



# The Classic 'Y'



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

Issue No.160

February 2001

### 'KSC171' - Development & Modification History

Section D. Part 2.

#### Engine Modifications (3)

Rocker arm supporting shaft pedestals fitted with 3/32" distance pieces. Cast iron distance pieces fitted between rocker arms & supporting pedestals in place of spacing springs. Rocker arms set to have .003"/.005" end float.

Ignition system: Runbaken oilcoil, Runbaken high capacity condenser, platinum points, high lift contact breaker cam, advance curve springs as fitted to "T.C./T.D." Midget, hand overriding control for advance & retard (Modified 1 1/2 Litre post war Riley parts). K.L.G. F.80 plugs, distributor cap with built in suppressor & vertical H.T. lead connectors (to clear rev. counter drive).

Ignition settings: Points 014"/016". Plugs .020". Points set to break at 2° B.T.D.C. fully retarded.

Exhaust system fitted with "Servais" straight through absorption type Silencer & 1 1/2" tail pipe (i.e., same internal dia. as inlet to Silencer from Manifold).

#### Engine Modifications (4)

Cooling system: Fan Blades removed. Controllable Radiator Blind fitted. Water temp. gauge (30°C/110°C) fitted with capillary tube bulb adaptor fitted in engine side of outlet to header tank before thermostat.

Thermostat can be removed & by-pass blanked if car is used continually in traffic. Two blades of the four bladed fan can be fitted separately.

Inhibited Distilled water only used in Cooling System.

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Crankshaft pulley marked with notches for T.D.C., 11° B.T.D.C. (inlet valve opening) & 24° A.T.D.C. (exhaust valve closing). Pointer fixed to timing case cover.

Lub. Oil System: Engine run in & maintained on Colloidal Graphite for first 5000 miles, since then full "Redex" system used.

Oil temp. gauge (30°C/110°C) fitted with capillary tube adaptor in sump at half contents point. Lub. pump discharge connection to filter tapped 1/8" Gas for adaptor to take pressure gauge for pressure drop across filter check.

#### Engine Modifications (5)

Dec. 1961.

"T.C." Midget four branch exhaust manifold fitted, internally polished at inlet ports & matched to cylinder head. Outlet matched to exhaust pipe.

"T.F." Midget inlet manifold fitted, highly polished internally & matched to head ports.

Twin 1 1/2" S.U. H.4 carbs. fitted with standard G.J. needles and 'blue' damper springs.

High pressure petrol pump (as fitted to 3 Litre Rover) fitted in spare wheel comp. & mounted over petrol tank.

Comp. ratio reduced to approx. 9:1 & standard C/H gasket fitted to cylinder head.

Nylon lined throttle cable fitted. Modified hand throttle & mixture enriching control fitted to suit twin carb. linkage.

#### Suspension Modifications

Front Units fitted with additional "Andre" adjustable friction type Dampers (standard equipment on Mk.II "T.D." Midget) set to 10/11 lbs. pull by spring balance. One quarter turn of adjusting screw either way adjusts setting by approx. 3 lbs. pull.

Rear Dampers set to 25% heavier settings by "Girtings".

Channel packing pieces for additional front dampers shaped & lightened by drilling to half original weight.

### Wheel & Brake Modifications

All wheels statically and dynamically balanced.

All wheels drilled for brake cooling. i.e., 6 1<sup>1</sup>/<sub>16</sub> holes in addition to original 6 louvres.

"Alfin" light alloy racing brake drums fitted to front wheels.

Rear drums trued by machining on all locating & bearing surfaces.

"Ferodo" D.M.7 competition linings fitted all round (standard equipment on "T.F." Midget).

#### August/58.

Light alloy "Alfin" racing brake drums fitted to rear wheels.

#### Jan. 1962.

Clayton Dewandre brake servo fitted complete with all new hydraulic hoses, wheel & master cylinder seals etc.

5 New Goodyear "Sports" 6 ply tyres complete with new tubes fitted.

*to be continued...*

Derek Ringer.

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The factory general arrangement drawing on the following page was supplied by Dennis Doubtfire, via Neil Cairns. It is dated "traced 22/77/39, checked 137/12/39".





# THE ANNUAL STATS!

	<u>2001</u>	<u>2000</u>
YAs on the Register (of which 16 are left-hand-drive)	744	734
YBs on the Register	278	271
YTs on the Register	264	262
Reinbolt & Christie-bodied cars on the Register	3	3
Keller-bodied cars on the Register	1	1
Other Specials/Composites/Hybrids on the Register	17	16
Unknown (mainly saloons) on the Register	68	63
Total number of cars on the Register	1,372	1,350

## Cars identified by chassis number:

1947	76	78
1948	113	113
1949	329	325
1950	225	222
1951	104	104
1952	100	99
1953	102	100
TOTAL	1,049	1,038

## Number of cars in each country: (35) (34 countries)

	<u>2001</u>	<u>2000</u>
England	617	602
Australia	333	334
U.S.A.	160	187
Republic of South Africa	45	45
Scotland	34	34
Switzerland	30	30
Wales	27	26
Canada	17	17
Republic of Ireland	16	16
Netherlands	14	13
New Zealand	12	12
Northern Ireland	9	9
Denmark	9	8
Singapore	6	6
Belgium	5	5
Germany	5	4
Channel Islands	4	4
Sri Lanka	3	3
Portugal	3	3
India	3	3

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Malaysia	2	2
Norway	2	2
Uruguay	2	2
Japan	2	2
China	2	2
Madeira	1	1
Rhodesia	1	1
Cyprus	1	1
Bangladesh	1	1
Namibia	1	1
Austria	1	1
Finland	1	1
France	1	1
Sweden	1	1
Luxembourg	1	0

#### REGISTER NEWS

You will note from the above statistics that only eleven "new" cars "identified by chassis number" have come to light over the past year. I think it is as well to mention here also that with the increasing trend to combine two or three "unrestored" cars to make one very good one, it might be wise to claim only that there are "around 1,000" "Y"s known to be left in existence, rather than the 1,372 which are individually listed on the Register database. There are no doubt duplicate entries on the database as well (e.g., where a chassis number has never been matched up with its number-plate, because of incomplete reports from correspondents).

Just scraping in to be the 11th new discovery of 2000/2001 was Y/2366 (Register No.1371). This 1949 car is owned by Mr. William Bennett of [REDACTED] Cheshire, and is maroon and cream with a red interior. It is registered "UML241", its body number is 1838/2059, and it would appear to have an engine from a later car - SC/15214.

#### CARS FOR SALE

"1952 M.G. YB Saloon. Black with green interior. Engine just reconditioned and unleaded. Elderly owner for many years. Very original car with new M.O.T. Drives very well. £3,750. Tel: [REDACTED]"