



THE CLASSIC 'Y'

GMB

The Newsletter of the M.G. 'Y' Type Register.

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December 1986.

EDITORIAL

This issue turned out to be very much a 'spares special'; so much so that, as you'll see, I only just managed to get everything in!

The letter which appears on page 44 should be of interest to most owners. It was written by the renowned Mr. W.E. Blower to the owner of 'UMG244' in 1952. A copy of the letter was kindly supplied to the Register by Mr. Gary Turner who now owns 'UMG244' (Y5539) in Australia.

It only remains for me to wish all my readers a very enjoyable Christmas and a very Happy New Year!

30th November 1986.

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PROLONGING THE USEFUL LIFE OF A CAR BATTERY

K.L.Martin B.Sc.

You have probably never stopped to consider it, but very few car batteries are replaced because they stop working. In almost every case the battery is replaced because it doesn't work well enough any more. What is not generally realized is that something can be done at this stage which may well prolong the useful life of the battery - quite often by many years, and that the same treatment carried out earlier may well have stopped the symptoms from occurring in the first place.

To understand what can be done requires a simple appreciation of how a car battery works. All car batteries are a series of cells, the most common is the 12v battery which is simply six cells in series. Each cell consists of a plate of lead and a supported plate of lead(IV) oxide, both immersed in fairly concentrated sulphuric acid. The lead(IV) oxide plate is the positive pole, the lead plate is the negative pole. As the battery discharges, electrons flow from the negative to the positive pole; when we charge the battery, we simply drive electrons back in the opposite direction.

The reason for a battery failing to work properly any more is due to the chemical processes which take place within each cell. As the battery discharges, the positive plate reacts with the sulphuric acid to produce lead ions and water. The negative plate simply dissolves to form lead ions in the process which finally leads to the battery's complete failure. On charging, the positive plate builds up a thicker coating of lead(IV) oxide, removing water and lead ions from the sulphuric acid as it does so, the negative plate fizzes and releases hydrogen from the sulphuric acid as it builds up a coating of lead.

It is the lead ions formed in the discharge cycle which cause problems. They combine with sulphate ions in sulphuric acid to form highly insoluble lead sulphate. When this coats the plates of the battery, it fails to

deliver enough power to be of use. The battery may well be thoroughly serviceable in every other way - only the "sulphating" stops the battery delivering enough power to start the car.

The sulphating can effectively be removed, or prevented, by adding to each cell a weak organic acid known to chemists as EDTA. EDTA stands for ethylenediaminetetraacetic acid, it is a complex analytical reagent which forms co-ordination compounds with many metal ions, including the lead ions formed in the discharge cycle of a battery. The compound formed by lead ions and EDTA is very stable in alkaline solution, but not so in the acid medium of a battery. This is extremely fortunate - as EDTA forms a compound with the lead ions in the lead sulphate on a battery plate, this compound tends to break down again. EDTA and lead sulphate are regenerated, but this time the lead sulphate doesn't coat the plate, it sinks down to the bottom of the cell where it lays harmlessly since it doesn't conduct electricity, and the EDTA is free to continue its work. What EDTA effectively does, then, is to free the battery plates of sulphating.

As can be seen from above, treating a battery with EDTA is likely to be most effective when the battery, for one reason or another, spends periods when it is not fully charged, and so contains too many lead ions. This is likely to occur if the car is used for just short trips, is infrequently used, or suffers from an inefficient dynamo/alternator.

To treat a battery with EDTA you simply add about a rounded teaspoon full of the powder to each cell - this assumes an average size of battery but the exact amount is in no way critical. What you should then do is to use the car normally for a few days, or agitate the battery frequently for a few days, and then give it a thorough charge to build up on the cleaned plate areas. On the assumption that sulphating has been effecting the performance of your battery, an increased performance will be noted from here on.

If you cannot find any EDTA locally, I can provide you with enough to treat an average size battery for £1.50, inclusive of postage and packing. My address is: K.L.Martin, [REDACTED] Bedfordshire,
[REDACTED]

TELEPHONE:
ABINGDON
251 P. B. X.

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YOUR REF

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G.W. Godden Esq.,
[REDACTED]

30th
April,
1952.
Dic't 29th April.

M.G. 1½ Litre Series Y.

Dear Sir,

We would acknowledge receipt of your letter dated the 22nd of April, and passed to this Department for attention in Mr. Farrars, our Service Manager's absence.

All M.G. 1½ Litre gearboxes, are susceptible to what we term a slight rattle, more so on the over-run than the drive, particularly when the gearbox oil is warm.

This noise is however perfectly standard, and is actually caused by the synchro mesh mechanism. We can assure you however that there is no possibility of a fault in the gearbox, and if it is stripped you will find that all components are in good condition.

There is very little that can be done to eliminate this rather unfortunate rattle, but you have our assurance that it is due to synchro mesh rattle and the gearbox is not likely to give you trouble.

Yours faithfully,
THE M.G. CAR COMPANY LIMITED.

W.E. Blower
W.E. Blower.
Service Technical Department.

Swansea Reg. and Log Book
& Owners Handbook
Workshop Manual
List of Service Parts

BASICALLY AT LEAST 1 COMPLETE CAR EXCEPT FOR BODY SHELL FROM THE FRONT SCUTTLE BACK

MY OUTLAY £200

Chassis

Front Wings & Inner Wings & Sidelights and flashers

2 x Bonnet Assembly

Front vallance

Gearbox cover

Transmission tunnel cover

6 x Wheels and Tyres

1 x Radiator

2 x Radiator Grille and badging

1 x Gearbox - cleaned and refurbished

2 x Propeller Shaft

1 set Window Glass

3 x Differential Gear Sets (1 good)

1 Rear axle and half shafts

1 Engine stripped - new pistons and con rods, new bearings
re-bored etc.

1 Gasket set

1 Engine stripped

3 x Cylinder Heads and valves (1 reconditioned)

2 Front seats

1 Rear seat back and spring base (uncovered)

4 x wood window surrounds

1 set of wooden floor for pattern marking

1 Steering rack and column and steering wheel and horn/
indicator assembly

1 Petrol tank

2 Horns

1 Inlet manifold carburettor assembly and air filter

1 Electric starter pull switch

1 Front bumper - very bashed

2 x number plates

Various door handles, window winders, hinges and locks

Suspension front - bushes springs, shock absorbers

Suspension - leaf springs rear - shock absorbers

Front hubs and steering/suspension assemblies

Front and rear jackall system and full can of fluid

Old fuel and brake lin

CAR FOR SALE: Register No. 842. See page 48 for further details and, if interested, contact: Mr. R. Neill,

3 x handbrake assembly
2 x water pump (1 complete with fanblades and rebushed and packed)
2 x Thermostat housing
2 x Oil filters and pipe work
Various spare carburettor parts
Headlights and spot
Various re-chromed engine part - now rusty
Dynamo
Starter
Instrument panel and instruments
Dash panel
Exhaust system
Various stays and arms for body, wings etc.
Windscreen wiper motor etc.
Distributor

PARTS FOR SALE:

Two YA wheels and one n/s rear door (in fair condition). Contact: Mr. Malcolm [redacted], Tel: [redacted]

"1 pair 16" Dunlop crossplys, suitable for YAs. Brand new, still in original wrappers. £50. Contact: Mr. Trevor Wilks [redacted]"

"For YB... Propshaft £15; Front wings £40 pr; Doors £25 set; Petrol tank £20; Handbrake assembly £20; Steering column with wheel £25; Complete Jackall system with pump etc £50; Chassis, shotblasted, new outriggers, master cylinder, rear springs £30; Dashboard (complete) £25. TD engine (late) complete with carbs, manifolds, original flip-top cover, distributor, pumps, clutch etc. Rebores, reground crank and new camshaft. Offer over £750. Contact: Jon Lamb on [redacted]"

"New (in original Remax box and wrapping) 37/7 crown wheel and pinion for 1939 Series M Morris 10 (8 stud fixing) suit 'Y' Type. Contact: Mr. G. Harris on [redacted]"

"XPAG engine. Standard bore and crankshaft. May need rebore. Offers. Also YB gearbox and complete radiator and shell for YB. Contact: Mr. James Paton, [redacted] Merseyside. Tel: [redacted]"

"8" headlamp stoneguards £9, the two; YA rear axle casing with backplates £18; 4 x YA pistons (new) (+030) £38. Contact: Barry M. Bone, [redacted], Sussex. Tel: [redacted]"

From YA: Complete rear axle apart from jacks but including all bearings and complete differential (has done little mileage) £70. Or will split as follows: Halfshafts £25 each; Differential £20; or complete axle including diff but minus halfshafts £30. Also, spare differential with alloy cover (in good working order) £20; 2 x front wings £40 each and 2 x rear wings £20 each (all solid and undersealed) or £100 for all four; 2 x original YA hubcaps including 'M.G.' badge £4 each; Master cylinder £5; All the above plus remainder of car (chassis, very sound, painted and waxoiled; bodyshell with good galvanised sills; 2 x n/s doors; boot lid; petrol tank; rear springs; front suspension and brakes (less shock absorbers and front brake cylinders but including all bushes, bearings, trunnions etc which are excellent); propshaft with no wear in UJs; gearbox cover; front and rear bumper irons; 4 x spare brake drums; all five wheels less tyres). £200. Buyer collects if whole lot purchased. Contact: Mr. A. Barber, [redacted], North Humberside, [redacted]

Spares For Sale

| Qty. | Part No. | Description. | Condition. | Price excl postage |
|------|---------------------------------|---|------------|-----------------------|
| 2 | B281/9-12 | Door hinges (door fitting) | Used. | £ 2.00 ea. |
| 2 | B281/312 | Interior window regulator handles | Used. | £ 2.00 ea. |
| 3 | 17H 5336 | Lucas RB106 Voltage Control Box (spade terminals) | Used. | £ 2.50 ea. |
| 1 | 17H 5336 | Lucas RB106 Voltage Control Box (screw terminals) | Used. | £ 3.00 |
| 1 | B281/315 | Door glass (front) | Used. | £ 3.00 |
| 3 | B281/215 | Instrument panel | Used. | £ 3.00 ea. |
| | (Various) | Instrument panel switches & knobs | Used. | £ 0.50 ea. |
| 1 | A1289/1 | Fuel/Oil pressure/Ammeter Instrument | Used. | £ 5.00 ea. |
| 8 | ACH 8309 | Hub caps with medallions (YB) | Used. | £ 2.00 ea. |
| 1 | MG912/1 | Steering column (inner) | Used. | £ 5.00 |
| 1 | - | Tyre (5.25 x 16") 'Town & Country' tread | New. | £ 6.00 |
| 1 | - | Tyre (5.00/5.25 x 16") British Bergougnan | New. | £15.00 |
| 3 | 300603 | Headlamp connectors (adaptors) | Used. | £ 1.00 ea. |
| 4+ | A444 | S.U. electric fuel pumps | Used. | £ 2.50 ea. |
| 1 | - | Spare wheel compartment lid (fibre glass) | New. | £35.00 |
| 2 | 17H 7458 | Master cylinder filler plugs (YB) | Used. | £ 2.00 ea. |
| 1 | SA2252/2 & 168020 | Flywheel & 120-teeth ring gear | Used. | £12.50 |
| 1 | SA2407/4 | Rocker box cover (tappets .012") | Used. | £ 5.00 |
| 1 | SA2407/5 | Rocker box cover (tappets .019") | Used. | £ 5.00 |
| 8 | MG890/123 | YA/YT wheel nuts | Used. | £ 0.50 ea. |
| 10 | - | 'D' lamp lens (ruby) (plastic) | New. | £ 0.50 ea. |
| 6 | - | Inner tube (5.00/5.25 x 16") | New. | £ 5.00 ea. |
| 1 | - | Inner tube (5.50 x 16") | New. | £ 4.50 |
| 1 | A1305 | Windscreen wiper arm (early type) | Used. | £ 0.85 |
| 3 | A388/107 | Windscreen wiper blades | New. | £ 1.00 ea. |
| 1 | - | Bulb (yellow) (fog lamp) (48w) | New. | £ 0.75 |
| 3 | - | Bulbs (single filament) (48w) | New. | £ 0.75 ea. |
| 3 | - | Bulbs (single filament) (?w) | New. | £ 0.75 ea. |
| 8 | - | Bulbs (double filament) (50/40w) | New. | £ 0.75 ea. |
| 2 | 3H 1892 | Bulbs (double filament) (42/36w) | New. | £ 0.75 ea. |
| 2 | S20/8 | Bulbs (single filament) (6w) | New. | £ 0.50 ea. |
| 1 | - | Bulb (single filament) (5w) | New. | £ 0.50 |
| 1 | A1321 | Lucas RF95/2 Voltage Control Box | Used. | £ 3.75 |
| 1 | A1108 | Sidelamp rim | Used. | £ 0.40 |
| 1 | - | Smiths Jackall system hydraulic arm (pre-war type ?) | Used. | £ 1.00 |
| 1 | MG900; SA2204/9 SA2204/11 ?? | XPAG cylinder head | Used. | £30.00 |
| 1 | MG862/188 | Valve spring (inner) | New ? | £ 0.45 |
| 1 | MG862/189 | Valve spring (outer) | New ? | £ 0.50 |

| | | | | |
|-------|---|---|-------|------------|
| 4+ | S15/7 | Exhaust pipe flange gasket | New. | £ 1.00 ea. |
| 1 | A1260/2 | Propeller shaft universal joint | New. | £ 5.00 |
| 1 | - | Roller bearing RHP VG 12 | New. | £ 3.00 |
| 1 | - | Roller bearing RHP ZV 21 | New. | £ 2.00 |
| 1 | - | Armstrong lever arm damper | Used. | £ 5.00 |
| 6 | - | Bonnet corner rubbers ('T' Type) | New. | £ 0.75 ea. |
| 1 pr | - | Lucas 1130EB sidelamp shell (black) | New. | £ 7.50 pr. |
| 2 | A302 | Ignition coil | Used. | £ 2.50 ea. |
| 1 | - | Sidelamp lens (plastic) | Used. | £ 0.50 |
| 1 | A1289/106 | Oil pressure gauge | Used. | £ 1.50 |
| 2 | 27H 7326 | Brake shoes with linings (YB) (need relining). | | £ 1.00 ea. |
| 1 | MG902/100 | Radiator drain tap | Used. | £ 2.25 |
| 1 | MG890/102;103 | King pin | New. | £10.00 |
| 1 | MG890/102;103 + MG890/100;101 | King pin and stub axle | New. | £17.50 |
| 2 | B281/22 | Boot lid handle chrome escutcheon | New. | £ 1.25 ea. |
| 1 | - | Tex springback chrome wing mirror stem | New. | £ 2.50 |
| 1 | P214/100 | Radiator filler cap | Used. | £ 4.00 |
| 4 | MG894/101 | Silentbloc bushes (slightly longer than original) | New. | £ 2.00 ea. |
| 1 set | MG862/67;MG862/10;MG862/9 (VP1436/VP1437) | Crankshaft main bearings (.050) | New. | £ 7.50 |
| 24 | MG894/111 (ACG5232) | Rear spring rubber pads | New. | £ 0.10 ea. |
| 1 | A1430 | Door striker plate (less spring) | Used. | £ 1.50 |
| 2 | 105124 | Door locator plate (rear) | Used. | £ 1.50 ea. |
| 4 | MG890/106 (BTB768) | Lower swivel pin bush | New. | £ 2.50 ea. |
| 2 | MG890/129? (AAA1322) | Distance tube for link | New. | £ 1.50 ea. |
| 4 | MG890/144 (AHH7933) | Bottom wishbone bush | New. | £ 1.00 ea. |
| 4 | 130136 | Rear spring seating pad | New. | £ 1.25 ea. |
| 4 | S17/25 | Rear spring bush | New. | £ 0.75 ea. |
| 2 | S62/16 | Rear spring front-end pin | New. | £ 1.25 ea. |
| 2 | 99565 | Rear spring rear pin | New. | £ 1.25 ea. |
| 10 | B281/158;159 | Rear door window regulator ratchets | New. | £ 1.50 ea. |
| 1 | B281/158 | Rear door regulator assembly (R.H.) | Used. | £ 1.75 |
| 1 | Lucas SFT576 | Spotlamp | Used. | £ 6.00 |
| 1 | - | Spare wheel compartment lid locker key | Used. | £ 1.00 |
| 1 | A1392 | Lucas 76423A Starter switch | New. | £ 3.50 |
| 1 | MG900/128 | Tappet inspection cover | Used. | £ 5.00 |
| 1 | MG910/4 | Running-board tread strip (inner) | Used. | £ 0.50 |

All the above spares are available from: J.G. Lawson, [REDACTED]
[REDACTED] Cheques to be made payable to 'J.G. Lawson', please. The above prices do not include postage/carriage.

CARS FOR SALE:

- 286 1950 Y. "BRG. Good roadworthy car, in daily use until recently. £1,850 ono. Tel: [REDACTED]
- 526 1948 YA. Y 1948 XPAG/SC/X11762. Black with beige interior. In family since 1950. "Low mileage. No rust except in spare wheel locker door. Poor/average paintwork. Original. Needs rebores. One spotlight fitted. Contact: Mr. Brian Barker, [REDACTED] Victoria, Australia."
- 744 1949 YA. Y 3459 'LDE743' XPAG/SC/13219. Sun Bronze with original maroon interior. "Fully restored over last four years. Must be seen. Any trial. 12 months M.O.T. Potential Concours winner. Offers around £3,000. Contact: Mr. M. Blank, [REDACTED] Derbyshire."
- 842 1950 YA. Y 5294 '1396EL' XPAG/SC/X15092 See two separate pages for full details. £200. Contact: Mr. R. Neill [REDACTED] Bedfordshire [REDACTED]