



The Classic 'Y'



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

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L e T t e R S

Dear John,

I see Neil Cairns is still profusely providing articles. I quite liked his latest on the distributors (TCYs 161 & 162 - Ed.), which gives some useful information on how to check for wear etc. However, I am not too happy about his listing of the various units, on page 3 of TCY 161. It seems he has taken this information directly from an article written by Roger Wilson back in the early 1980s, and since found to contain inaccuracies. For instance, the Service No. 40089 units were Model DKYH4A (not DKY4A). Service No. 40058 units were Model DKY4A (not DKYH4A). There is no information anywhere that the DKY4A/40197 replaced the 40089 at engine no. 14023, or indeed was ever used at all on the Y-Type. This information seems to have come from Chip Old in the U.S.A., long ago, and is probably an error. Roger Wilson used this information, but is now doubtful about it.

On the "YB" there was no change of distributor at engine no. 17670, and certainly not to the DKY4A/40197. From this engine, the cotter bolt fixing was introduced. My research indicated that the DKYH4A/40089 unit was used until replaced on the "YB" by the DKY4A/40058F, at an unknown engine no. Then, another replacement took place at engine no. 18092, to the D2A.4/40369. The listing on page 3 of TCY 161 at the moment shows two different distributors starting at engine no. 17670 for the "YB".

Dave Lawrence,
[REDACTED] South Africa.



cont'd...

Dear John,

My "YB" "HMD174" (YB/0795) is now being completely stripped for what's going to be a total rebuild. So far, all the interior is out - didn't they make them complicated? Must have taken hours to trim the cars by hand! All panels are stripped to bare metal, engine out, all ready to start building back the body which is badly rusted along the gutter line.

Interestingly, the car used to be owned by the M.G. company for the first few months, and when we took off the door panels and other interior trim, written on the inside is the word "SHOW" in crayon. Also, one of the side scuttles behind the front wing has also got the word "SHOW" marked. Could the car have been the 1953 show car? And could these panels have been selected from the trimmers because they all match in colour better? There are the remains of an old valve radio, built-in under the glove-box.

I really need to find an alternative to the, is it paper or rope, packing in the panels, which the trim attaches to. All the nails and those special twist nails are well rusted-in. I've broken two tack-lifters already and there are nails every inch along the beading...

Paul Pinkham,
[REDACTED], Essex.

YB/0795 had its Guarantee Plate issued on 29th September 1952. It was one of a batch of four cars whose plates were issued "early" (out of sequence by about three weeks). The 1952 Motor Show took place at the end of October, but I have no information on what cars M.G. showed there - Ed.

Dear John,

My "Y" is going very well now. For five or six years in the past, once a year on a thirty to forty mile run it would grind to a halt and I would have to coax it back to life again. So I did some electrical work on the distributor-side over the winter. I replaced the points (the old ones were ready to break apart), I bought a new distributor cap, new black high-tension cables, and new plug-caps. After that, I bought a new brass connection for the cable, to push into the sports coil. I have since been on two twenty-mile runs and one forty-mile run and it never missed a beat. When I get my M.G.T. in July, I will get the mechanic to fit a reconditioned distributor for me - the cam is 200% better than the one on the car!

Allan Bolt,
[REDACTED] Perthshire.

cont'd...

Dear John,

An update on the restoration of the "YA" (Y/1336). I am close to having a rolling chassis; wheels should be on by the end of June. Some of the body panels will be stripped and primed this summer, and the engine and gearbox stripped over the winter and installed next spring, then onto the body. I have seen a "YB" that was brought over from, I believe, Scotland last summer. If I can get information on it, I will forward it to you.

Frank Russell,
[redacted] Ontario.

To John Lawson

Since subscribing, Y/0330 has been stripped and reformed to the point where I have to start on the carpet and door seals - very tricky, I fear. Chassis good, body O.K. now. I wonder if it is ever practical to expect reliability after a rebuild? We shall see.

Slater Reynolds,
[redacted] [redacted] Wiltshire.

LITERATURE FOR SALE

Morris Eight Series E illustrated parts list, 1946, used, grubby, £8; Morris Eight Series E workshop manual, used, grubby, £8; Morris Eight Series E operation manual, 1946, used, £5; Morris Eight Series E colour brochure, 1945, good, £5; R.A.C. general competition rules etc. (plus leaflets), 1950, hard-back, perfect, £5; Smiths small instruments' catalogues, 1948, 1969, 1970, 1972, £5 the lot. All prices include postage & packing. Contact: Mrs. J.Laughton, [redacted] [redacted] Wakefield, [redacted] Tel: [redacted]

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'KSC171' - Development & Modification History

Section G.

Routine Preservation Maintenance

(as carried out in the absence of the owner)

Every 3 to 4 days give Engine half turn.

Every week turn engine with top or third gear engaged. Work clutch during this operation (do not leave in gear). Work hand & foot brakes, turn steering from lock to lock, spin front & rear wheels.

Every two weeks charge battery.

Every month discharge battery, top up with distilled water & re-charge. Remove plugs from engine & inject two or three "shots" of "Redex" into each cylinder & then turn engine over briskly until oil can be seen flowing from No.1 rocker arm (visible thorough oil filler on rocker cover). Replace plugs hand tight with box-spanner.

Pump up all tyres, work all minor controls, doors, windows, etc.

Every two months connect battery & test all "electrics", remove Plugs & turn engine with starter motor (see separate instructions for method of "Electrics Testing") until an oil pressure shows on gauge. Work Hydraulic Jacks. Open up sliding roof, boot & spare wheel comp. for examination.

Every six months lower car off blocks & work suspension units.

Method of Testing Electrics

Connect Battery with Master Switch OFF, then proceed as follows:

Switch on master switch, try side, tail & head lamps & work foot operated dip switch.

Leave side lamps on then test fog & pass lamps - use change over switch - try panel lights. With side lamps on engage, or partially engage, reverse gear & test reverse lamp - watch for "flick" from ammeter, this will indicate that the lamp is working. Try interior light. Test Horns.

Switch on Ignition (observe warning light) & then try the following: (these are wired via the ignition switch) petrol pump, trafficators (see that dust cover is clear!), stop lamps (watch "flick" from ammeter), Screen wipers & Washer (work together) & drivers de-mister. Switch off ignition.

Try passenger's & rear de-misters - watch for "flick" of ammeter. Start electric clock by moving hands. "Motor" engine with starter until an oil pressure is registered. WARNING, before attempting this operation see that Plugs are removed, ignition is switched OFF & Starting handle is dis-engaged.

cont'd...

Finally switch off Battery from Master Switch, disconnect & re-charge.

Keep sump heater in continuous use from end of Sept. until mid. May. During damp & very cold weather use "Aladdin" heater with dust cover removed from car. Dust the exterior before replacing the cover. Occasionally dust interior after airing car on warm dry days with all doors etc. open.

to be continued...

Derek Ringer.

Let there be
 **Y's**
David R. Laurence

LET THERE BE 'Y's
Corrections & Additions
Pt.V

Pts.I to IV can be found in
TCYs 153, 154, 155 & 156.

Chapter 1, Section 10, Pages 24 & 25 and
Appendix Two, Page 246

Y/T/EXR/3430 has the early type of chassis number presentation on the left forward frame extension, and the "MG14T" "badge-like" stamping on the right forward frame extension. This discovery slightly reduces the "change-over" gap between the two types of presentation.

Chapter 3, Page 33

To clear up any possible misunderstanding regarding the "handing" of the left and right rear dampers, it should be understood that all the individual parts making up all rear dampers (of each particular type) were identical. The ONLY difference between a left and right rear damper, both for the "Y"/"Y/T" and the "YR", was the direction the Lever Arm was pointed when the shaft was inserted into the Body during assembly.

Chapter 9, Section 2, Page 58

The statement that "The ... valves were inclined at an angle of 30 degrees in the cylinder head..." is misleading. It was the valve seat angle that was 30 degrees. The inclination of the actual valves themselves in relation to the engine was approximately 9 degrees from the vertical.

Chapter 9, Section 2, Page 58

The long breather pipe that was fitted to relieve crankcase pressure was apparently supplied in two different lengths. Earlier cars were fitted with the longer one (which is 19 $\frac{1}{4}$ inches long), and later cars were fitted with one that is 4 inches shorter. the changeover point is not known, but it appears that the change may have been made about mid-1949.

cont'd...

Chapter 9, Section 3, Page 63

The engine transverse torque reaction link ("steady link") was, at the engine end, attached to a curved, two-piece (welded together), asymmetric bracket that was held by the two lower water pump securing bolts.

Chapter 9, Section 5a, Page 64

While the block with the "casting number" 168421 continued until the end of XPAG and XPAW production, the XPEG engine used a new block, with the "casting number" AEF117. The identification "AEF117" was cast into the block in the same place as was the "casting number" on earlier blocks.

Chapter 9, Section 5b, Page 65

Further information regarding the 168422 and the 168425 cylinder heads has been discovered. At this stage of production, two different sizes of inlet and exhaust valves were in use in the XPAG engine. The larger valves had previously appeared for use on the "TD Mark 2" Midget.

The 168422 'head had the smaller valves and had the raised machine surface running along the right-hand upper edge. This 'head was used on the "VB" (as already noted) and the later "TD" Midget (and also on the XPAW engine of the Wolseley 4/44).

The 168425 'head, which was apparently produced as a "modification" of the 168422 'head (because of the method of presenting the "casting number"), had the larger valves and slightly larger exhaust ports. This 'head also had the raised machined surface running along most of the right-hand upper edge and, with $\frac{1}{16}$ th inch machined off the gasket face (to raise the compression ratio), was used for the "TF" Midget (and the later of the "TD Mark 2" Midgets).

When the XPEG engine was introduced, this same 'head was used, although modified to have the water holes on the non-pushrod side moved 2 mm. outboard. Also, the gasket face did not lose the $\frac{1}{16}$ th inch, because the increased displacement already raised the compression ratio to the desired figure. To distinguish this 'head from the earlier 'heads, the whole "casting number" was removed, and a new one, AEF118 (not AEG118 as previously mentioned), was stamped in. This 'head was used on the "TF1500" Midget.



to be continued...