

## THE CLASSIC 'Y'

The Magazine of the M.G. Y-Type Register.

Volume 6. No.58.

August 1983.

### EDITORIAL:

Some of you who have been members of the Register for some years, have read the early installments of 'The Enterprise Restoration' or who have met me, know what a great part my father played in helping me to restore my YB. He also passed on as much of his vast practical experience of motor cars as I could take in. Sadly, Dad passed away on 24th June. He had been ill for some time (as some of you know) and had not been able to take an active part in the YB restoration for some eighteen months. He was a patient, gentle, unselfish man who, if one took the time to listen, would help with a mechanical problem or suggest a solution to a long-standing difficulty. In short, he was one of the 'old school' of motor mechanics. For his unpretentiousness and experience I respect him and he is missed by all who knew him.

On 11th August, I am pleased to relate, an informal meeting was held for 'local' members of the Register at the Greyhound Motel at the junction of the A574 and the A580 (East Lancashire Road) near Leigh, Lancs. The meeting was well attended (by Register standards, that is !). We had a '52 YB, a Morris Oxford MO and my Classic Marina ! Seriously though, everyone enjoyed themselves and learned much about 'Y's. We plan to continue our meetings and hope they will grow even larger (everyone is welcome). They take place on the second Thursday of each month in Hector's Bar and start at 7.30pm. Dates for the remainder of the year are as follows:

8th September  
13th October  
10th November  
8th December

I know that one or two of us at least enjoyed certain fringe benefits on 11th not usually associated with the larger more formal car clubs ! (didn't we, David ?)

Lastly, Colin Lloyd, from Geelong, Victoria, Australia has sent me a very comprehensive and enjoyable report on the MGCC National Meeting held in his home town this year, early in April. There were over 400 M.G.s at the Rally and this total included 20 'Y's. Colin's car was placed fourth in the Concours - Well Done ! (there is a photo of this car in Issue No.47 of 'The Classic Y').

12th August 1983.

## PARTS FOR SALE:

Radiator grille £5; Front valance £3; Two inner front wings (tatty) £3 the pair; Two front wings (tatty around edges) £5 each; Steering column outer slip ring £1.50; Bonnet with one side piece missing £5; Two headlamp support brackets (need rechroming and are pitted) £1 the pair; Steering column (inner and outer - minus slip ring) £2.50; Two front seats (frames need welding) £10 the pair. Contact: David Mullen, [REDACTED] Liverpool, [REDACTED].

Front seat ashtrays now available! A batch has been produced in fibreglass and they come complete with plated knob at around £13 each. Contact: Chris Cridland, [REDACTED] Leicester, [REDACTED].

XPAG engine plus spare block and cylinder head. Finned sump. YA rear axle and other spares. Tel: [REDACTED] [REDACTED].

New front and rear wings (YB) now available, together with new running boards. Front wings £115 each. Rear wings (YB) £54 each. Running boards £30 a pair. All prices do not include VAT. Contact: David Ransome, [REDACTED] Altrincham, [REDACTED].

YB reupholstered seat (passenger) green £25. YB wheels. Tel: [REDACTED].

Radiator grille. Contact: Mr. M. R. Bond, Tel: [REDACTED].

Radiator grille. Contact: Eric Guy, Tel: [REDACTED].

Spotlamp. Contact: P. Reckless, Roachdale, [REDACTED] Shropshire.

Engine spray paint in original colours. \$5 a can from: [REDACTED].

[REDACTED], Skip Kelsey Esq., [REDACTED], California, [REDACTED], U.S.A.

## CARS FOR SALE:

106. YB 1204. 1953 YB. Registered 'YMG 124'. Engine: XPAG/SC2/18089. Black with green interior. 'Extensively rebuilt over last five years. In excellent running order. Offers around £1,500. Tel: [REDACTED].
754. YA. 'Good mechanics and interior. Small amount of bodywork required. £450. Tel: [REDACTED].
- 781 & 782: Both YBs. £600 the two. Tel: [REDACTED] (Sussex) [REDACTED].
809. YB 1405. 1953 YB. Registered 'GFR 618'. Is currently cream. Original colour was Silver Streak Grey metallic. Red interior although only the rear seat is original. Has dk. green front passenger seat and non-'Y' driver's seat. Has original front over-riders but non-original spotlamps and headlamps. Clean engine bay but it is not known to us whether or not the engine runs. Vendor is open to 'offers'. Contact: Central Garage, corner of [REDACTED] Lancs.
943. '1948 YA. Needs rebuild. M.G. registration number. Sensible offers. Tel: [REDACTED].
946. YB 1496. 1953 YB. Registered 'DEP 400'. Engine: XPAG/SC2/18403. Black with beige interior. Body No: 7099/1305. In poor condition but apparently complete and original. Contact: J. R. Sanderson, [REDACTED] Cheshire. (who will put you in touch with the owner).

M.G. saloon or drophead. ZB; YB or VA Type. Original and good or rebuilt.  
Please write giving details and price to: Mr. E. Bryant, [REDACTED],  
[REDACTED] Gwynedd, [REDACTED] or phone [REDACTED].

PARTS WANTED:

Mr. H. Bolle,  
[REDACTED]  
Surrey, [REDACTED]

Interior mirror and/or mirror stem.  
Rear bonnet rest (chrome with rubber  
insert)  
Starter handle loop.

Mr. D. Breun,  
[REDACTED]  
Switzerland.

Sun-roof handle.

Mr. D. Davies,  
[REDACTED]  
Scotland.

Sun-roof handle.  
One pair of rear springs (YB).  
YB rear axle ?

Mr. H. DeMoss,  
[REDACTED]  
Middlesex.

Front seat ashtrays.  
Original over-riders.

Mr. J. M. Depner,  
[REDACTED]  
Surrey.  
[REDACTED]

Jackall system jacks (x3).

Mr. A. Crossley,  
[REDACTED]  
Coventry.

Front seat ashtrays.

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AUSTRALIAN IMPORTS PART XX.

YT's bought second-hand by....

Y/T/EXR 2769	Charles A. Mooney,	[REDACTED]
(then to)	Peter D. H. Raleigh,	[REDACTED]
Y/T/EXR 2770	Phillip M. Keen,	[REDACTED]
(then to)	Raymond T. Douglas,	[REDACTED]
Y/T/EXR 3292	Neville J. Kellett,	[REDACTED]
(then to)	Billy Oates,	[REDACTED]
Y/T/EXR 3299	John S. Petrie,	[REDACTED]
(then to)	J. D. & A. I. Hayes-Williams,	[REDACTED]
Y/T/EXR 3479	Rex Cars,	[REDACTED]
Y/T/EXR 3526	Henry V. Revell,	[REDACTED]

Y/T/EXR 3585 T.R.C.Umbers,  
(then to) Phillip.S.Rowe,  
(then to) Brian.H.Cooper,  
Y/T/EXR 3588 Neville.T.Morris,  
(then to) Eric.M.McPherson,  
Y/T/EXR 3631 Phillip.W.Long,  
Y/T/EXR 3707 Fritz.P.Flubacher,

Y/T/EXR 3747 Anthony.L.Bell,  
(then to) Dr.Thomas.J.Brooke

Y/T/EXR 3785 John.H.Allis,  
Y/T/EXR 3818 Henry.F.Drake,  
Y/T/EXR 3821 Jack Rock,  
Y/Y/EXR 3875 John Muir,  
(then to) Betty.N.R.Newton,  
(then to) Douglas.H.Booth,  
Y/T/EXR 3911 Allan.G.Rahn,  
Y/T/EXR 3918 C.P.O. Raymond Rees  
(then to) James.E.Tomkins,  
Y/T/EXR 3919 Herbert.J.Morton,  
Y/T/EXR 3964 John.H.Shervey,  
Y/T/EXR 3966 Kenneth.W.Johnson,  
Y/T/EXR 4011 Frank.W.Ransom,

(then to) Neil.R.Hunter,  
(then to) Sydney Lewinski,  
Y/T/EXR 4019 Barnett.S.Martin,  
Y/T/EXR 4213 Dorian Trimble,

Y/T/EXR 4114 Walter.J.Smith,  
(then to) William.M.Baxter,  
Y/T/EXR 4116 Paul.O.Gomez,  
Y/T/EXR 4118 Eric.W.Pendlebury,  
Y/T/EXR 4216 Robin.M.Bates,  
Y/T/EXR 4221 Robert Tawse,  
Y/T/EXR 4262 Sean.D.Brennan,  
Y/T/EXR 4274 Pamela Munn,  
Y/T/EXR 4320 Lance.D.Hopkins,  
Y/T/EXR 4373 Ronald.K.Barcham,  
Y/T/EXR 4448 Barry.H.Herbert,  
Y/T/EXR 4615 H.M.Marler & Co.

Y/T/EXR 4666 Maxwell.J.Clifton,  
Y/T/EXR 4956 May.Q.Carr,  
Y/T/EXR 5044 Rev.Norman.C.Paynter,  
(then to) Kenneth.R.Roe,  
Y/T/EXR 5132 Raymond.P.Studdart,  
Y/T/EXR 5135 William.J.L.Robinson,  
Y/T/EXR 5157 Amy.M.Grace,

We've now come to the end of our 'Australian Import' series which began with Part 1 in April 1980 (Issue No.27). Our thanks go to the following for supplying all the information:

Australian T-Series Association & D.H.Miller.

Noel Gerdes, M.G. Restorers' Association.

and to the anonymous clerks who had the presence of mind to keep such detailed records way back in the late forties and early fifties.



## CONTACT BREAKERS & TIMING.

Basic ignition timing is directly affected by the contact gap. The smaller the gap, the more advanced the timing, while increasing the gap retards the timing. So, when the gap is re-set, the timing should be re-set, or at least checked.

Over advanced timing to gain power is frowned on by the factory, although I personally set XPAG and XPEG timing at least 5° before top centre (approx 1/8" to 1/4" on pulley (static)). I have been setting timing to these specs for over 20 years with no ill effects. The gain in power and gas mileage is noticeably felt. This raises combustion temperature, plug temperature and, if gone to extremes, leads to fractured piston crowns (from audible knock) or holes melted or burned in the piston crown. Ping or audible knock cannot usually be heard at high speed.

## COIL POLARITY.

The centre electrode of the plug should always be negative. This lowers the voltage requirement at the plug. The centre electrode operates at a higher temperature than the side electrode. Electrons tend to leave hot surfaces faster than cold surfaces. Polarity may be checked in a number of ways:

- (a) Oscilloscope or plug scope. The trace pattern will be upside down if the polarity is incorrect.
- (b) High reading voltmeter. Ground the positive lead and touch the negative lead to the plug. The needle will move 'up scale' if polarity is correct.
- (c) Pencil test. Insert the point of a lead pencil in the arc between the ignition lead and the plug terminal. The blue arc will have an orange splash on the spark plug side of the lead if the polarity is correct.
- (d) Electrode corrosion. The side electrode will show signs of dishing if the polarity is incorrect.

## READING PLUGS.

- (1) If all plugs have a light tan or mid-grey deposit and are within .005" of their original gap, they are alright for a clean-up and regapping, providing there are no mechanical faults, such as chipped insulators or badly corroded electrodes. Further, the mixture and timing are reasonably close to the ideal settings.
- (2) If one plug is carbon fouled and the others normal, check the lead to that plug. A compression test may indicate other problems. Check heat range of the plug against the others.
- (3) If all plugs are fouled with a gritty black deposit, the carbs are probably running rich, or the jets are

not seating correctly. A hard build-up of black deposits indicates an oil leak into the combustion chamber.

- (4) If all plugs have a burnt white or blistered appearance the mixture may be too lean, the ignition over-advanced, or the plugs are the wrong heat range.
- (5) If plugs served by one S.U. are black and sooty, while others are burned white, the S.U. mixtures are rich and lean respectively.
- (6) If the plugs have a black oily deposit they may have too cold a rating for the engine.

#### SPARK PLUG INSTALLATION.

With the steel plug gaskets now on the market, a spark plug need have no more than 5lb.ft. of torque applied to seal it correctly. A six inch bar through the plug spanner is all that is required to tighten it. Tests by the Champion Spark Plug Company have shown that the major part of the heat flow from a plug is through the threads to the head. To install a plug, screw in and seat by hand, then tighten one half turn. I strongly advise using anti-seize compound on threads, being careful not to get any on electrodes, as it is a conductor.

#### SPARK PLUG REPLACEMENT.

After 10,000 miles a plug has lost about 0.010" from the electrodes. The insulation builds up a coating of ingrained deposit, and misfiring occurs when accelerating or driving fast. A new set (do not replace one at a time) of plugs is often all that a car needs.

I hope that this has not been all too confusing. I have tried to put this article in as simple and understandable terms as possible. May it lead to a smoother running 'Y' Type and uneventful touring. At least hopefully this will keep you from unforeseen breakdowns to spoil an otherwise pleasant trip.

Skip Kelsey.  
(This article originally appeared  
in 'The Wind Machine')

MEMBERS' COLUMN.

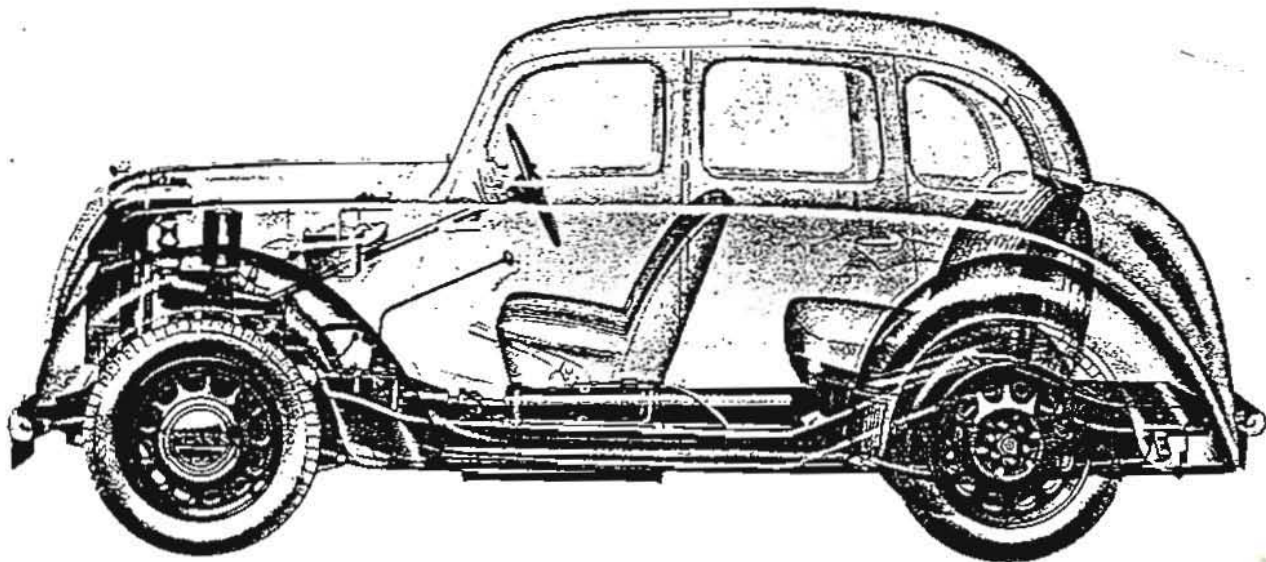
Alan McCormick: In 'The Restoration of Enterprise' in Issue No.52., problems with the fuel pump are mentioned. The pump fitted to 'Enterprise' was, you may recall, one from a BLMC 1100. Unfortunately there are two types of S.U. pump and the one from the 1100 is the incorrect one. The type needed for 'Y' Types has high suction and low delivery pressure and is always located in the engine bay. The casting should bear the number '4080' on the round end. The fittings differ from model to model but even Minor 1000s have them and they are generally available.

Concerning interchangeable parts, the old open radiator buses were often fitted with headlamps that are suitable for 'Y' Types as they are the same shape. The electrics are 24v. but the shells will accept sealed beam units. The Wolseley 1500 and Riley 1.5 have the same type of horns as are fitted to the YB. The spare wheel on the YB is normally very difficult to remove and replace as it normally fouls the rear bumper. The best thing is to ensure that on one side the nut and bolt holding the bumper to the chassis extension is well lubricated. Then, in the event of a puncture, release one end of the bumper and life becomes much easier! Incidentally, you can fit quite a lot of stuff in the spare wheel locker. I carry; one spare wheel; jack handle; starting handle; wheelbrace; two wooden chocks; a spare fan belt;  $\frac{1}{2}$  gallon of water and a gallon can of oil - and still there is some room.

David Mullen: A very skillful and reasonably priced repair job on the box section sills of YB 0647 was done by: Aintree Autos, Brookfield Drive, off Long Lane, Liverpool 9. Tel: 051-525-7344. Torque wrench settings for the XPAG are as follows:

Cylinder Head: 50lb. ft.  
Main Bearings: 62lb. ft.  
Big End : 26lb. ft.

## THE MORRIS EIGHT (Series "E")



This, as the caption says, is a Morris Eight (Series 'E'). It has many parts in common with the 'Y' Type (for example, doors, windscreen, sunroof) as the 'Y' Type's body was basically a modified Series 'E' body. Those seats also look similar, don't they, and, bearing in mind what is said above, maybe the fixed side windows and rear window glass are the same too.....

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