



The Classic 'Y'



Issue No.157 August 2000

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

GUARANTEE PLATE ISSUE LEDGERS

THE Ys - Pt.II.

Chassis No.	Engine No.	Date	Chassis No.	Engine No.	Date
Y/7182	SC2/17000	25/09/51	Y/7212	SC2/16951	09/10/51
Y/7183	SC2/17063	03/10/51	Y/7213	SC2/17053	09/10/51
Y/7184	SC2/17036	25/09/51	Y/7214	(CKD)	
Y/7185	SC2/17022	26/09/51	Y/7215	(CKD)	
Y/7186	SC2/16864 should actually be prefixed 'SC'		Y/7216	(CKD)	
		26/09/51	Y/7217	(CKD)	
Y/7187	SC2/17034	26/09/51	Y/7218	SC2/16988	20/09/51
Y/7188	SC2/17003	27/09/51	Y/7219	SC2/17005	20/09/51
Y/7189	SC2/17040	28/09/51	Y/7220	SC2/16991	25/09/51
Y/7190	SC2/17047	05/10/51	Y/7221	SC2/17028	27/09/51
Y/7191	SC2/17052	05/10/51	Y/7222	SC2/17058	28/09/51
Y/7192	SC2/17066	05/10/51	Y/7223	SC2/17054	08/10/51
Y/7193	SC2/17059	08/10/51	Y/7224	SC2/17060	08/10/51
Y/7194	SC2/17027	27/09/51	Y/7225	SC2/17043	09/10/51
Y/7195	SC2/17056	27/09/51	Y/7226	SC2/17044	09/10/51
Y/7196	SC2/17064	28/09/51			
Y/7197	SC2/17055	28/09/51			
Y/7198	SC2/17065	01/10/51	engine change - original eng. was '17012.		
Y/7199	SC2/17038	01/10/51			
Y/7200	SC2/17037	01/10/51	Y/7227	SC2/17062	11/10/51
Y/7201	SC2/17051	02/10/51	Y/7228	SC2/17039	15/10/51
Y/7202	SC2/17049	02/10/51	Y/7229	SC2/16984	15/10/51
Y/7203	SC2/16982	09/10/51	Y/7230	SC2/17045	15/10/51
Y/7204	SC2/17050	02/10/51	Y/7231	SC2/17021	23/10/51
Y/7205	SC2/17026	03/10/51	Y/7232	SC2/17035	23/10/51
Y/7206	SC2/17016	03/10/51	Y/7233	SC2/17024	15/10/51
Y/7207	SC2/17046	04/10/51	Y/7234	SC2/16945	15/10/51
Y/7208	SC2/17042	04/10/51	Y/7235	SC2/17048	15/10/51
Y/7209	SC2/17041	04/10/51	Y/7236	SC2/17015	16/10/51
Y/7210	SC2/16965	05/10/51	Y/7237	SC2/16897 should actually be	
Y/7211	SC2/17061	05/10/51		prefixed 'SC'	16/10/51

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.

The Classic "Y" is published by Skycal Publications

Cars for Sale

"M.G. YA Saloon, 1948, green. Has had lots of renovation (with bills). £3,500. Tel: [REDACTED]."

Parts for Sale

"YA' radiator & grille (good condition, with cowl); grille cowl only (for rechrome); bonnet complete (good condition); windscreen & frame (good condition); windows; 16-inch wheels (good condition); half-shaft; differential; engine block (re-sleeved to standard); original oil filter in box; new original starter ring gear for 'YA'; manifold; new aluminium air intake manifold (for 'YA' & YB); instruments; jacks & pumps (also jig to hold same for dismantling and repair); workshop manual (original yellow cover); 'YA' brake drums; 'YA'/YB rear springs; 'YA' brake parts; front shock absorbers; steering wheel; headlamps; also, a box of oddments (door catches, fittings, bonnet catches, headlamp mounting, etc.). Contact: Mr. Peter West, [REDACTED], Essex, [REDACTED]."

"YB chassis (YB/0651) - free, to a good home. Pair of inner wings, £20; trafficator switch (needs centre horn button), £5; pair of rear side arm-rests (green) - free; windscreen & glass, £10; rear window glass, £10; steering column (inner), £10. **OR**, £40 the lot, plus postage. Contact: David Mullen, 2 [REDACTED], Liverpool, [REDACTED]."

S.U. H2 suction chamber (AUC1357), including fixing screws (175/145 [AUC2175]), £10 incl. U.K. p&p.; S.U. H2 body (3478), £10 incl. U.K. p&p. Contact: John G. Lawson, [REDACTED], Liverpool, [REDACTED]."

Rod Francis Classic Cars

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'KSC171' - Development & Modification History

Section B.

It was my aim that from 1954 onwards my 'Y' Type would be the best example of this model within the U.K. and, from 1957, probably the most modified, with meticulous attention to detail, non-competition, road-going version in private ownership.

My intention (also) was that the additional extra performance available (for the late fifties and early sixties!) from the many engine mods. should be adequately controlled by enhanced road holding and braking performance additions and mods., i.e., as outlined in later instalments of this series.

I should state that ALL the mods. referred to in this series were undertaken by me, personally, actually on the car/engine etc., including those requiring specialised use of machine tools. This statement also includes the manufacture and fitting of non-standard and non-available parts etc.

NOTE: All mods. enhancing performance were road tested against a friend's standard TD Midget. From late '55, my car could out-perform a TD in acceleration (in spite of the much heavier weight penalty) through the gears and in the 30 - 50 & 40 - 60 speed ranges, 2nd. & 3rd. gears, but not outright top speed. - Derek Ringer.

Performance Figures & Modifications (in chronological order)

Standard version of car with 46 b.h.p. @ 4,800 r.p.m. running on Pool petrol. 7.25:1 comp. ratio.

Figures mean of five road tests by motoring press:

0/50 m.p.h. through gears 18.7 secs. Max. in first 23 m.p.h.
0/60 m.p.h. through gears 30.1 secs. Max. in second 39.5 m.p.h.
30/50 m.p.h. in third gear 12.1 secs. Max. in third 60.7 m.p.h.
40/60 m.p.h. in top gear 20.6 secs. Max. in top 71.6 m.p.h. (Mean)

best speed in top, level road, 74.5 m.p.h.

Mod. 1 - commenced mid-1953.

Comp. ratio raised to 7.75. Aluminium (laminated) .035" gasket. Ports, manifold and combustion chambers part-polished. Ports, carb. fitting and gasket port matched. Oilcoil, high capacity condenser, platinum points, hand override advance & retard control, two fan blades removed. Standard carb. & 'F1' needle. Standard export oil-bath air filter.

Settings: points .012"-.014". Champion L.10S plugs (standard) with gaps .028"/.030", tappets 0.19" (standard). S.A.E. 140 oil in gearbox & rear axle, S.A.E. 30 in engine, all with colloidal graphite additive. Tyre press. 23F 25R (standard). Pool petrol.

Readings taken on speedo. with sweep second hand stop watch:

0/50 through gears 17 secs.
0/60 through gears 28 secs.
30/50 in third gear 12 secs.
40/60 in top gear 19 secs.

Mod. 2

Comp. ratio raised to 8:1. Ports fully matched and polished. Combustion chambers fully polished and calibrated. High-lift cam fitted to distributor contact breaker. Full 'Redex' system. Richer 'DK' needle. Esso 'Extra' petrol. S.A.E. 90 oil in gearbox & back axle. Contacts set to .014"-.016". Plugs K.L.G. F.70, .026"-.028" gap. Remaining two fan blades removed. Thermostat removed and by-pass blanked. Water temp. gauge and tachometer fitted. Rocker arm spacing springs removed and distance pieces fitted. Tappet clearance .022". 'Servais' silencer and 1 1/2" tail pipe.

Readings taken by rev. counter and stop watch. Tyre pressure 23F 25R.

0/50 through gears 16.7 secs.
0/60 through gears 24.8 secs.
3,000/5,000 r.p.m. in third (31.7 to 53.5 m.p.h.) 11.8 secs.
2,500/4,000 r.p.m. in top (37 to 58.7 m.p.h.) 17.9 secs.

Mod. 3

As for 1 & 2 but with 1 1/2" H4 S.U. competition carb. and Vokes disc-type air filter. Thermostat fitted and by-pass unblanked. 'Andre' dampers fitted to front suspension. Competition brake linings fitted (Ferodo D.M.7.) Settings differing from Mod. 2: carb. needle '61', yellow damper spring, K.L.G. F.80 plugs, plug gaps .024"-.026", tyre pressure 25F 27R. Esso 'Extra' petrol.

0/50 through gears 15.1 secs.
0/60 through gears 24.1 secs.
3,000/5,000 r.p.m. in third 10.9 secs.
2,500/4,000 r.p.m. in top 15.7 secs.

Mod. 4

Large inlet and exhaust valves fitted, with 150 lb. open tension valve springs. Comp. ratio raised to 8.75:1, .015" steel gasket used. Rear dampers set 25% heavier. Wheels balanced, and drilled for brake cooling. 'Alfin' light-alloy racing drums fitted to front wheels. Tyre pressure 25F 28R.

Settings differing from Mod. 3: plug gaps .022", carb. needle '81', red damper spring, S.A.E. 140 oil with 'Redex' 1-in-5 in gearbox & back axle. Cleveland 'Discol' petrol.

0/50 through gears 13.8 secs.
0/60 through gears 22.7 secs.
3,000/5,000 r.p.m. in third 9.9 secs.
2,500/4,000 r.p.m. in top 14.7 secs.

Mod. 5

As Mod. 4 but running with 'R6' needle, yellow damper spring and 100-octane 'Golden' Extra petrol. Ignition advanced to 2° B.T.D.C. fully retarded.

0/50 through gears 13.4 secs.
0/60 through gears 21.2 secs.
3,000/5,000 r.p.m. in third 9.2 secs.
2,500/4,000 r.p.m. in top 14.1 secs.

Mod. 6

Comp. ratio raised to 9.5:1. TC/TD camshaft (8 mm. lift). TC/TD Midget advance curve springs fitted to distributor.

Settings differing from Mods. 4 & 5: plug gaps .020", carb. needle 'P6', blue damper spring, 100-octane 'Super' Shell petrol.

0/50 through gears 12.9 secs.
0/60 through gears 20.1 secs.
3,000/5,000 r.p.m. in third 9.0 secs.
2,500/4,000 r.p.m. in top 13.8 secs.
50/70 m.p.h. in top gear 15.1 secs.
0/70 m.p.h. through gears 32.6 secs.

Max. speed in gears, not exceeding 6,250 r.p.m.:

1st: 26 m.p.h.
2nd: 44 m.p.h.
3rd: 66 m.p.h.
Top: 78.8 m.p.h. (Mean)
Top: 82.5 m.p.h. Best, level road, still air, @ 5,600 r.p.m.

Accurate details of longest trip carried out with Stage 6 tune:

Chatham, Kent, to Blanefield, Stirlingshire. Distance = 454 miles. Date 25th Aug. 1957.

Weather conditions: gale-force winds sweeping the whole country and heavy rain for almost 300 miles of the journey.

Load: two passengers (one child), all interior and boot space filled to capacity with luggage, also small roof rack carrying folded pram. Approx. all-up weight 26 cwt.

Overall travelling time 11 hrs. 54 mins. (starting at 4.15 a.m. on a Sunday).

Driving time (one driver only) 10 hrs. 46 mins.

Petrol consumption (by 'dry' tank method) 33.4 m.p.g. on 'Super' Shell petrol.

Cruising speed whenever road conditions permitted:

4,500/4,700 r.p.m., approx. 66/68 m.p.h.

60 m.p.h. frequently used in third gear to regain set cruising speed.

Mod. 7

TC Midget four-branch exhaust manifold, matched to head and internally polished. TF Midget inlet manifold, highly polished internally and matched to cylinder head. Twin 1½" S.U. carbs. with standard 'GJ' needles and supplied by rear-mounted high pressure petrol pump. Comp. ratio reduced to approx. 9.1:1. Standard C/A cyl. hd. gasket.

Max. speed 85 m.p.h.: Best, level road, still air conditions. Mean: 82.4 m.p.h.

Acceleration: 0-50, 11.8 secs.; 0-60, 18.6 secs.; 0-70, 29.1 secs.

Section C. in the next issue...

A review of *The Morris Motor Car 1913-1983* by Harry Edwards, as relevant to Dave Lawrence's book *Let There Be Y's*.

LTBYS Chapter 11, Part B, Section 12d, Pages 142 & 143: Pages 90 & 91 of *The Morris Motor Car* state that on those export Morris Cowley Tourers of 1928-32 which were bodied in Australia, the hood rear windows were of framed glass rather than celluloid as the extreme ultra-violet conditions in the sunny climate would have reduced the life of celluloid.

LTBYS Chapter 13: Paint: Morris Motors used 'Bripal' from the late 1920s onwards. This was a cellulose-based paint manufactured by the British Paint & Lacquer Company of Cowley (latterly part of I.C.I.). A new 'synthetic' paint, 'Synobel', was also in use by 1947. In 1937, the layers/coats of paint applied to Morris cars were (in order): primer (1 coat), filler coats (3), sealing coat (1), Bripal (6 coats).

Re pages 208 & 209 of LTBYS: Pages 227 & 228 of *The Morris Motor Car* state that '... but it was not merely a styling feature that dictated a dissimilar shade of body colour from that of the wheels and wings ... the brighter models had a cellulosed body while the wheels and wings were finished in synthetic lacquer.' (this referring to the Morris Series III models of October 1937 onwards).

On page 257 of *The Morris Motor Car* it states that 'Some late models of the Series E Eight may have been finished in synthetic, Synobel, or cellulose finish.' (The Eight Series 'E' continued in production until 1948.)

A true two-tone green car would have been called a 'Duotone' in Nuffield literature. This term applied to cars bearing two shades of the same colour.

A study of the tables on page 257 of *The Morris Motor Car* suggests that the fitting of brown upholstery (pages 208 & 210 of LTBYS refer) was an austerity measure which applied only to the very early post-war period (1945-48). Brown was the only interior colour available for post-war Morris Eight Series 'E's and Ten Series 'M's.

Four-door Morris Eight Series 'E's with the sliding sunroof were discontinued at the end of 1947, 'in furtherance of model reduction policy', it was said, but maybe so that sufficient M.G. 'Y' Type bodysells could be supplied.

The first edition of *The Morris Motor Car* was published in 1983. That reviewed here was the second edition, published in 1997. The second edition was said to 'incorporate information which has recently become available'. In the main, this new information turns out to be substantial additions to the colour combinations tables (which have provided many of the above extracts). One wonders where all this additional colour information came from, and why so 'late in the day'? And was there any more, relating to 'Y' Type M.G.s, perhaps?

A reading of this book highlights (a) how much of a Morris the 'Y' Type M.G. really was (that'll annoy some people!) and (b) how much a car of the mid- to late-1930s it was.

The Morris Motor Car 1913-1983 is published by Roadmaster Publishing at £29.95. ISBN 1 871814 01 4.

John Lawson.