

Y-TYPE NEWSLETTER

MG CAR CLUB



Y-TYPE REGISTER

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CHAIRMAN'S CHATTER

As this is the first of these spots for 1993 may I take this opportunity to wish you all a happy new year and a trouble-free one.

Welcome to the first of our new format News Sheets. Now that we are in the depths of winter I hope our efforts will brighten your evenings until spring arrives and we can get out and about in our Y types.

I am sure you will all breathe a sigh of relief when I tell you the AGM has been and gone and all the positions on the committee have been filled. Our faithful members all stood for re-election so all the OLD faces will be back in '93 but with an even better calendar of events than '92.

We have continually been asked for more technical articles and features so the news sheet is one way we can bring them to you. I hope you like it. If there is something you would like covered that we have missed please pick up the phone or drop us a line, anything at all that other Y type owners may find useful or interesting.

'93 is all set to be even better than '92 for the register, we have managed to lay on some good weather for our summer outings.

The register photograph albums have been produced in a new smaller format which I am sure you all will find much easier to view when you visit our stand. '92 finished on a special high note with the tour of the Dales centered around Skipton so this is the opportunity for all you northern Y typers to book the first week in September and come and make this tour even better than Brittany. So now is the time to do all those jobs on the Y that we have been promising to do all summer so that we can break all attendance records in '93. I look forward to meeting you again when the sun shines.



USEFUL TIPS

A book that I have found very useful during the course of my restoration is "The MoT Tester's Manual", published by HMSO. (ISBN No. 0 11 550406 0). I bought mine in 1989 (eleventh impression) for £3.95, I don't know the current impression number as it is constantly being updated, for obvious reasons. It's good value and prepares you for what is expected of your car on the 'big' day.

Make sure you use the correct size of wire when considering add-ons such as another spotlight, wiring in flashers or converting your YA to twin horns.

Side, tail, stop and flashers require 14/30 (metric) or 14/012 (imperial).

Headlights and horns need 28/30 or 28/012.

The first figure denotes the number of strands in the cable, the second figure is the diameter of each strand in mm or ins.

Ever been out in your Y and encountered heavy rain? If so, you'll have discovered how inadequate the wipers are. A brief conversation with an American enthusiast on the subject came up with a possible solution, in more ways than one.

The solution is contained in a bottle (where else) and goes by the name of 'Rain - X'. It is manufactured in the USA but is available from good accessory shops in this country. When applied to your windscreen it makes the droplets 'bead' and run off. I've used it and it certainly does improve wet weather visibility.

When rubbing down paintwork for a final finish, use 1200 wet and dry with plenty of SOAP! It stops the paper clogging. Apply the soap liberally to the paper between dunking it in your bucket of water. Follow up with T-Cut and plenty of elbow grease.

That huge green bar of soap your granny used to use for the weekly wash is still available.

I don't know if the perfumed stuff works but at least you'll come out of the garage smelling nice.

Lowish oil pressure on a newly rebored/reground engine? Check the tappet bushes and shaft. To save on cost I made do with the existing gubbins because it looked reasonably serviceable. After renewing them I gained a further 10 psi.

Incidentally I made the mistake of fitting the new bits and then starting up with the rocker cover off. (I wanted to check that all was well.) It's a very neat way of rust-proofing the underside of your bonnet with engine oil.

Renewing your headlining? Get yourself a push hammer with a magnetic plunger. I was presented with one as a gift from a 50p stall. You know the sort of thing, made in Taiwan, cheap looking plastic in a variety of fluorescent colours, usually in a huge trough of other assorted, useless items. Well, it works!

You operate it with one hand, using the other to manoeuvre and stretch the material. The tacks don't fall on the floor, you can position them accurately and your fingers remain undamaged.

You'll need to finish them off with a hammer though.

To improve the look of your gear-lever knob, Jackall relief valve knob, sparking plug suppressors and other items with indented markings, apply a liberal coating of Tippex. Immediately (if not sooner) wipe off the excess. It brings them up like new.

When fitting new Jubilee clips to your hoses, go for those that allow you the option of tightening with a small socket, rather than those that are just slotted.

Did you know?

that YT rear springs had one more leaf than those fitted to YA's or YB's?

that page 59 of the Y-Type Owners Handbook, illustration (No. 38), showing the feed pipe to the carburettor removed to show the filter, also shows what looks like a HEAT SHIELD?



that the worst job to tackle on a Y is fitting or repairing the stop light switch. (unless you know otherwise, that is)?

that all Y's are fitted with stays to support the rear wings and that some have stays on the front as well? The way my front wing vibrates at low revs I may fit one too, although there's not one in the parts listing.

that the wooden panel that makes up the boot floor, is bigger on the YA than the YB? Consequently, the metal portion of the boot floor differs in size between the cars. I'm talking about the front to back measurement, not the width. I think that the different sized spare wheel opening is the reason for this discrepancy. The boot floor on the YB looks as though it has been raised slightly as the

metal section of the floor clears the petrol filler pipe. On the YA the metal section stops short of the filler pipe and the wooden section has a cut out in order to allow the pipe passage to the tank.

If this is so, and I stand ready to be corrected, it must mean that the YA has a slightly bigger boot capacity than its sister. There must be space for an extra toothbrush. Next time someone asks if mine is an 'A' or a 'B' I'll be pleased to inform them that mine is an 'Estate'!

that some Y's have a steel bracing bracket which goes from the bottom edge of the dashboard to the battery box? I presume it is to prevent the dash flexing when the choke is pulled out - like mine does. It might also be useful for mounting a radio, a heater or extra switches.

J. MURRAY

IN PURSUIT OF POWER

It has been said that some Y owners have asked the Register for advice how to increase the power output from the Y-type engine. With a full 30 bhp at the wheels and a drag factor of about 0.7 it is perhaps not surprising. This article will discuss the options open to Y-type owners and is aimed at road not competition use.

Whilst power increase is equally possible from all the Y series car owners of YA and YT should be aware that the rear axle half shafts are very weak and the author cannot recommend any degree of tuning unless these are replaced by higher strength steel shafts. (Denis, I think these are available, am I right?) The alternative is to drive with a boot full of half shafts and a long rod to poke through the broken bit! The YB is much stronger and for the purposes of this article has no significantly weak components.

Power increase for the road may be achieved by one or a combination of increased capacity, increased compression ratio, or by supercharging.

Increased capacity to 1350cc is simple, reliable and at less than £500 is the cheapest option. It will give power increase all the way up the rev range. It is achieved by the use of pistons available from the M.G. specialists and is equivalent to approximately 100 thou oversize

bore which can safely be made to all production blocks without the need for liners. No other modifications are essential but it would be an advantage to fit either twin 1 inch carbs or better, a single 1 1/2 inch. The latter is the simplest for YA YB requiring only light grinding out of the inlet manifold to match the bigger carb. It also gives better low rpm performance than the twin carb set up.

Increased compression ratio will give more power if the engine is to be used at higher rpm. For best effect a modified camshaft and extractor manifold must be used. This gives more power between 3500 and 6000 rpm but less at low revs when compared to the standard engine. It is therefore not the best way for a road going Y-type although the larger valves and a slight increase in compression ratio to say 8:1 would be advantageously combined with increased capacity or supercharging. To achieve this state of tune refer to Blower stage 2 for head modifications and add a 1/2 race camshaft and extractor manifold with 1 1/2 inch minimum bore tail pipe and silencer. Cost? Depends on how far you go but this type of tuning is the most expensive.

Supercharging gives a wide power band but room has to be found under the bonnet. John Bibby of "Supercharge" Llan-



The author practising what he preaches with his 1350cc supercharged Y-Type, at Mallory Park last year. (Photo: Mike Wray.)

gollen in the Welsh hills can provide suitable kits which fit without bodywork mods. These cost over £2000 but are easy to fit and come with a guarantee. You can buy a geriatric second hand supercharger for less than £500 (for example from me) but check the condition carefully. You will then need to make or modify the brackets and manifolds to suit the Y-type. At the end of the day you may not save a lot. Supercharging is probably the best option for a Y-type especially if used in conjunction with 1350cc pistons.

Whichever method you choose, increased power means increased heat. A replacement modern core can be fitted into the Y header tank to give 40% more cooling. At the same time if you wish you can convert to a pressurised system by having a short neck 4 psi pressure cap soldered into the top of the header tank. With bonnet closed standard appearance is retained. The original overflow should be sealed.

Shock absorbers, springs and brakes are all adequate for additional power. YA/T owners will need to check the rear brakes to ensure oiling of the rear shoes is avoided. The gearbox and clutch are also adequate although a diaphragm clutch and special friction plate is available from some M.G. specialists.

Radial tyres are recommended if the increased power is

to be used. An improved ride as well as mileage will be obtained. Any premium grade 155-70 would be acceptable. I ran for 10 years on a set of Dunlop SP4s both on the track and road. The exhaust system is really too narrow for significant power increase. The bore should be increased to not less than 1 1/2 inch.

A final point to check, before you go out and spend on bolt-on goodies check the condition of what you have. Much more power can be obtained by correcting the common deficiencies than come from pounds worth of wild camshafts. Check: brakes binding, tracking, worn track rod ends, wheel bearings OK, manifolds line up with ports, ignition timing correct, cylinder compressions equal, tappets adjusted... and think on.

Whichever tuning method, expect equal reliability and more economy (unless you enjoy using the extra power). If you do enjoy the power have you considered fitting seat belts?

Any of the routes outlined will give similar power increase and will improve acceleration times markedly. You can expect 40-70mph in top to be about 20 seconds, approximately half the time taken by the standard car. Top speed might touch 80mph but is more dependent on wind direction than engine power.

FRANK VAUTIER

