

## THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.  
Volume 6. No.56.

April 1983.

### EDITORIAL:

From this day on I shall have no harsh words said of the DVLC at Swansea. In the last issue I mentioned my attempts to have my YB 'Enterprise', registered 'MG 7317', entered on DVLC's computer so that I would not be faced, by the end of the year, with the prospect of losing the very appropriate registration number. In answer to my initial enquiry the DVLC asked me to produce evidence to substantiate the registration (e.g. log books). I realised that there was a possibility that if I sent my log books to them I would never have them returned. In the circumstances I was willing to sacrifice my log books in order to find out first-hand what DVLC's policy was. To my surprise, I am happy to report that my log books were returned to me, followed a couple of weeks later by a computer print-out registration document. I would advise members who are going to enter into similar correspondence in the near future to specifically request in a letter that, if possible, the original log books be returned and, have them photocopied before they go, as I did, just in case !

The past months have brought to light our first member in Hong Kong, the realisation that supplies of cars and parts for sale are drying up fast and, very little interest in the 1st May London - Worthing run (the closing date for entry notifications was 31st March).

Once again this month we are featuring 'Y' Type material from past 'Autocar' magazines (pages 14 & 16) and I am indebted to the officials of that magazine for permission to publish these interesting items. It may interest our members to know that rally car 'HMO 909', featured on page 14 still exists and belongs to the BL Heritage Collection. It is No.777 on our Register.

4th April 1983.

**FOR SALE:** 1968 MGC Roadster. Needs new clutch, brakes overhaul, new castle sections, carbs overhaul and wiring repairs to make roadworthy. £500. Please write to: J.G.Lawson, [REDACTED], Merseyside, [REDACTED].

## RATIONALISING THE REGISTER

Back in late 1977, when I began listing 'Y's which were still thought to exist, I formulated no hard and fast rules as to when a car would be entered in the Register and when it would not. I wanted to amass as much data on the type as I could. It mattered not, and still doesn't I would contend, that a car has not been identified by its chassis number. If, for instance, someone spots a 'Y' on the road and can only give me the registration number, then into the Register it goes. It is a contact, no matter how slim. Rumours of 'Y's are judged on their merits.

The time has now come, however, we believe, to do some weeding. With, as I write this, 842 entries noted in the Register we can look back and hazard a guess on possible double entries, cars which have now been scrapped or sold as spares and rumours for which we have had no later confirmatory evidence. I have prepared a table (below) which analyses the first 800 'cars' on the Register in this way:

	Total	YA	YB	YT	YRC	Specials	Unknowns
Totals	800	391	183	155	3	4	64
Only one inconclusive report.	57	15	6	17	2	2	15
Scrapped/For Spares/ Chassis only.	67	42	14	1	-	-	10
Possible duplicated entries.	38	12	17	2	-	-	7
No. 'Deleted'	162	69	37	20	2	2	32
Revised totals	638	322	146	135	1	2	32

What all this boils down to is that as many as 20% of the entries on the Register may not be genuine. But who can say? Recently, No. 112, 'UMG 355', a 1951 'YA' came back from the dead. It was reported as having been broken up for spares prior to 1978, but appeared for sale in May 1982 as "Ideal for restoration, all complete except windscreen wiper motor"! in Newmarket. And more 'rumours' continue to be pinned down each week. Then there is the chassis (YB 0615) on David Mullen's shed roof. I swear it could be regarded as a 'car'. He says it should not! It's all a matter of interpretation. Take your choice - we may have approximately 638 cars, 842, or even near to 1,000 left in existence, for there are still new cars coming to light each week.

J.G.Lawson

### CARS FOR SALE:

453. 1950 YA. "Runs well, some work needed. £550. Tel: [REDACTED]".
845. 1953 YB. "Complete car and spares for restoration. Offers around £350. Tel: [REDACTED]".
507. 1950 YA. "In part renovated condition but needs a lot more work. The chassis and underbody have been renovated and painted. The mechanics are in good condition but the body requires work and painting. Inside trim needs attention and general tidying up. £500. Tel: Mr. Geoffrey C. Shrive, [REDACTED] or write to [REDACTED], Bedfordshire".
907. 1952 YB. "Red. 12 months MOT. Mechanically sound, engine reconditioned 5,000 miles ago. Bodywork good. £1,750. Tel: [REDACTED] (daytime)".
908. 1948 YA. "Two-tone green. Recent overhaul. Immaculate condition. An investment at £2,495. Tel: [REDACTED]".
688. YT. "In need of extensive restoration. The front of the car from the dashboard forward is very good. The rear body requires rebuilding. The chassis is as new. Contact: Mr. T.V. Walker, [REDACTED], W. Yorkshire. Tel: [REDACTED]".

### PARTS FOR SALE:

" YB fibreglass wings, bootlid and spare wheel covers, also various steel body parts. Tel: [REDACTED] (evenings and weekends)".

### NEW OWNERS:

553. J.C. Booth, [REDACTED] Suffolk.
555. G.C. Shrive, [REDACTED] Bedfordshire.
556. R. Wilmot, [REDACTED] Tasmania, Australia.
557. D.S. Elliott, [REDACTED] West Yorkshire.
558. M. Gaggino, [REDACTED] Shatin Post Office, Hong Kong.
559. D. Breun, [REDACTED] Zurich, Switzerland.
560. D.W. Davies, [REDACTED] Kilmarnock Scotland.
561. A.J. Albert, [REDACTED] Kent.
563. S.J. Keys, [REDACTED] Essex.
564. R. Strawbridge, [REDACTED] Dorset.
565. P.W. Pierce, [REDACTED] Herts.
566. R.F. Hatch, [REDACTED] Hants, [REDACTED].
567. E.A. Taylor, [REDACTED] Bucks.
568. R. Talbot, [REDACTED] Glos., [REDACTED].



### IGNITION PROBLEMS

The XPAG motor will run with the timing up to 20° out. It will run with the fuel/air mixture 100% richer or leaner than it should be for efficiency. An XPAG motor has been run on L.P.G. and also run without oil in the sump (regrettably).

But it won't run at all if the spark plug gap is fouled, is too wide or the insulator is cracked.

The centre electrode tip reaches 3000° every time it fires a charge in the cylinder. On a very cold morning, the outer end may be at 400° F or colder. The plug has to seal a hammering gas blow of 150 lbs per square inch, thousands of times every minute. Then it has to resist the corrosive sulphate/nitrate/lead and steam atmosphere of the combustion.

Small wonder your trusty chariot occasionally coughs and splutters and demands a new plug or four. Spark plugs are not just for igniting the mixture in the cylinder. A major part of their function is conducting heat away from the cylinder head. Within the plug, the heat path is determined by the internal insulator length. The longer the internal length of the insulator, the slower the heat dissipation. Different plugs suit the various engine applications according to the combustion chamber shape. The cool, slow running VW motor takes a hot plug (L87Y) to counteract carbon and oil fouling at low and medium speeds. A high output XPAG motor at Stage 3 or Stage 5 (100 bhp) runs best with a very cold plug. If a plug with the VW heat range were used in a Stage 5 XPAG motor, you could expect the plug tip to overheat. This would cause pre-ignition and would result in holes in the piston, burned or dropped valve heads and a severe drop in power output. The standard head for a standard XPAG engine will run quite happily with a standard plug.

If the head is shaved, ported or polished you may find that it runs happily for a while then fouls the plugs in traffic or overheats badly under all conditions. If the compression ratio is low, the former will be the case. If the motor is Stage 3 or better, then it will tend to run hot. An ideal plug will have a tan or mid-grey deposit after a run at the speeds intended. If the plug is burned white, or the electrodes corroded, or the insulation blistered, it is far too hot. Go two or three stages colder and get warmer, if necessary, from there. Bear in mind at this point that if the timing is over advanced, or the mixture too lean, then the combustion temperature will be higher than acceptable. 'W.E. Blower' relates a good workable method of setting the static timing with a 12 volt globe and some wire. He also sets out a method of S.U. setting which gives quite accurate results with a little patience.

Many of the plugs listed by the official timing manual and

'Blower' are no longer made. They have long since been replaced by more efficient plugs with better heat range characteristics.

The standard plugs for TD2 engines are listed as NA-8 (Champion). The new Champion designation is N-5 or "NGK" BGES ( $\frac{3}{4}$ " reach) or BGHS ( $\frac{1}{2}$ " reach). I have a preference for "NGK" due to their wide heat range and quality of construction.

I won't go into the 'how to' of cleaning plugs, you are all beyond this I am sure. The factory has said gap at .020 to .022, but I find that a well tuned motor runs better at .025 plug gap.

Ignition may occur in one of several ways. Firstly, normal ignition occurs when a quantity of energy bridges the gap between the centre and side electrode across the correct gap at the correct instant. This requires plugs in good condition, and the ignition system having adequate power. This gives maximum power and economy.

Secondly, tracing ignition occurs when the spark, jumping from one 'deposit' island to another, ignites the fuel charge at some point along the insulator nose. The charge does not actually misfire, but the effect is of retarded ignition. Power and economy are lost without the driver being aware of the problem.

Thirdly, surface ignition occurs when some surface in the combustion chamber becomes hot enough to ignite the fuel charge. Usually, this occurs before the spark and is called pre-ignition. The source may be an over heated spark plug, valve or deposits. Depending on severity the driver may not be aware of the problem, but it causes loss of power and performance. It can also damage pistons and valves.

Misfiring may be due to lack of correct mixture in the cylinder. However, when the ignition spark is lacking, it may be due to one of the following reasons:

- 1) Wide electrode gap caused by wear so bad the ignition voltage is insufficient to jump the gap. Such a plug is best replaced.
- 2) Bridged gap caused by deposits so that coil voltage drains away before a spark can occur. This plug can be cleaned and replaced.
- 3) Flashover is the result of dirt, moisture or a deteriorated boot causing the voltage to short circuit over the outside of the plug. A good cleaning and new boots will ease the situation.
- 4) Cracked insulator, allowing voltage to short circuit within the plug. Such a plug should be replaced.



- 5) Fouled plugs, caused by conductive deposits on the insulator nose draining away coil voltage. Such a plug should be cleaned and tested, and may need replacement.

Once your plugs are gapped and clean, they need a good supply of power. A 'T' or 'Y' Type coil in good condition will throw a half inch spark in air on an average day. If there are other tuning factors decreasing the available voltage, the engine may still miss.

Factors which decrease the available voltage are:

- 1) Tune up factors.

Worn contact breakers.  
Incorrect contact spacing.  
Shorted coil.  
Cracked distributor cap.  
Leaking condensor.

- 2) Operating factors.

High engine r.p.m.  
Cold starting.  
Power accessories on.

Factors which cause increase in voltage requirements are:

- 1) Tune up factors.

Worn plug electrodes.  
Plug gap too wide.  
Reversed coil polarity.  
Retarded ignition timing.  
Lean fuel/air mixture.

- 2) Operating conditions.

Rapid acceleration.  
Cold starting  
Heavy loads.

Skip Kelsey.

This article first appeared in 'The Wind Machine'.

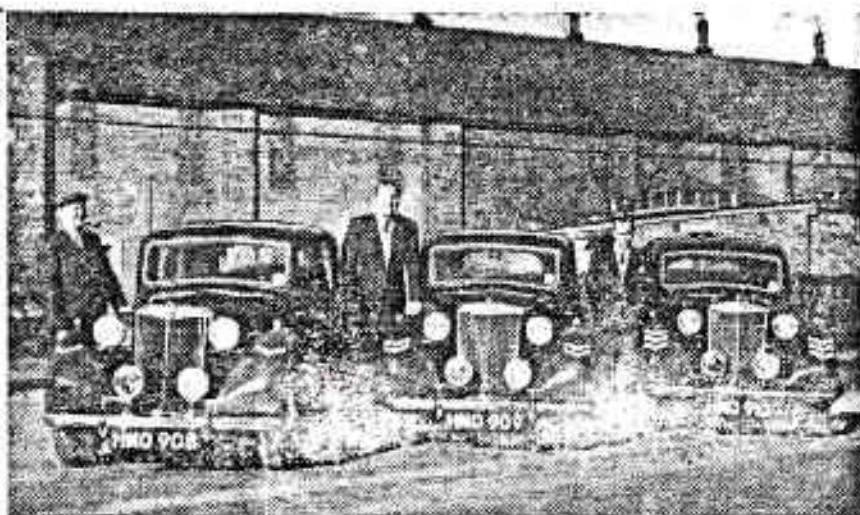
THE AUTOCAR, MARCH 20, 1953

## THE SPORT

by

J. A. Cooper

The R.A.C. Rally starts on Monday; here is a team of 1½-litre M.G. saloons ready for the fray, with drivers R. E. Holt, J. L. Shaw and G. R. Holt. Note the team chevrons on the wings; it appears that Geoff Holt is the sergeant in charge!



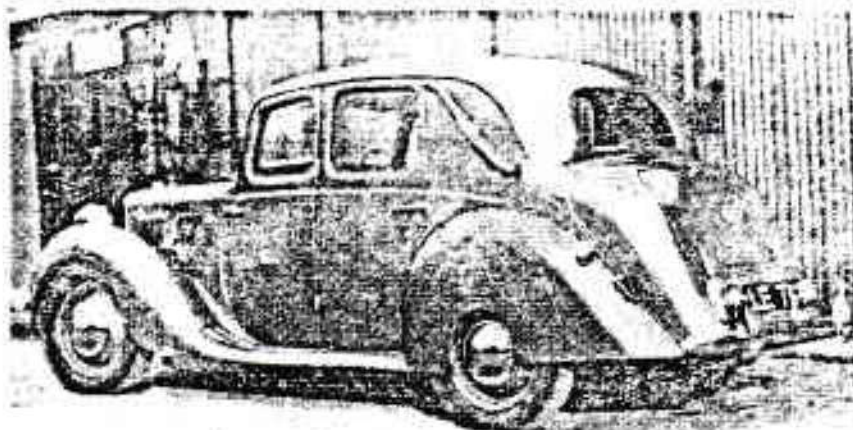
# AUSTRALIAN IMPORTS PART XIX.

(more 'first owners')

Y 2050 Flt.Lt. John.J.Merrick,  
 Y 2051 Bede.H.Byrnes,  
 Y 2689 Bernard.F.Crowe,  
 Y 2796 George.V.Innes,  
 Y 2803 Peter Lawson,  
 (then to) Harold.G.Bayley,  
 (then to) Arthur Bathgate,  
 Y 2804 Ronald.F.Morris,  
 Y 2838 Myrtle Little,  
 (then to) June Viles,  
 Y 2908 Elsie.R.Gray,  
 Y 2920 Phillip.M.Keen,  
 (then to) Felix Stueritz,  
 (then to) George.D.Tuck,  
 Y 2930 Percy.M.Rhodes,  
 Y 2966 Hill Finance Ltd.  
 (then to) Dorothy Johnson  
 Y 3139 Eliuma Wiessner,  
 Y 3222 Ian.R.Wilson,  
 Y 3258 Brian.H.Morris,  
 (XPAG/SC/X13024) Beryl.F.Webster,  
 (chassis number of car not known)  
 Y 3260 Marie.P.Long,  
 Y 3266 Leslie.J.Caldwell,  
 Y 3269 Doris.A.Marks,  
 Y 3305 Sydney.D.Gilday,  
 (then to) Jacobus.P.van der Laarse,  
 Y 3306 David.M.Selby,  
 (then to) Brian.J.Hughes,  
 Y 3365 Richard.T.Walker,  
 (then to) Russell Seguss,  
 (then to) James.C.Ryall,  
 Y 3567 Peter.L.Murray,  
 (then to) William.V.Ellis,  
 (then to) Terence Burton,  
 (then to) John.M.McLeod,  
 Y 3576 Vivian.R.Mare,  
 Y 3577 Henrietta.J.Rutley,  
 Y 3579 Allan Griffiths,  
 (then to) Neville.R.Ward,  
 Y 3595 Rachel.M.Lloyd,  
 Y 3601 Ronald.C.Belcher,  
 Y 3636 Alexander.S.Carnie,  
 (then to) P & R Williams,  
 Y 3640 Edith.L.Islaub,  
 Y 3852 Ray Shore,  
 Y 3855 John.W.Smith,  
 Y 3935 Hugh Roberts,  
 Y 3942 Dennis.R.Cudworth,  
 Y 4192 James.C.Brown,  
 (then to) Rex Cars,  
 Y 4303 Kerry O'Flynn,  
 Y 4380 Arthur.J.Cotter, c/o

Y 4386 Frederick.M.M.Lewes, [REDACTED], N.S.W.  
 Y 4400 Otto Raz, [REDACTED]  
 (then to) William.T.Maunser, [REDACTED]  
 Y 4402 Dr.Eric.R.Hilliard, [REDACTED]  
 Y 4444 Alexander.O.Murdoch, [REDACTED]  
 Y 4513 John McGaven, [REDACTED]  
 Y 4545 John.J.R.Burrough, [REDACTED]  
 Y 4682 John.C.Horsfall, [REDACTED]  
 (then to) Alfred.E.Williams, [REDACTED]  
 Y 4689 Ronald.C.Grono, [REDACTED]  
 Y 5651 Herbert Amis, [REDACTED]  
 Y 6004 Molly Gibbs, [REDACTED]  
 Y 6209 Ian.D.Settle, [REDACTED]  
 (then to) Leslie.F.Hodgson, [REDACTED]  
 Y 6283 Eric Smith, c/o [REDACTED]  
 Y 6327 Richard.R.Gannell, [REDACTED]  
 Y 6481 Alice Millard, [REDACTED]  
 (then to) William.R.G.Smith, [REDACTED]  
 Y 6765 Skinner & Co., [REDACTED]

Credit: Noel Gerdes, M.G. Restorers' Association.



Modifications made recently to a 11-litre M.G. saloon for an American customer, by University Coachwork, Ltd., include blanking off the quarter lights and fitting dummy hood trim. Wheel covers were made for the rear wings and, in addition, winking light indicators were installed and the bumpers raised and reinforced for use in the U.S.A.

The photo above comes from 'The Autocar' of 16.2.51 and is reproduced with their kind permission. It was rediscovered by David Mullen.

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