y/T/EXR	2703	
Y/T	2583	15/02/49	Y/T	2730	20/03/49
Y/T	2584	15/02/49	Y/T/EXR	2731	20/03/49
Y/T	2585	15/02/49	Y/T	2732	20/03/49
Y/T	2586	15/02/49	Y/T	2733	20/03/49
Y/T/EXR	2587	15/02/49	Y/T	2734	20/03/49
Y/T	2588	15/02/49	Y/T/EXR	2735	20/03/49
Y/T	2589	15/02/49	Y/T	2736	20/03/49
Y/T	2590	15/02/49	Y/T	2737	20/03/49
Y/T	2591	15/02/49	Y/T/EX(U)	2738	20/03/49
Y/T	2592	15/02/49	Y/T/EX(U)	2739	20/03/49
Y/T	2593	15/02/49	Y/T/EX(U)	2740	20/03/49
Y/T	2594	15/02/49	Y/T	2741	20/03/49
Y/T	2595	15/02/49	Y/T/EXR	2769	25/03/49
Y/T/EXR	2596	15/02/49	Y/T/EXR	2770	25/03/49
Y/T	2597	15/02/49	Y/T	2771	25/03/49
Y/T/EXR	2617	23/02/49	Y/T/EX(U)	2772	25/03/49
Y/T/EXR	2618	23/02/49	Y/T	2773	25/03/49
Y/T	2619	23/02/49	Y/T	2774	25/03/49
Y/T/EXR	2620	23/02/49	Y/T	2775	25/03/49
Y/T/EXR	2621	23/02/49	Y/T	2776	25/03/49
Y/T	2625	24/02/49	Y/T	2777	25/03/49
Y/T	2626	24/02/49	Y/T	2778	25/03/49

Chassis No.	Completion Date	Chassis No.	Completion Date
Y/T/EX(U) 2779	25/03/49	Y/T/EXR 2953	27/04/49
Y/T/EX(U) 2780	25/03/49	Y/T 2954	27/04/49
Y/T 2812	01/04/49	Y/T 2955	27/04/49
Y/T/EXR 2813	01/04/49	Y/T 2956	27/04/49
Y/T/EXR 2814	01/04/49	Y/T 2957	27/04/49
Y/T 2815	01/04/49	Y/T 2958	27/04/49
Y/T 2816	01/04/49	Y/T 2986	05/05/49
Y/T/EXR 2817	01/04/49	Y/T 2987	05/05/49
Y/T 2818	01/04/49	Y/T 2988	05/05/49
Y/T 2819	01/04/49	Y/T 2989	05/05/49
Y/T 2820	01/04/49	Y/T 2990	05/05/49
Y/T 2821	01/04/49	Y/T 2991	05/05/49
Y/T/EXR 2822	01/04/49	Y/T 2992	05/05/49
Y/T 2823	01/04/49	Y/T 2993	05/05/49
Y/T 2851	11/04/49	Y/T 2994	05/05/49
Y/T 2852	11/04/49	Y/T 2995	05/05/49
Y/T/EX(U) 2853	11/04/49	Y/T 2996	05/05/49
Y/T 2854	11/04/49	Y/T 2997	05/05/49
Y/T 2855	11/04/49	Y/T 3025	18/05/49
Y/T 2856	11/04/49	Y/T 3026	18/05/49
Y/T 2857	11/04/49	Y/T 3027	18/05/49
Y/T 2858	11/04/49	Y/T 3028	18/05/49
Y/T 2859	11/04/49	Y/T 3029	18/05/49
Y/T 2860	11/04/49	Y/T/EX(U) 3030	18/05/49
Y/T 2861	11/04/49	Y/T 3031	18/05/49
Y/T 2862	11/04/49	Y/T 3032	18/05/49
Y/T/EXR 2883		Y/T 3033	18/05/49
Y/T 2884		Y/T/EX(U) 3034	18/05/49
Y/T 2885	20/04/49	Y/T 3035	18/05/49
Y/T/EX(U) 2886	20/04/49	Y/T 3036	18/05/49
Y/T 2887	20/04/49	Y/T 3037	18/05/49
Y/T 2888	20/04/49	Y/T 3038	18/05/49
Y/T 2889	20/04/49	Y/T 3039	18/05/49
Y/T 2890	20/04/49	Y/T 3040	18/05/49
Y/T 2891	20/04/49	Y/T 3041	18/05/49
Y/T 2892	20/04/49	Y/T 3042	18/05/49
Y/T 2893	20/04/49	Y/T/EX(U) 3043	18/05/49
Y/T 2894	20/04/49	Y/T 3044	18/05/49
Y/T/EXR/K 2913	25/04/49	Y/T 3045	18/05/49
Y/T 2914	25/04/49	Y/T 3046	18/05/49
Y/T 2915	25/04/49	Y/T 3047	18/05/49
Y/T 2916	25/04/49	Y/T 3048	18/05/49
Y/T 2917	25/04/49	Y/T 3049	18/05/49
Y/T 2918	25/04/49	Y/T 3050	18/05/49
Y/T/EX(U) 2919	25/04/49	Y/T 3051	18/05/49
Y/T 2937	27/04/49	Y/T 3052	18/05/49
Y/T 2947	27/04/49	Y/T 3053	18/05/49
Y/T 2948	27/04/49	Y/T 3054	18/05/49
Y/T 2949	27/04/49	Y/T 3055	18/05/49
Y/T 2950	27/04/49	Y/T 3056	18/05/49
Y/T 2951	27/04/49	Y/T 3057	18/05/49
Y/T 2952	27/04/49	Y/T 3058	18/05/49