



The Classic "Y"



Issue No.168 June 2002

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

REGISTER NEWS

Readers will remember that between June 2000 and December 2001 we covered in depth the many modifications made to Y-Type "KSC171", at one time owned by Derek Ringer Bnr. Ever since we learnt of the car, the search has been on to find its current whereabouts and, indeed, to discover or confirm its chassis number. Now, thanks to Mike Silk, Alastair Naylor and the car's current owner, and others, we can at last provide more information. "KSC171" is indeed Y/6551, as we had suspected for some time, and it is currently owned by David McGirr of [REDACTED], Connecticut. David bought the car on 10th June 1974 from a Mr. Robert Petrie of [REDACTED], Glasgow; David was an engineering student at Glasgow University at this time. The car was driven every day for the next two years and then, when David moved to the U.S.A., it was housed in his parents' garage at [REDACTED], Glasgow. Here, Y/6551 remained until it was sent to Naylor Bros. in Yorkshire for restoration on 1st April 1993. Restoration was completed on 16th May 1997 and the car was then shipped to the U.S.A. Naylor Bros. used all the parts originally fitted by Derek Ringer in the restoration and the current owner also has all the original documentation for the car (which was supplied by Mr. Petrie when the "Y" was bought in 1974). It is currently used pretty much all year round (except when there is snow, ice or salt on the road). Current mileage is 58,015.

Frank Russell of [REDACTED], Ontario, has written to tell me that Y/1336 is now at the "rolling chassis" stage. Additionally, some of the body panels have been stripped and primed and the main body was due to be blasted and primed shortly. The "sills" and other rusted-out parts will also soon be replaced, but Frank believes it will be a few years yet before the car is back on the road. (See the June 2000 and August 2001 issues (Nos.156 & 163) for previous updates on this car.)

cont'd...

Phil Coates (of [REDACTED], [REDACTED], [REDACTED], Derbyshire, [REDACTED], who owns Y/0361, has now reached the stage in his car's restoration where he believes he would benefit from examining other Y-Types. Is there anyone in the [REDACTED] area [REDACTED] help? Phil recently saw a two-tone green "Y" in [REDACTED]. Whose was this?

Tony Rinaldi, of [REDACTED] Florida, has sold Y/T/EX(U) 3072 to Ann Rhoads of [REDACTED] Florida, but has recently purchased Y/T/EX(U) 3074 as a replacement. '3074 is ex-S. Serota and S. Edelman (both these previous owners living in upstate New York).



Spares for Sale



"Y-Type [REDACTED] (Green) and radiator shell. Fair condition.
Tel: [REDACTED]."

Newsletter Editor/Registrar: J.G. Lawson, [REDACTED]
U.K. Spares Secretary: A. Brier, [REDACTED]

York, [REDACTED]

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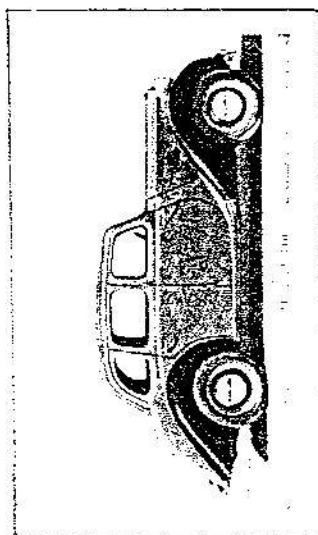
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BROWNS CLASSIC CAR KEYRINGS

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A SERIES OF 40

No 37
M.G. 1500

Based on the chassis design of the Series "Y" saloon, a new 4-door touring car has been evolved by the M.G. Car Co., Limited, to meet overseas demands for a family version of the popular TC "Midnet".

Powered by a 4-cylinder, 1500 cc. engine with push-rod operated valves and twin semi-circular S.U. carburetors the touring car has interior seating with passengers placed low in the car for comfort and protection.

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PRICES ARE £2.75 EACH INCLUDES POSTAGE OR OVER 50 £2.25 EACH
OTHER CLASSIC MARQUES AND MODELS AVAILABLE.

I was sent the above promotional leaflet many years ago. It occurs to me that if the "cigarette cards" used to make up these key-rings were originals (i.e., dating back to the late 1940s) or copies of originals then, presuming the images to be in colour, could that of the two-tone "Y" give us any clue as to the original shades of green used on the cars? Did anyone ever purchase any of these key-rings or cards? I didn't.

For the record, the only contemporary colour images of Y-Types known to the Register are the three advertisements (which appeared in *The Autocar* for 24/10/52 and *The Motor* for 03/12/47 and 17/08/49 respectively - and these were "artist's impressions") and the photo on page 713 of *The Autocar* for 15/08/47, the latter referred to by Tom Bowman in *TCY* 38 (March 1981) - JGL.

If the TRAFFICATORS Stick

Being suggestions invaluable in keeping these
aids to safety in order

By John Penn

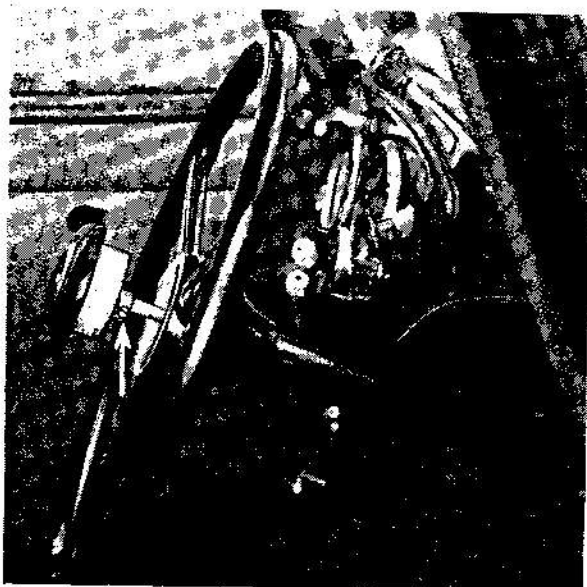
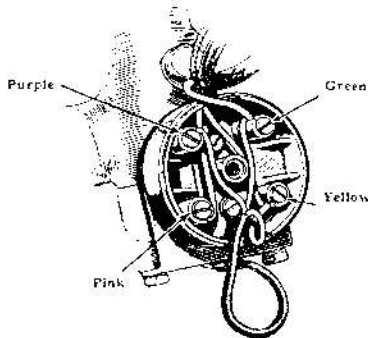
YOU should never find a good motorist driving with one of his indicators up if an indicator is in proper working order it can always be plainly heard when it returns to its "off" position by reason of the arm hitting the rubber stop.

On the other hand, failure to give any signal at all when turning, and to lay the blame on the trafficator in the event of an accident, means that the driver failed to appreciate that his trafficator was not functioning. Safe driving depends on the mind being attuned to these tell-tale sounds, or their absence.

It is rather too much to expect the indicator never to give trouble without attention after five or six

(Right)
The junction box is fitted
on the steering gearbox
of the Series III Twelve.

(Below)
On the Series "E" Eight
the clamp screw (in-
dicated by arrow) must
be taken off before the
trafficator switch assem-
bly and horn push may
be withdrawn leaving
the stator tube in situ.



When the arm fails to lock, the stop should be set in so that the plunger is allowed to rise to lock position. On the other hand the wedge action of the plunger may be excessive, in which case the rubber stop should be set out.

years of climatic conditions, and the following diagnosis may prove of value in the event of sticking.

First of all, a glance at the accompanying circuit will help in the understanding of how the Lucas trafficator system works, as fitted to Morris, Wolseley, M.G. and Riley cars.

If the trafficators are in circuit only when the ignition is switched on, such as in the more recent models, it is obviously necessary to do this before proceeding with the examination.

The lead coloured purple and black, or purple, from the auxiliary terminal in the junction box (mounted on, or near, the steering gearbox) to the trafficator switch on the steering column may be shorting in the stator tube. To check this, jack up the front wheels and swing the steering wheel to and fro, first switching the right and then the left-hand side indicator. The fuse may be temporarily replaced by a three-watt bulb of the requisite voltage, to divulge any such short circuit. If there is no current at "A," this means there is a break in the purple and black wire, or a loose connection between the junction box and the fuse box. Also do not forget that if a trafficator is poorly earthed it will refuse to function.

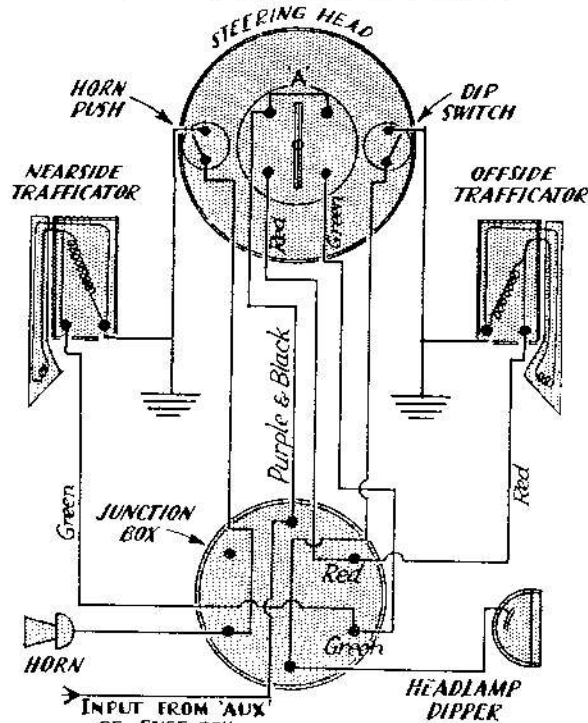
A Fuse Saver

A short in either the red or green cables in the steering column leading to the off-side or near-side trafficator respectively, will cause the bulb at the fuse box to burn brightly.

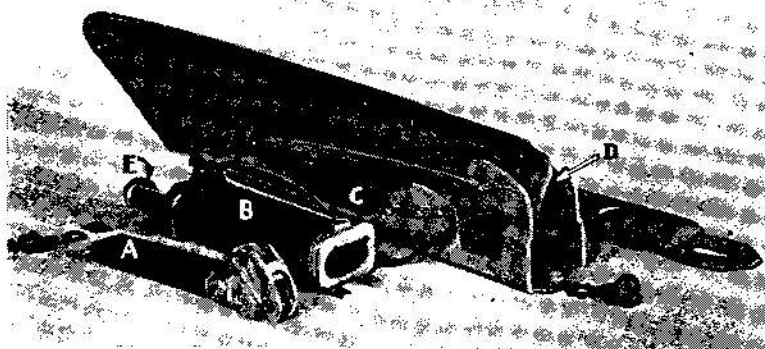
If the harness is suspected shorting on the Series III Twelve, for example, commence by first disconnecting the battery and removing the junction box cover attached to the steering gearbox. Disconnect from the junction box the four leads coloured purple, green, pink and yellow, from their terminals. If, as the result of being coated with dust, the colours are not obvious, wipe with a clean rag.

Next remove the rubber ferrule from the harness cable and slacken the clamp bolt at the steering gear-box bottom cover. The horn push, trafficator switch and stator tube may now be pulled out of the steering column and examined on the bench.

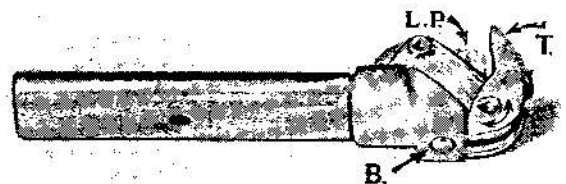
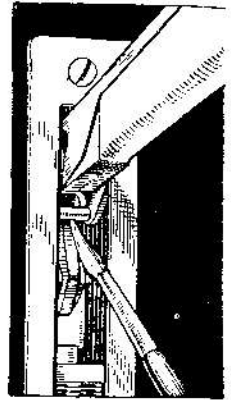
On the Series E Eight and Series M Ten this procedure is a little different. After disconnecting the battery, the four wires leading from the bottom of the steering column to the harness cable may be undone by the snap connectors. The nipples from the wires of the harness will, however, have to be unsoldered to prevent their becoming jammed in the dismantling. Withdraw the rubber sheathing and unscrew the brass hexagon nut at the bottom of the steering gearbox. Gently ease the bottom of the stator tube upwards through the olive nipple. The stator tube and switch assembly may now be pulled two or three inches upwards into the body of the car. Next slacken the cheese-headed clamp screw locating the base plate on the combined horn-push and the trafficator switch assembly to the stator tube, when the assembly, complete with harness cable, may be withdrawn, leaving the stator tube in situ.



(Above) A typical trafficator wiring diagram.



(Above) How to replace the metal strip after fitting new bulb.



The plunger details consist of a lock plate (L.P.), toggle (T), steel ball (B). The double-ended arrow indicates the toggle pivot.

If the wiring harness is in bad condition, a new harness should be obtained, but this is in short supply. Regarding the trafficator switch, make sure that the contacts are clean and that the switching mechanism is making contact. A faulty switch may cause a trafficator to stay on.

Having dealt with the wiring we will now examine the trafficators. There are several causes which will prevent the arm from rising, amongst which dirt, lack of oil, the arm fouling the door pillar, a damaged hinge, or a weak solenoid may be mentioned.

Adjustment

Dirt may be got rid of by judicious oiling. A small water colour brush will be found invaluable for applying a little thin oil to the hinge. In the case of the arm fouling the door pillar, a little gentle bending may rectify this, but remember that the plastic arm is very fragile. If the arm goes too far into the pillar slot, then the rubber stop may want prising out somewhat. A rubber stop not in adjustment may have the effect of drawing the armature too far away from the magnet, preventing its full force being exercised, and thus causing the trafficator to remain inoperative. Do not, in any circumstances, attempt to move the trafficator arm by hand without switching on the current, as this will damage the hinge, as will be explained.

To change a bulb, which is of the festoon type, it is therefore necessary to switch on the current. Remove the small screw at the top of the arm and take off the top metal strip, when the bulb will be found to be accessible.

To remove a trafficator it will be necessary to take off the door trim panel, and after the holding bolts have been removed the unit may be withdrawn. A

This illustration shows plunger (A), solenoid (B), solenoid backing strip (C), trafficator arm and bracket plate (D) and rubber stop (E).

If the Trafficators Stick. contd.

short explanation is now desirable of how the trafficator works.

The solenoid, having a hollow core, is mounted by means of a bolt and nut on the trafficator arm bracket plate, which in turn is bolted to the mounting plate. The whole is earthed by contact with the metal coachwork of the car.

On the plunger head is mounted a spring-loaded toggle, which bears on the toggle pin carried by the arm pivot box. When the current is switched on, the toggle comes up against the toggle stop (by reason of the plunger being drawn downward) and acts as a double hook, drawing the trafficator arm upwards. The plunger head also carries a lock plate.

When the current has been switched off, the plunger, after being drawn upwards by the falling weight of the trafficator arm, is snapped into "lock" position by the spring action of the toggle. The pivot pin is therefore held close to the lock plate by means of the toggle jaws. Any attempt at moving the trafficator arm by hand has the effect of forcing the pivot pin still harder against the lock plate. Thus, any attempt to move the trafficator arm will bend the pivot pin.

The only way of moving the arm when there is no current is by pushing the exposed part of the plunger head gently downwards into the solenoid by means of a thin piece of wood, such as a matchstick. This brings the lock plate clear of the pivot pin and the arm may be then moved to the horizontal position.

By undoing the nut and bolt (having two shake-proof washers holding the solenoid, and also the bolt holding the trafficator arm plate to the mounting plate, the assembly may be taken apart except for the wiring. This is well worth while, as an oil film on the plunger will help it to slide freely in the solenoid. The strength of the toggle spring may also be checked.

Be careful when assembling to see that the lead wire is not caught up in the trafficator when this is moved up and down. It is best to study the "rest" position of this wire before commencing the dismantling process.

If by any chance the arm of the trafficator has been broken, the unit is best handed over to a competent Lucas Service Agent for attention, as it is strongly advisable not to interfere with the rivets.

The Lucas trafficators are designed to give long service, and if given occasional attention with a little lubricant, should give no trouble.

The above article possibly first appeared in *The Morris Owner & Huffield Mail*. We know for certain, however, that it was reproduced in *The Sacred Octagon* for February 1990.

