

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 14, No. 104.

April 1991.

EDITORIAL

This past year, for the first time in over thirteen years, several people have actually asked me to explain to them how I allocate register numbers to their 'Y' Types. I assume it must have become patently obvious to them from a review of our "Recent Discoveries" column that numbers are not always allocated in sequence, at the top of the range, when new cars are discovered. In the beginning this is just what did happen but then, as we neared the 1,000 car mark, it was suggested to me that I try and weed out the rumoured cars not identified by chassis/engine/registration or body number (see "Rationalising the Register" - TCY56/April 1983) to give a more accurate estimate of just how many 'Y' Types actually did exist. In effect, I divided the Register into two lists; those cars which had been positively identified and those which were only less-than-firm rumours. These latter, I called "potential re-allocations" (see the Register Statistics each February). As a "new" car comes to light which is identifiable by either chassis/engine/registration or body number, the "potential re-allocations" list is first consulted to see if I can dispose of one of the "rumours" on that list and allocate its register number to a "new" "positively identified" car. Thus, a "new" 'Y' Type being notified to me now, stands a good chance of not receiving a Register Number of over the "1,000" mark. "Potential Re-allocations" are disposed of (i.e., "re-allocated") on their merits and I would suggest that it is virtually impossible to come up with any criteria which would take into account and be able to deal with the infinitely variable situations one comes across regarding the status of individual 'Y' Types and similar cars.

Now, "owner numbers" are an entirely different matter altogether and are strictly chronologically allocated as owners contact me!

20th March 1991.

Register Number 387

Chassis Number	Y2554
Engine Number	SC/12508
Licence Plate	KYC879
Body Number	2199/2187
Sub-Type	YA
Year of Manuf'	49
Owner's Name	Hawley Road Garage
Owner Number	1066
Car Location	Kent ENG
Exterior Colour	Green/Black
Interior Colour	M

Register Number 1097

Chassis Number	Y2998
Engine Number	SC/X12739
Licence Plate	HMG259T
Body Number	2422/2442
Sub-Type	YA
Year of Manuf'	49
Owner's Name	Marchand BCJ
Owner Number	1062
Car Location	Pretoria RSA
Exterior Colour	t/t Green
Interior Colour	B

Register Number 304

Chassis Number	YT4673
Engine Number	TR/14430
Licence Plate	n/k
Body Number	53160-823
Sub-Type	YT
Year of Manuf'	50
Owner's Name	Dunne JI
Owner Number	973
Car Location	New York USA
Exterior Colour	Clipper Blue
Interior Colour	B

Register Number 610

Chassis Number	Y6739
Engine Number	SC/X16591
Licence Plate	BK4641
Body Number	5384/5335
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Totham A
Owner Number	1068
Car Location	Queensland AUS
Exterior Colour	Autumn Red
Interior Colour	-

NOW AVAILABLE AGAIN THROUGH THE REGISTER

'Y' TYPE DOOR REPAIR PART-PANELS

4 SKINS (6-PART KIT): £36.00*

1 SKIN (2-PART KIT): £9.50*

* plus postage & packing.

Contact: Mr. A. J. J. Bolt, [REDACTED]
Perthshire, Scotland, [REDACTED] (Tel: [REDACTED]) to order, or for
further information.

A "Tip Sheet" will be issued with each part-panel purchased, giving advice on
fitting etc.

CARS FOR SALE:

55. "YA. Cream. Nice condition. Taxed and insured. £3,500. Tel: [REDACTED]
[REDACTED]."

CARS WANTED:

"YA' or YB needing work but not major overhaul. Contact: Mr. Alan Taylor, [REDACTED]
[REDACTED] Kent, [REDACTED]."

Newsletter Editor/Registrar: J.G. Lawson, [REDACTED]
U.K. Spares Secretary (new spares): A. Brier, [REDACTED] Yorkshire
U.K. Spares Co-ordinator (second-hand spares): O. Mullen, [REDACTED]
Australian Contact/Spares Secretary: M.H. Fry, [REDACTED] Victoria, Australia,
South African Contact: D.R. Lawrence, [REDACTED] Republic of South Africa.

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held responsible for any loss or damage resulting from the implementation of
any advice appearing in this magazine.

LETTERS:

Dear John,

As to bumpers (TCY103), your fig. 2 is correct. Just remember that there's also a re-inforcing bar inside the bumper; it's a bit longer than the two end holes (for the rear). The front doesn't have it because the bracket is continuous. Also, wherever the bolt goes through, there is a square "washer" that fits behind the bumper. One must use it so that the bumper doesn't get squashed by the bolt head. I'm pretty sure that the bumpers fitted to YTs are the same as were fitted to TC/EXU export models late in the TC's life.

George Werbizky,
[REDACTED] New York.

MEMBERS' TIPS

David Mullen: The only effective way to get your tatty boot lid rust free, short of having a new one made, is to first of all remove the fibreboard dampening material which was fitted inside the boot lid to prevent excessive noise on closing. Then have the lid lightly grit blasted to remove all the rust, if necessary opening up any "holes" so that any internal rust at the bottom is removed. When this has been done, treat the inside of the lid with a rust killer - then get the lid welded or fibreglassed before painting (and paint the first coat of primer on by hand so it gets a good coat). Grit blasting is also very effective for removing rust from inside doors etc. I found that if it is done properly it does not distort the panel.

If the chrome screws holding the wooden door cappings have rusted, then why not replace them with brass wood screws as I have done - they don't rust and look nice, even if not original.

I found it better to cover a newly-made rear parcel shelf, such as it is, with baize vinyl, as the wool headlining cover usually rots badly.

FROM THE OPEN COCKPIT

VALVES, VALVES, VALVES!

Many people have the mistaken idea that VALVES should be replaced often and especially during every engine rebuild.

Metallurgically, valves have never been better. They can stand up to more heat, more miles, more speed.

But the valve is the hardest working part in the car, and all these metallurgical advances are of NO avail in the punishing conditions prevailing in a hand driven engine if it is poorly maintained.

The exhaust valve must bounce up and down on its seat 66 times every second. It is bathed in red hot gases which may show 1500 degrees fahrenheit. This is seven times hotter than boiling water!

Nowadays, compressions are up, temperatures higher and engine speeds greater. Yet most valves get little more than a cursory grind when the engine is overhauled.

Trying to cure persistent valve failure by hard facings, and special steels is useless unless the causes of failure - weak springs, faulty seating or incorrect tappet clearance is fixed first.

So next time you do a valve job, check your valves. Fix in your mind that valve failure is caused by heat. The valves get hot because the burning gases heat them.

Whether they fail or keep going depends on how well the engine gets the heat away. This is done by letting the valve seat properly onto cool metal, where the heat runs away like water from a hose.

Heat also gets away from the valve guides, so these factors will make the valves too hot:

- a) Weak valve springs, which don't pull the valve down onto its seat;
- b) Incorrect tappet adjustment, which doesn't allow the valve to seat properly;
- c) Faulty valve guides, which do the same thing;
- d) Valves sticking off their seat;
- e) Improper grinding of valve and seat;
- f) Fuel mixture too lean or too rich, causing an uncontrollable rise in temperature of the exhaust gases as they go past the exhaust valve;

Here are the major points in detail:

VALVE SPRINGS: Corrosion or fatigue caused by high temperatures is the usual way to spring failure. Manufacturer service manuals explain how the free and compressed lengths of the springs should be checked.

Be wary of using springs which are stronger than standard (even standard IF springs are too strong!). They may permit the engine to rev. more freely, but smack the valve back on its seat with a wallop. Early wear of either seat or face may result. Not to mention what it does to the tappet and cam lobe!.

TAPPET ADJUSTMENTS: Clearances should only be set when the tappet is on the heel of the cam - otherwise the true maximum clearance cannot be checked.

Mixtures: Examination of a valve will often show whether the mixture is rich or lean. If it is right, the valve will have a faint trace of lead oxide on it. A valve working in a lean mixture will be heavily coated with a light-colored deposit. Unleaded fuels will vary this slightly. Rich carburation (and, just to confuse you, oil leaking past the valve guides) gives a blackish deposit on the valve head.

TYPES OF VALVE FAILURE:

There are four main types: sticking, breaking, undue wear and corrosion.

Stem Sticking: caused by lack of lubrication, protrusion of the valve guide in the port, or over heating of the valve and guide. When a guide becomes worn (usually through overheating or inadequate lubrication), the excess clearance will impede the cooling of the valve stem. The stem will expand and may stick.

Alternatively, when new valves or guides are fitted, it is possible that the clearance will be insufficient. The effect will be the same.

Burning: caused by faulty seating. One possible cause is a deposit of lead oxide between the valve seat and face (not found in Lead Free Gas!). Others are cylinder head distortion (on O.H.V. engine), insufficient tappet clearance, inadequate spring pressure, excessive guide wear or score marks on the valve face or seat.

When a valve doesn't seat correctly, red-hot gases sear past the extremes of the face, burning away the metal. This is known as "Blow-By". When it is confined to a small area, it is called guttering. My MG 'Y' had "guttering" on #4 exhaust valve recently necessitating a valve job.

Breakage: When a valve has to put up with abnormal mechanical loading, it may warp or break. Corrosion or excessive heat will weaken it further.


Mechanical overloading may be due to excess tappet clearance. Springs which are too strong, or a faulty cam shaft, can cause damage by letting the valve strike its seat too hard. Misalignment will tilt the valve head on each stroke, resulting in point contact and fatigue loading.

Excessive Wear: Wear on the stem or guide may result from poor lubrication or deposits in the clearance between stem and guide. Excessive seat wear may be due to poor cam design or excessive tappet clearance. Both of these will lead to high seating velocities and the impact between the face and the seat gives rapid wear. Sometimes this type of failure may be caused by distortion of the cylinder head or a badly fitted valve seat insert.

Corrosion: caused by impurities or bad additives in fuel. Blow-By speeds up this corrosion. Weak mixtures are also bad. The exhaust gases will contain unburned oxygen which is hot enough to promote oxidation of the valve face. Lead oxide deposits, too, will corrode and can damage even the best alloy steels.

This should give you a general idea of the operation and problems encountered with internal combustion engine valves. In a later article, I will delve into specific remedies that I have employed in modern day valve jobs as relates to the MG engine.

Octagonally,


Skip

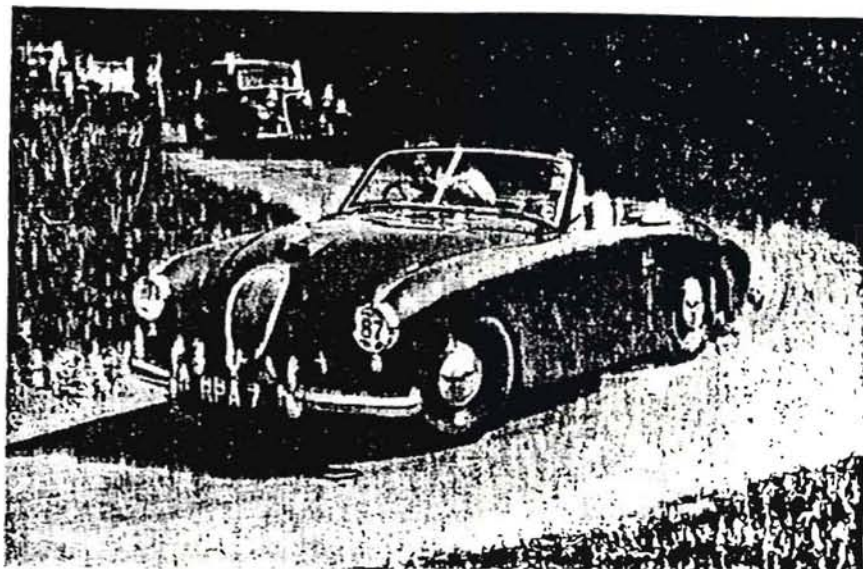
The above article, expertly written by Skip Kelsey, first appeared in the November 1990 issue of "The Wind Machine", the newsletter of the Sorry Safari Touring Society of California.

A GREAT "LITTLE RALLY"

Excellent London M.C. Event—
Easter Trengwainton Winner
Peter Jackson Makes Best
Performance with Allard

No tough, tense, tight-scheduled affair, but a pleasing day's motoring over a comfortable distance through some of the most charming countryside in Surrey and Hants: that was the aim of the London Motor Club in promoting their "Little Rally" last Saturday. Fine spring weather and superb organization saw that aim achieved in its entirety.

One hundred and fifty entries for a closed to club rally is a remarkable achievement; and some of the entrants had newly joined the club with the object of partaking in the event. With but 12 non-starters, amongst them, regrettably, D. O'M. Taylor (XK 120 Jaguar), R. E. Pattenden (Riley), Ralph Sleight (Morris), Anthony Baring (XK 120 Jaguar) and Julian Jane (Lancia), 138 cars gathered at the Royal Huts Hotel, Hindhead, on a fine spring morning. Amongst the starters were S. J. Boshier (Jaguar), Leslie Onslow Bartlett (Hillman Minx), Len Potter (Bristol 400), A. C. Westwood (Balilla Fiat), Mrs. Joy Cooke (Ford), Mrs. Ken Burgess with her husband's famous trials Allard, and Mrs. Nancy Mitchell (H.R.G.). At 9 a.m. car No. 1, J. I. Hamilton's XK 120 Jaguar, set off via narrow, winding country roads to



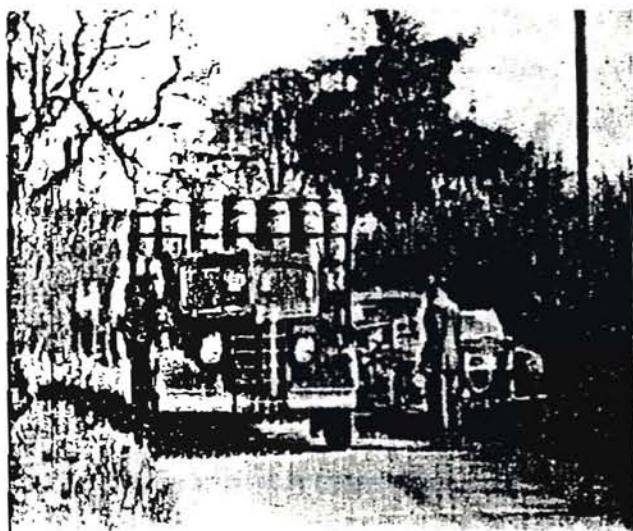
SPECIAL JUPITER: Commander Milner, R.N., in his attractive Abbott-bodied Jowett Jupiter at Harkers Cross during Test 1 of the "Little Rally".

deteriorated still further until he was able to go on his way.

On went the cavalcade, through delightful country, briefly contacting A32 and A31, then back to secondary roads, to Control at Grange Park, where No. 2 and 3 Tests were held under the watchful eye of Dave Price. Test 2, which required competitors to accelerate to just beyond a line, reverse back over it, then forward to the finishing line, was tough on transmissions, while Test 3 took drivers through three pylons, left, right, left, first forward, then back in reverse. It was—in the latter

manoeuvre that the experts shone, with advantage to the open cars, while several novice drivers dropped marks. Up to this point the schedule had demanded a fair degree of hard driving, but the tempo thereafter became more leisurely, and competitors were able to enjoy the scenery as they wound their way towards the New Forest, halting at Sutton Scotney for a route check conducted by Betty Haig and Barbara Marshall, then dividing at Burley for the lunch stop. The odd numbers adjourned to the Burley Manor Hotel, while the "evens" went on through the village to the Balmer Lawn Hotel, at Brockenhurst, the route to which seemingly proved more tricky to follow than any part of the Rally itself.

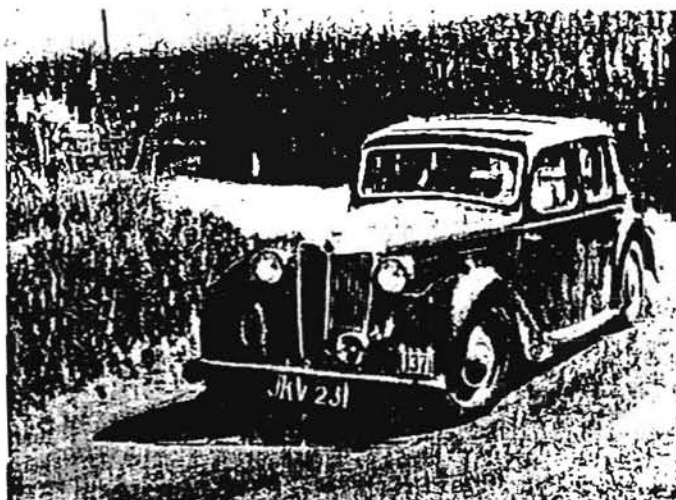
Through Avon, Ringwood, Edmonds-ham and Sixpenny Handley, the next stop was at Minchington Down, where Holland Birkett was in waiting with Test 4, consisting of a timed run through a hairpin bend; while Test 5, tended by Tom Lush, was close by. This was another forward-reverse-forward at a cross-roads, excellently sited, and tackled by the impetuous with gay abandon, exacting in consequence a goodly quota of marks.



Harkers Cross, 13½ miles away. Here, on a quiet by-way was held Test 1, a forward-reverse-forward affair between two islands, presided over by Alan Hunt of the B.A.R.C. The test was notable for the disaster to Dennis Dent's Allard, the gearbox of which split, spewing oil over the course, the clearing of which caused some delay to following numbers; notable, too, was the indignation of the driver of a Bedford lorry laden with milk, whose opinion of rallies in general, and the Little Rally in particular, seemed not to be high, and

RALLIES . . . !!!!!
(Left) The milk lorry at Harkers Cross, whose driver, faced with a half-hour wait, waxed strongly on the demerits of rallies in general.

CLASS WINNER: Roland Sidwell's 1½-litre M.G. saloon, winner of Group 2, Class A.



FORTHCOMING EVENTS

4-6/5	The 'Auto Classic' Festival	M.E.C., Birmingham.
5/5	Haynes Classic Road Run	Longleat to Sparkford, Somerset.
6/5	11th Annual Cheam Fair & Transport Spectacular.	Cheam Park, Cheam, Surrey.
26-27/5	Kent Festival of Transport	Chilham Castle Gardens, Canterbury, Kent.
26-27/5	Wheels '91	Manby Showground, Sunny Oak, Little Cawthorpe, Louth, Lincolnshire.
9/6	Autohome Recovery Club 20th Anniversary Rally	Holdenby House, Holdenby, Northants.
16/6	Classic Car Show	National Motor Museum, Beaulieu, Hampshire.
23/6	Rotherham Vintage Vehicle Rally	Harringthorpe Leisure Complex, Rotherham, S. Yorks.
6-7/7	Shrewsbury Classic Car & Bike Show	County Showground, Baschurch Road, Shrewsbury, Shropshire.
14/7	Uxbridge Auto Show	Middlesex Showground, Uxbridge.
14/7	Barnsley Metropolitan Vintage Vehicle Rally	Locke Park, Barnsley, Yorkshire.
20-21/7	Classic Car Show	The Showground, Shepton Mallet, Somerset.
10-11/8	All England Vintage & Classic Transport Show	Hickstead Showground, Sussex.
17-18/8	Vintage Vehicle Rally & Victorian Fair	The Wildfowl & Wetlands Centre, Martin Mere, Burscough, Lancashire.
24, 25, 26/8	Expo Manby Steam '91	Manby Showground, Sunny Oak, Little Cawthorpe, Louth, Lincolnshire.
25-26/8	Exeter Collectors Car & Bike Show	Exeter County Showground, Westpoint, Exeter, Devon.
29/9	Grand London Autojumble & London Classic Car Show	Kempton Park Racecourse, Surrey.