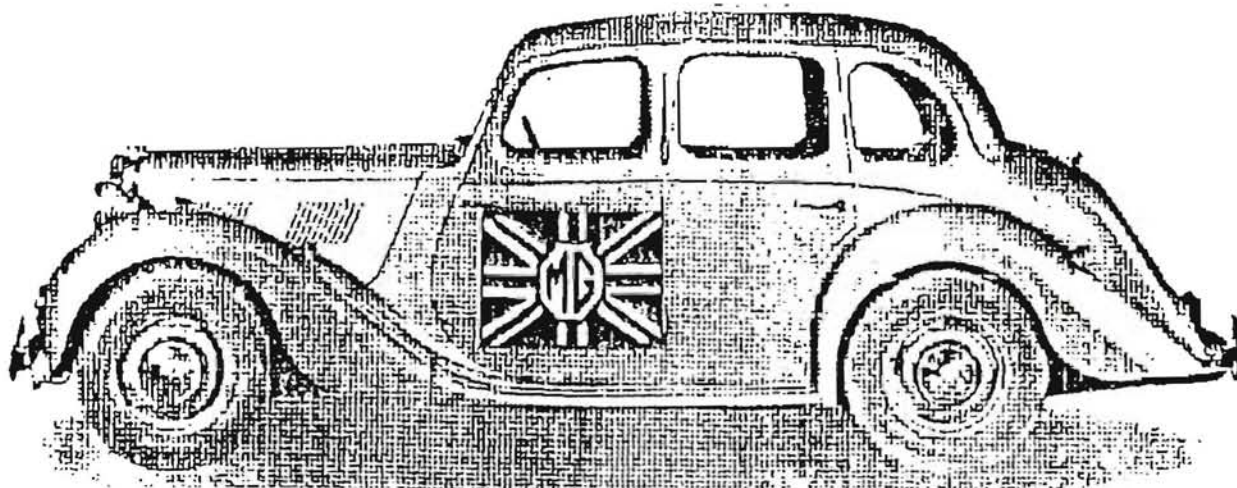




THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 15, No.109. February 1992.

REGISTER NEWS

Recent Discoveries

Register Number 355

Chassis Number	YT4122
Engine Number	TR/B78645
Licence Plate	BHV506
Body Number	n/k
Sub-Type	YT
Year of Manuf'	49
Owner's Name	Brier A
Owner Number	145
Car Location	Yorkshire ENG
Exterior Colour	Ivory
Interior Colour	B

Register Number 1144

Chassis Number	Y5837
Engine Number	SC/15493
Licence Plate	RVW761
Body Number	n/k
Sub-Type	YA
Year of Manuf'	50
Owner's Name	n/k
Owner Number	0
Car Location	ENG
Exterior Colour	Maroon
Interior Colour	-

CARS FOR SALE:

355. 1949 YT. Details as above. Contact Tony Brier at address on back page of this newsletter or telephone him on: [REDACTED].

Battery Box Plates

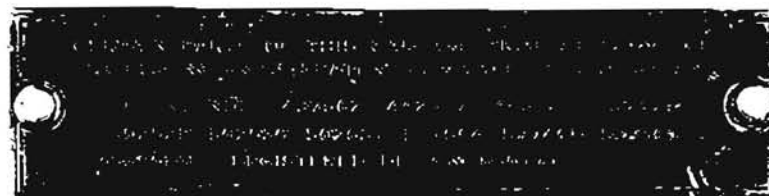
By Dave Lawrence.

"V" Type battery boxes have the following identification plates affixed to them: the "guarantee" plate (which shows the original chassis number and engine number of the car), the "patents" plate and, on exported cars only, a "Made in England" plate. It is probably not widely realized that there are detail differences in the wording and presentation of the information on the guarantee plate: there are, in fact, three distinct types of these plates on "V" Type M.G.s but, before going on to describe these, we'll first take a look at the "patents" and "Made in England" plates:

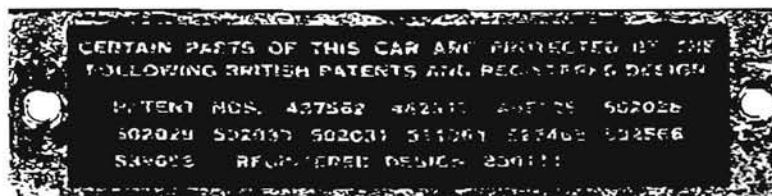
The rectangular "Made in England" plate appears in one of two positions. Early cars have it below the patents plate, on the left side of the battery box; whereas on later cars it can be found on the top edge of the battery box (left side, forward of the lid clip). At some stage, fitting of this plate to export cars seems to have been discontinued (e.g., Y4743 had one, but Y5135 did not).



There are two different kinds of patents plate. The early style plate is brass, with stamped numbers and a black border:



Whereas, the later style of plate (as, for instance, found on Y6378) is silver coloured with silver printing contained within a solid black rectangle. Both types of plate were fitted immediately below the guarantee plate:



TYPE 1

SMALLER LETTERS

GUARANTEE PLATES

TWO (SHORT) BLOCKS ONLY

LEGEND FURTHER TO LEFT, LETTERS CLOSER TOGETHER

SQUARE BRACKETS

LEGEND FURTHER FROM BOTTOM (BECAUSE NO "England" APPEARS)

KNOWN EXAMPLES

Y/T/EXR/2425
Y/T/EXR/2587
Y/T/EXR/3250
Y/1974
Y/2056
Y/2529
Y/2998

MG

CAR NO. Y/T/EXR/3250

ENGINE NO. XPAG/TR/13145

TELEGRAMS: EMCEE ABINGDON.
PHONE: ABINGDON 251.

ANY QUESTION - - - - -
TO - - - - - [VIA THE - - - - -
WHOM - - - - -]

The M.G. Car Company Ltd.
Abingdon-on-Thames

GUARANTEE - - - - - PLATE

TYPE 2

LARGER LETTERS
POSITIONED DIFFERENTLY

THREE (SHORT) BLOCKS

IN THE CASE OF A Y/T WITH THIS PLATE, THE LEGEND "EXR" ETC APPEARS IN THIS BLOCK

AS TYPE 1

REST AS TYPE 1

KNOWN EXAMPLES

Y/T/EXR/4061
Y/5165

MG

CAR NO. Y/ 5165

ENGINE NO. XPAG/SC/X 14973

TELEGRAMS: EMCEE ABINGDON.
PHONE: ABINGDON 251.

ANY QUESTION - - - - -
TO - - - - - [VIA THE - - - - -
WHOM - - - - -]

The M.G. Car Company Ltd.
Abingdon-on-Thames

GUARANTEE - - - - - PLATE

TYPE 3

LETTERS SAME SIZE AS TYPE 2 BUT AGAIN POSITIONED DIFFERENTLY

THREE (LONG) BLOCKS

LEGEND FURTHER TO RIGHT, POSITIONED LOWER AND LETTERS MORE SPREAD OUT

ROUND BRACKETS

"England" APPEARS

LEGEND CLOSER TO BOTTOM (BECAUSE OF THE WORD "England" ABOVE)

KNOWN EXAMPLES

Y/5814
Y/6378
Y/6471
Y/6479
Y/6490
YB/0752

MG

CAR NO. YB/ 0752

ENGINE NO. XPAG/SC2/17644

TELEGRAMS: EMCEE ABINGDON.
PHONE: ABINGDON 251.

ANY QUESTION - - - - -
TO - - - - - (VIA THE - - - - -
WHOM - - - - -)

The M.G. Car Company Ltd.
Abingdon-on-Thames
England

GUARANTEE - - - - - PLATE

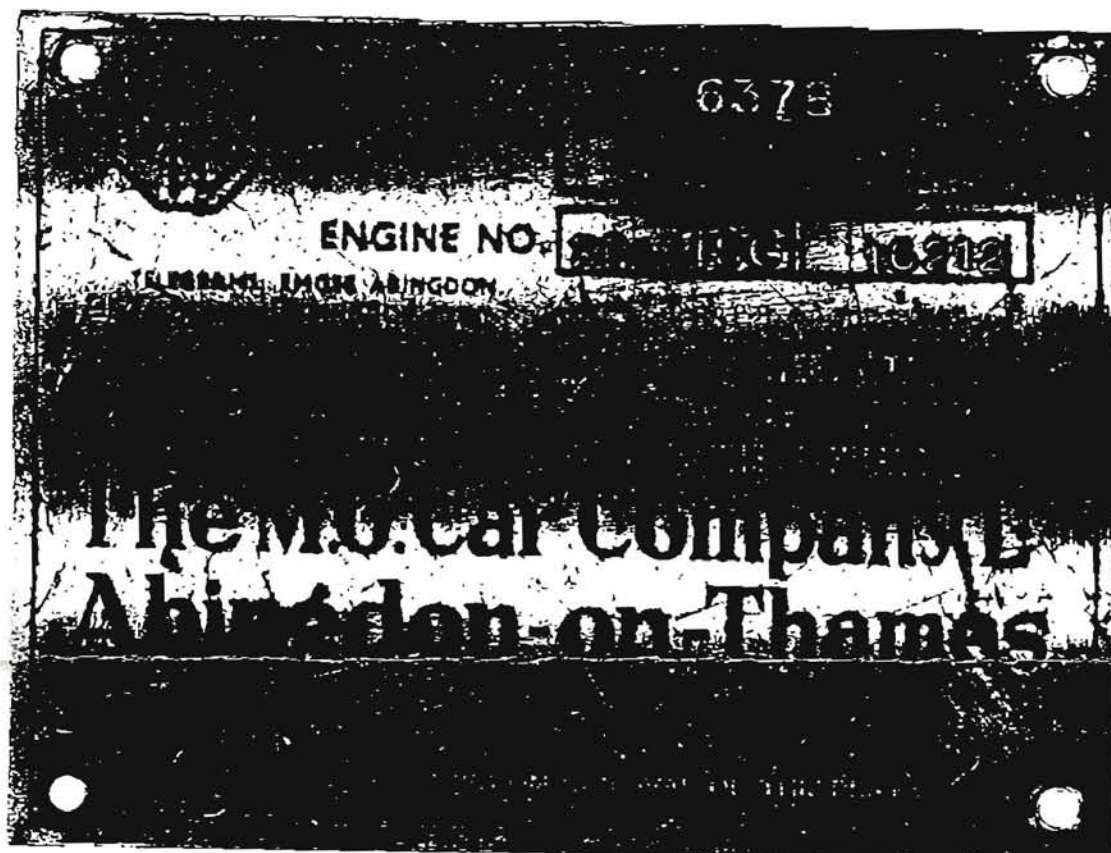
TYPE 1

 TELEGRAMS: MGC ABINGDON PHONE: ABINGDON 111	CAR NO.	Y/1581/5250
	ENGINE NO.	X/1581/1145
ANY QUESTION AFFECTING THE GUARANTEE ATTACHED TO THIS CAR TO BE REFERRED [VIA THE AGENT FROM WHOM THE CAR WAS PURCHASED] TO THE MANUFACTURERS		
The M.G. Car Company Ltd Abingdon-on-Thames.		
GUARANTEE CEASES ON REMOVAL OF THIS PLATE		

TYPE 2

	CAR NO.	Y/1581/5250
	ENGINE NO.	X/1581/1145
ANY QUESTION AFFECTING THE GUARANTEE ATTACHED TO THIS CAR TO BE REFERRED [VIA THE AGENT FROM WHOM THE CAR WAS PURCHASED] TO THE MANUFACTURERS		
The M.G. Car Company Ltd Abingdon-on-Thames.		
GUARANTEE CEASES ON REMOVAL OF THIS PLATE		

TYPE 3



These guarantee plates were issued to cars as they started their journeys down the Abingdon production line. The additional "block" below that for the chassis number was introduced to facilitate the separate inclusion of the "export code" where appropriate (for instance, "EXR", "EX(U)" or "EX(LNA)" etc.) However this "Type 2" plate was not introduced before YT production commenced (it was perhaps introduced in November 1949, for the "TD") so, as illustrated, we have "Y/T/EXR/3050" stamped on a "Type 1" plate. Now a word about the colour of these plates. There are brass/bronze coloured plates and silver ones. Photographic evidence seems to suggest that perhaps all guarantee plates were originally silver-coated and that with time, through polishing or general wear, to a greater or lesser extent on a large number of plates the silver coating has disappeared. In other words, there is nothing as yet to support a theory that one colour was for export cars and the other for domestic ones, or that certain types of plates issued at certain times had such and such a finish.

The original ledgers, giving the dates of issue of these guarantee plates, for "T" Types at any rate, are in the archives of the M.G. Car Club.

Lastly, there are cases of guarantee plates having been stamped with the number of a factory replacement engine. How would this come about? Well, if, when the car was checked over before release at the end of the production line, it was found that the engine fitted was deficient in any way, a factory replacement would be fitted and a new guarantee plate showing its number would be issued for that car.

Overleaf we take our annual look at the most important Register statistics. Observers of the "Recent Discoveries" column in past months will have realized that I have now begun again to more often than not allocate Register numbers to "new" cars from the top of the range (see TCY104/April 1991 for explanation). Most of the 134 "potential reallocations" still remaining are overseas cars.

JGL

THE M.G. 'Y' TYPE REGISTER

(summary of important statistics)

	1992	1991
YAs on the Register (of which 12 are left-hand-drive)	625	595
YBs on the Register	256	237
YTs on the Register	181	176
YRCs on the Register	3	3
Specials/Composites on the Register	16	16
Unknown (mainly saloons) on the Register	66	68
Total number of cars on the Register	1,147	1,095
Positively identified	1,013	947
Potential reallocations	134	148

Cars identified by chassis number:

1947	51	47
1948	83	76
1949	202	187
1950	166	161
1951	86	76
1952	75	62
1953	93	89
TOTAL	756	698

Total number of owners contacted	1,152	1,058
Number of current owners	798	754

Number of cars in each country: (38 countries)

England	567	Thailand	3
Australia	214	Cyprus	3
U.S.A.	123	Japan	3
Republic of South Africa	45	Germany	2
Scotland	26	Zimbabwe	2
Netherlands	25	Malta	2
Wales	17	Portugal	2
New Zealand	17	Luxembourg	2
Canada	14	India	2
Switzerland	13	Bangladesh	1
Eire	12	Isle of Man	1
Singapore	9	France	1
Malaysia	7	Sri Lanka	1
Northern Ireland	6	Norway	1
Denmark	6	Colombia	1
Hong Kong	4	Macau	1
Channel Islands	4	Austria	1
Belgium	4	Spain	1
Madeira	3	Namibia	1

THE MG FRONT CRANK SEAL

The front crank seal on the MG T-series engines is a simple graphite-loaded rope stuffed (with difficulty) into a slot partly in the chain cover and partly in the pan. There are reports of various commercial rubber seals that can fit, or almost fit, into the groove, and effect a more modern, leakfree seal. Since I didn't have the number of the closest commercial seal, I searched through the seal catalogs at my favorite bearing/seal distributor. The desired seal would have seal around a 1.415" shaft (actually the pulley OD), and would crush fit into a groove of about 1.83" OD and 0.35" thickness (however this groove is not really designed to fit standard seals). The selection is also somewhat complicated by the unknown thickness of the compressed pan gasket, initially about 25 mils.

I found four possible candidates:

SEAL #	SHAFT	BORE	WIDTH
13510	1.375"	1.828"	0.250"
13537	1.375"	1.828"	0.313"
13529	1.375"	1.750"	0.197"
36x47x7	36mm	47mm	7mm

I purchased all four and tested them for fit into the pan/chaincover groove. The CR 13529 was very loose, and the Metric 36x47x7 was possibly too large (it worked with the full thickness of gasket, but appeared as if it would interfere with proper gasket crush (resulting in a much more serious leak!). The CR 13510 was slightly too thin and could slide axially, but CR 13537 was almost perfect; with the pan bolted up it was tightly held in place.

Although the seal would probably work with the somewhat oversize shaft size, I decided to maximize its life by providing a proper shaft size and better surface finish. CR also sells slip-on sleeves ("speedi-sleeve") for repair of old worn shafts; I purchased CR 99138, designed to fit on shafts worn to a diameter between 1.371 and 1.377". I trimmed down the pulley diameter to 1.374 in a simple lathe cut and slid the sleeve over with the tool provided (noting first the seal position relative to the face of the pulley). Although the sleeve, at \$15.13, cost more than 4 times the seal, it should significantly increase the life of the seal, a highly desirable consequence.

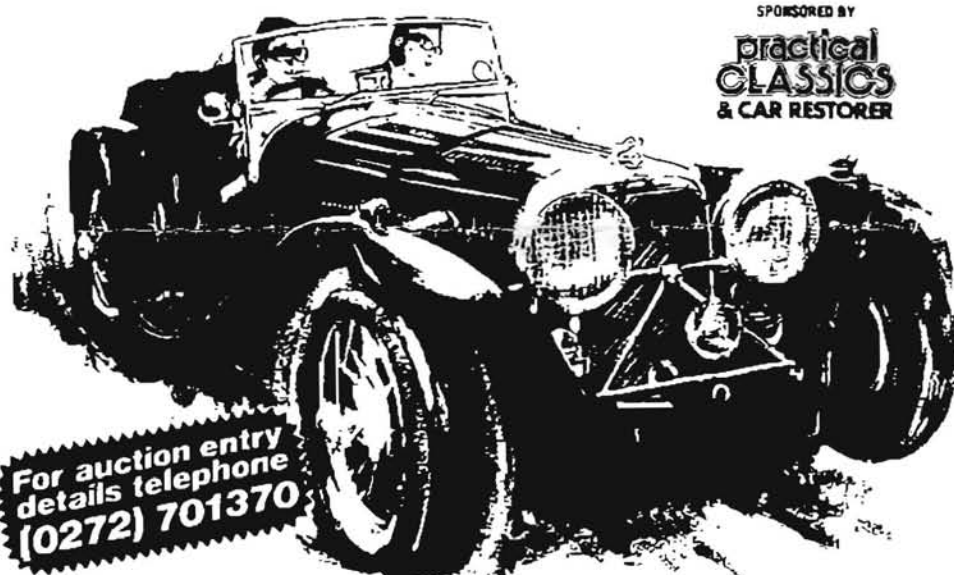
The seal is installed with the chain cover (which has slightly more than half the diameter and thus captures the seal). I used a very small amount of blue silicone, probably unnecessary in light of the excellent fit and outer rubber coating.

The engine is still in break-in, so I have no long-term data. But there are no leaks to date.

Bill Oldham

The above article first appeared in "The Wind Machine" of January 1991.

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