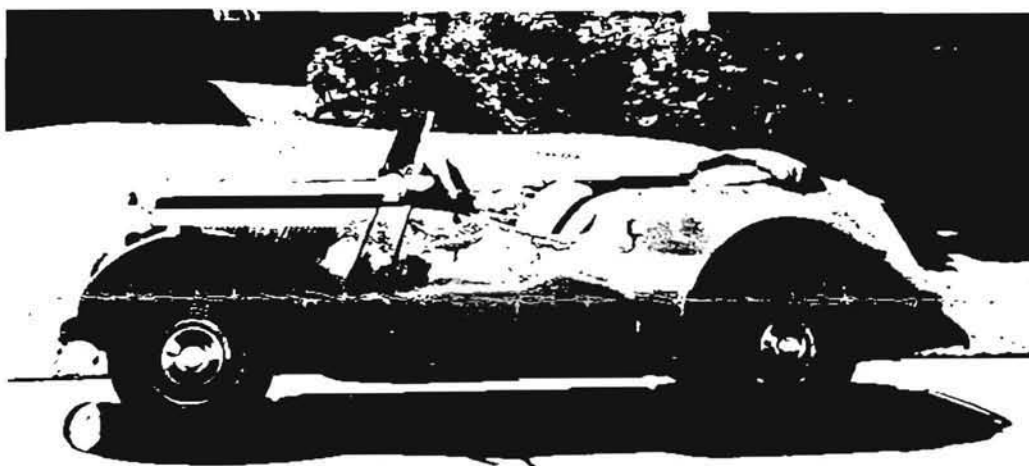


THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 14, No. 105.

June 1991.



A YT IN SURREY - But, Surrey, British Columbia!
Mr. Roger Newton is the proud owner of YT/EXU/2738.

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REGISTER NEWS

Recent Discoveries

Register Number 310

Chassis Number YT/EXU/2772
Engine Number TL/12383
Licence Plate n/k
Body Number 19672-263
Sub-Type YT
Year of Manuf' 49
Owner's Name Williamson HT
Owner Number 1060
Car Location Maryland USA
Exterior Colour Blue
Interior Colour G

Register Number 933

Chassis Number YT3432
Engine Number XPAG/5473
Licence Plate n/k
Body Number 45146-484
Sub-Type YT
Year of Manuf' 49
Owner's Name Robley DE
Owner Number 1080
Car Location S. A. AUS
Exterior Colour n/k
Interior Colour -

Register Number 839

Chassis Number Y6429
Engine Number SC/C80840
Licence Plate FEA766
Body Number n/k
Sub-Type YA
Year of Manuf' 51
Owner's Name Foster RW
Owner Number 1081
Car Location Lancashire ENG
Exterior Colour n/k
Interior Colour -

Register Number 794

Chassis Number YB1458
Engine Number SC2/18395
Licence Plate 8077HP
Body Number n/k
Sub-Type YB
Year of Manuf' 53
Owner's Name Hague DA
Owner Number 1078
Car Location Hampshire ENG
Exterior Colour Black
Interior Colour B

LETTERS:

Dear John,

This last weekend (20th/21st April) I went to an enjoyable M.O. Car Club meeting at Brooklands, which is quite close to Purley, and was pleased and surprised to see no less than ten "Y" Types. Bearing in mind it was like Siberia in the open air and the weather forecast was rain, sleet and snow, I thought this was pretty good going.

For your records, and in case there are any new ones for you, the ten were:

Register No.	Chassis No.	Registration No.
551.	Y 2532	EJY189
482.	Y 5205	UMG360
793.	Y 7011	MGT129 (a particularly good restoration)
474.	YB0885	YMG5
71.	YB1060	LBV840
838.	YB1262	YMG184 (another nice one)
93.	YB?	TWL363
907.	?	NPD702
1002.	?	NPD708
1077.	?	HAP972

The "Y" Types were mixed in with "Z" Types and some hybrids, but I managed to pick up a third prize. I think one other "Y" may have won a prize.

A tip for "Y" owners proposing to lay their cars up during the winter or some other time is to start the engine from time to time and run the car in and out of the garage if it cannot be taken for a run. If the engine can't be started, at least turn it over by hand, try all the gears, move the car a few feet backwards and forwards and pump the clutch and brake pedals.

This last is particularly important. This last winter I left the car for about six weeks without touching it and when I took it on its first run, found that the near side front wheel brake cylinder had almost seized up. We managed to free it before it generated sufficient heat to melt the grease in the hub and start a fire - a not unknown result of sticky or stuck wheel cylinders.

Trevor Austin (Y5205),
[REDACTED], Surrey.

PARTS FOR SALE:

"YA" Parts:

1 x	XPAG 1,250cc engine. Complete, less carburettor. Needs re-conditioning.	£200.
1 x	Rear axle. Complete. Includes two jacks and two dampers. O.K. but rusty.	£120.
1 x	Halfshaft	£10.
1 x	Crown wheel & pinion. Perfect condition.	£45.
1 x	Gearbox. O.K., but one layshaft broken; new one made to replace.	£100.
1 set	Jackall set. Complete, less pipes. 4 x jacks, pump, reservoir, handle.	£140.
1 set	Front suspension complete. Comprising, 2 x arms, 2 x dampers, 2 x kingpins, 2 x brakes. O.K.	£100.
1 set	Rear brakes and dampers. O.K.	£70.
1 x	Steering rack. O.K.	£55.
1 x	Radiator. Good. Re-conditioned.	£65.
5 x	Wheels & tyres. Various conditions.	£25.
1 x	Steering wheel, shaft and indicator mechanism.	£20.
1 x	Front radiator grille. Complete, but needs re-chroming.	£20.
1 x	Bonnet. Good.	£35.
1 x	Complete set of gauges.	£55.
1 lot	A box-full of various brake parts, slave and master cylinders.	£30.
1 lot	Various ashtrays, trim, switches etc.	£15.
1 set	4 x re-chromed bonnet catches.	£20.
1 x	Dynamo. Fully re-conditioned.	£25.
1 x	Starter motor. Fully re-conditioned.	£25.
1 lot	Various bits and pieces, nuts, bolts, catches etc.	£20.

£1,190.

Say, £800 for the whole lot.

Plus: 1 x New YB copper brake pipe set. £30.

Contact: Mr. R. Jesson, "The Maltings", [REDACTED], Merseyside, [REDACTED].

Many "Y" Type parts available at reasonable prices from Mr. N. Legh-Jones of [REDACTED], Kent, [REDACTED] Tel: [REDACTED].

LITERATURE FOR SALE:

"Several workshop manuals including a genuine mint one, plus handbook (O.K.) and sales brochure (mint). Contact: Mr. R. Jesson (address above)."

RUBERY OWEN NUMBERS?

A "Y" Type's chassis number is usually to be found stamped into the outer face of the left (near-side) front chassis member. While it has been established beyond all doubt that some cars escaped having their left chassis members stamped in this way, it is also true that in many other cases the number has been difficult, if not impossible, to find. This is the case because, with the bodywork on the car, the left side valance (inner wing) often bolts onto the chassis in such a way as to obscure part or even all of the stamped chassis number.

Recently, however, numbers stamped on the outer face of the right (off-side) front chassis member have come to light. An examination of several cars has shown that these numbers differ from the real chassis numbers of the cars in like manner to how the body number of a "Y" Type Saloon is made up. For instance, saloon body numbers appear on the brass-coloured plate affixed to either the left scuttle or battery box as follows:

Y.	158/206 1339/1427 4487/4612
YB.	6135/610 7124/1334

In a similar way, the right-hand chassis stampings differ from the real chassis numbers as follows:

real chassis no.	Y 1674	has "right-hand number"	1434
" " "	Y 2056	" " "	1838
" " "	YT2172	" " "	1960
" " "	YT2389	" " "	2057
" " "	YT2582	" " "	2286
" " "	YT2587	" " "	2297
" " "	Y 4743	" " "	4578

As if this wasn't mystery enough, also to be found on the right-hand front chassis members of some of the cars inspected are small badge-like stampings containing what so far look like two distinct number groupings. Drawings and actual rubbings taken from chassis appear on the following page to illustrate this but, so far, we have "MG14T" and "MG58", the former surrounded by an elongated octagon and the latter inside an oval.

So, what do these enigmatic inscriptions represent? One theory put forward is that numbers were stamped into the right-hand chassis members by the chassis manufacturers (thought to be Rubery Owen) before delivery to Abingdon and that the "MG14T" and "MG58" represent batch order numbers. However, this is just a theory and we might further conjecture that the "T" in "MG14T" stands for "Tourer" and that therefore these stampings were made at Abingdon to indicate that the "MG14T" chassis were bound for Tourers. But is there any difference between a basic Saloon and Tourer chassis? Perhaps so, perhaps not.

FROM RIGHT
FRONT CHASSIS
MEMBER OF
CAR
Y/T/EXR
2987

RUBBING

(+15W) 2297

ACTUAL SIZE
AND SHAPE

"BADGE" IS IN
LINE WITH NO.
BUT UPSIDE DOWN

(+15W) 2297

THE "MG" IS QUITE
CLEAR ON THIS EXAMPLE,
THOUGH THE "14" IS
LESS CLEAR. POSSIBLY
COULD BE "11". THE WHOLE
"MG 14" IS OFFSET TO THE
LEFT WITHIN THE OUTLINE, BUT
THERE IS NO EVIDENCE OF ANOTHER NO. AFTER
THE "4".

(MULT) 1960

From YT2172. The number is a tracing, the badge has been drawn in.

FROM RIGHT FRONT
CHASSIS MEMBER
OF CAR Y.4743

DETAIL ON "BADGE"
WHICH IS STAMPED
BELOW NUMBER
UPSIDE DOWN

MVG
58

8754

THE NO. "58" I THINK IS RIGHT, COULD BE "53", POSSIBLY.
(NUMBER IS RIGHT WAY
UP IN RELATION TO
CHASSIS)

Following on from Issue No. 104, here's another excellent technical article on valves etc. from Skip Kelsey of "Shadetree Motors" in Pleasanton, California. This first appeared in "The Wind Machine" for December 1990.

FROM THE OPEN COCKPIT

MORE ABOUT VALVES"

Last month we talked about the cause and effect of the many different calamities that befall the internal combustion engine valve. Now, I will discuss the remedies that I have tried to lengthen the valve life and make it perform better in MG engines.

In "T" series engines, I always use the weaker valve springs as supplied for TC - early TD engines/ These are usually about 93 lb. shut (valve on its seat), and 123 lbs. open (valve at full cam lift). The later MK II TD and TF valve springs are 114.235 lbs. shut, and 150 lbs. open. The first problem here is the 1930's technology that only produces a 30 or 50 lb. differential in these springs.

I have done several engines using "worn out" springs of the earlier variety, but by shimming under the lower spring retainer, one can match each valve spring so that they are all the same. To do this you need a valve spring tester. If you do not want to spend \$900.+ for one, you can do what I do. I have a 12 ton \$99.00 bearing press, I put a common bathroom scale on the bed then set up the spring and retainers. By compressing it to the assembled height, you can read the tension on the scale. Its crude, but it works. The assembled height is measured from the bottom of the top retainer to the bottom of the bottom retainer. The worn out springs are checked without any added shims until it is determined which one has the most tension. This one is used as the model for the other springs. Bringing each one up to it by adding shims under the lower retainer. These shims come in several sizes. When getting close, this measurement can be changed somewhat by mixing and matching the upper spring retainers and keepers (the two little keepers "keep" the whole assembly together). When setting up worn springs, I have had them with as little as 80-85 lbs. shut. The engine runs well up to at least 5,000 RPM+. Also, as a by product, the engine runs quieter with less spring pressure, and cam and lifters live longer.

If you really want a spiffy valve job, you can buy a set of "Brown & Gammons" special valve springs. These are modified Ford Twin cam springs. They are much shorter in length and are brought up to proper height by the addition of a 1/2" spacer at the bottom. B&G says these should produce about 70 lbs. on the seat in the shut position. In reality due to production tolerance variance, they are much more. Some as much as 100 lbs./ on seat. This is too much. Due to the modern technology being used, there is a much wider spring pressure variance using these springs. In order to achieve 70 PSI, I usually start by milling off approximately 300 in. from the spacers, then shimming up to 70 PSI. If properly set at 70 lb. on seat, one will arrive at approximately 160 lbs. full open using the stock "TF" .012 cam

with .315 lift. If you use the "stock" crane cam or B&G cam, you will obtain approximately 175 lbs. at full lift which is .357. If you do not modify the B&G kit to the 70 lb. shut pressure, I guarantee that you will destroy your cam and lifters in 500 to 700 miles.

Enough about springs. Lets now talk about valve seats. The important thing to remember is keeping things cool. With the advent of unleaded petrol, there has been lots of controversy over what to do about old engines. All valve jobs that I do now are done so that unleaded fuel can be used with minimum valve and valve seat wear. Even so called "regular" gas has such a small concentration of lead that it does little or no good at all to stop valve seat recession. For those that don't know, the addition of Tetra ethyl lead to gasoline was done to raise the octane of the fuel inexpensively. Due to the adverse effects of lead on people and the environment, lead is being removed from gas. As a by product, the lead also formed a cushion on the valve seat and prevented valve seat and face wear. Without lead, the valve seat wears at an accelerated rate. Modern engines for the most part use an induction hardened valve seat to prevent wear.

On older engines, I have the valve seat cut out and a "hard" seat installed. It is only required on the exhaust valve, but for an even valve job and due to wear, I usually do the Intakes also. The standard valves will work, but I prefer a 21 4N stainless steel valve (Moss Motors, Brown & Gammons, or Abingdon Spares carry this valve.) Lastly, use a silicon bronze valve guide. I have a preference for using a positive valve stem seal on the Intake valves and not using the oil shrouds. The shrouds cannot be used on the B&G spring kit. A donut type standard seal is all that is needed on the exhaust valve. Positive seals snap over the end of the valve guide, and give excellent oil control.

Getting back to the hard valve seat inserts, I have a preference for "Well-tite" valve seat inserts. These are produced by "Martin Wells Industries". These are individually cast with over 40% nickel, 12% chrome and just the right amounts of Vanadium, Molybdenum, and silicon to make it the finest valve seat for all applications. They are tough and rugged and will not burn, fracture, crack, flake, or spall. Due to the high nickel content, Well-Tite has the ability to dissipate heat trapped around the valve. Valve seat inserts should only be installed by a first class automotive machine shop.

With a good three angle valve job and some of the above tips incorporated, you should have a good running MG.

Octagonally,

Skip