

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 17. No.124. August 1994.

Register Movements

Recent Discoveries:

Register Number 1106

Chassis Number	Y5710
Engine Number	SC/15464
Licence Plate	FTP508
Body Number	4448
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Arkley JB
Car Location	Cleveland ENG
Exterior Colour	Red
Interior Colour	M

Newsletter Editor/Registrar: J.O.Lawson, [REDACTED]
U.K. Spares Secretary (new spares): A.Brier, [REDACTED], York, [REDACTED]
U.K. Spares Co-ordinator (second-hand spares): S.Mullen, [REDACTED]
The Australian Y-Type Register: A.L.Glattey, [REDACTED] Queensland, [REDACTED] Australia.
The M.G. 'Y' Type Register of South Africa: B.R.Lawrence, [REDACTED], [REDACTED] Republic of South Africa.
M.G. Y Register Denmark: F.Neumann, [REDACTED] Denmark.

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CARS FOR SALE:

"YT. Four-place tourer, nicely restored four years ago, third owner since new. A very sound and great-running car. \$20,000 o.b.o. Tel: C. van Hazebroeck ([REDACTED] [REDACTED] (U.S.A.)."

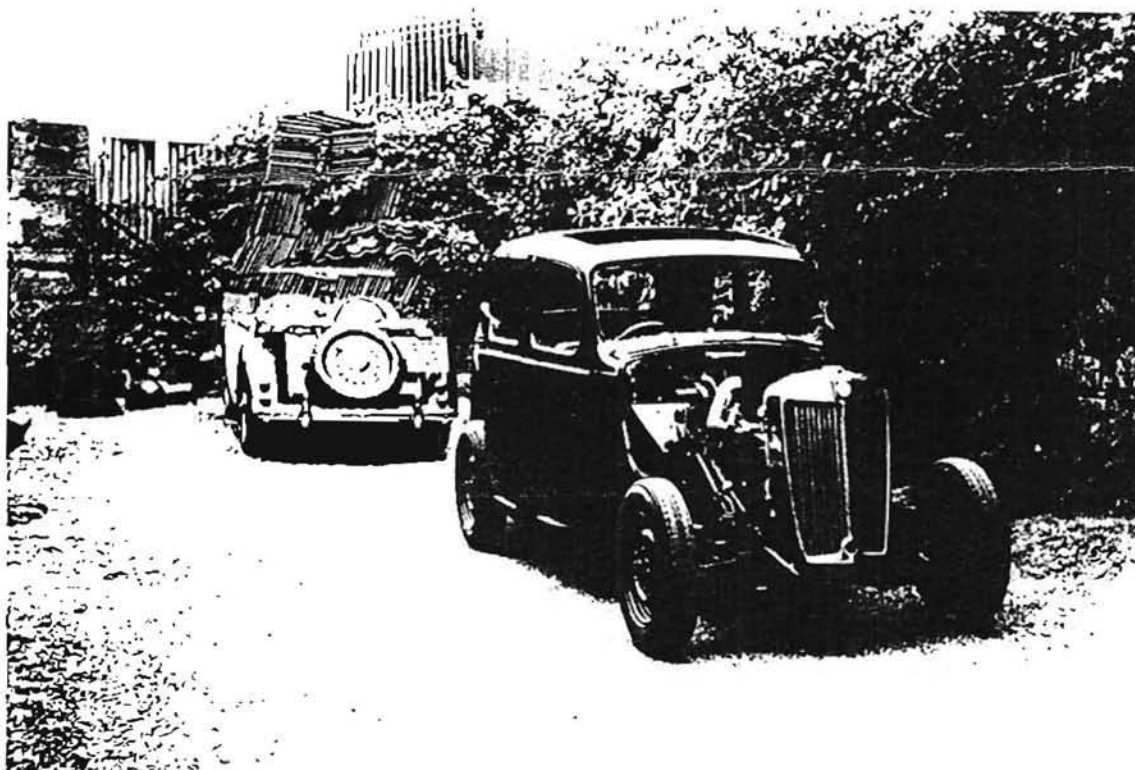
CARS WANTED:

Member D.J.Plummer of [REDACTED] London, [REDACTED] is still looking for a YR to purchase. Anyone know of one?

Rod Francis Classic Cars

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We've at last reached the YBs in our review of existing "Y" Types - so here are the 1952 cars....

1952

YB0251	?	England?	YB0610	Yorkshire	England
YB0264	Sussex	England	YB0620	W.Midlands	England
YB0267	Worcestershire	England	YB0624	?	?
YB0271	Co.Dublin	Eire	YB0631	Wiltshire	England
YB0296	Surrey	England	YB0640	Warwickshire	England
YB0303	Stranraer	Scotland	YB0645	Essex	England
YB0305	Dyfed	Wales	YB0647	Merseyside	England
YB0308	Kent	England	YB0648	Cornwall	England
YB0314	?	N.Ireland	YB0649	Surrey	England
YB0318	Florida	USA	YB0651	Merseyside	England
YB0320	Lincolnshire	England	YB0658	Dorset	England
YB0325	?	England?	YB0660	Cleveland	England
YB0328	Surrey	England	YB0662	Yorkshire	England
YB0336	Surrey	England	YB0672	W.Midlands	England
YB0337	Virginia	USA	YB0686	Co.Durham	England
YB0341	?	England?	YB0696	Suffolk	England
YB0344	Hampshire	England	YB0697	Essex	England
YB0350	Tyne & Wear	England	YB0752	Boksburg	RSA
YB0354	Sussex	England	YB0762	Yorkshire	England
YB0359	Hampshire	England	YB0764	W.Midlands	England
YB0362	Essex	England	YB0772	Bucks	England
YB0365	Bucks	England	YB0795	Essex	England
YB0382	Yorkshire	England	YB0828	Staffordshire	England
YB0393	Dorset	England	YB0831	Lancashire	England
YB0398	Ayr	Scotland	YB0850	Washington	USA
YB0402	Fife	Scotland	YB0853	Argyllshire	Scotland
YB0414	Kent	England *	YB0874	Bucks	England
YB0441	Tyne & Wear	England	YB0883	Devon?	England
YB0446	?	England	YB0885	Sussex	England
YB0456	S.Glamorgan	Wales	YB0900	London	England
YB0475	Middlesex	England	YB0909	Essex	England
YB0477	?	?	YB0922	Oxfordshire	England
YB0481	Warwickshire	England	YB0923	?	England
YB0485	Yorkshire	England			
YB0499	Devon	England			
YB0506	?	?			
YB0511	Nebraska	USA			
YB0512	Cheshire	England			
YB0534	Surrey	England			
YB0545	Warwickshire	England			
YB0549	?	?			
YB0551	?	?			
YB0552	Yorkshire	England			
YB0556	Somerset	England			
YB0558	Lancashire	England			
YB0566	Lincolnshire	England			
YB0567	Jersey	CI			
YB0585	?	?			
YB0593	Kent	England			
YB0601	Shropshire	England			
YB0605	Cornwall	England			

* this is the Dick Jacobs car which won its class in the 1952, 1953 & 1954 BRDC Production Touring Car races at Silverstone (the equivalent of today's B.T.C.C. (!))

on page 26: "026055" (which was featured restored in the June issue) is YB0314.

Which optional extra would you choose?

We frankly admit that the girl is better-looking than the SMITHS Car Heater, but don't make any hasty decisions. A SMITHS heater costs as little as £10 and first cost is last cost! It is designed to fit unobtrusively, work efficiently, heat your whole car evenly and it won't talk back! Of course you can't take a SMITHS Car Heater out to dinner, but it can make your drive to and from the restaurant more cosy. Remember, too, you may not have chosen the right girl, whereas you're sure to get the right heater—SMITHS manufacture them for every type of car.

Certainly it's a difficult decision to make, so why not compromise and have both? Let a SMITHS Car Heater keep you and your girl warm this winter—think of the money you'll save on mink!



SMITHS

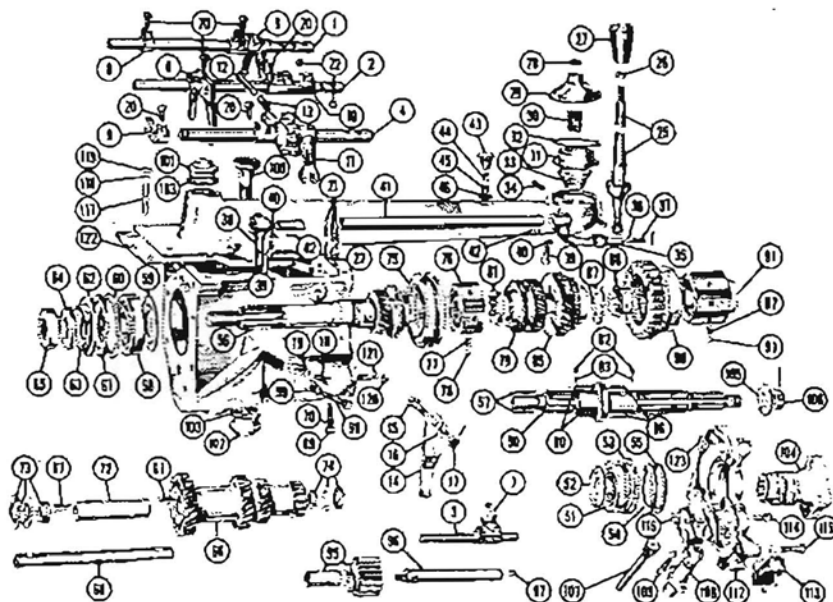
For full details send for leaflet S.1440

MOTOR ACCESSORY DIVISION

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The Noisy TC Transmission

by Jerry Felper



TC transmissions are noisy. I have heard this from some of the most renowned MG experts for the last 25 years. But guess what? It's not true.

A few years ago I overhauled me a TC's transmission and tried to make it as quiet as possible. I put in all new bearings and replaced one of the lay gear thrust washers, because its assembly was broken and I assumed that was the noise problem. But when I was done, it was noisier than before and it popped out of third gear if I let up on the gas going down hill. I have been told that is what your knee is for - to hold it in third gear. Alas, my legs are too short.

Back to the noise problem. I talked to Phil Marino about my suspicion that the lay gear end play may be the source of the noise problem with the transmission, and he informed me that if I allow only five thousand clearance most of the noise will be gone. Well, I had to take the transmission apart anyway, as I heard this banging noise one morning in neutral.

After draining the transmission oil, I found three balls and some pieces of string. The 2nd/3rd gear slider had come apart. I pulled the transmission from the back, which is harder than pulling the engine and the transmission together, and started to look at the lay gear end play, which was 0.080". Pete Thelander loaned me a few thrust washer assemblies which I measured and found them all to be the same thickness. Mine were thinner and the two ends were different. If we assume that Pete's were unused, which I think is true, then my transmission would have had 0.020" end play and Phil said that it should be 0.005".

I think the factory tolerance was around 0.020" and, by God, every TC transmission was noisy. Well, I had Phil make me a special washer for the 0.005" clearance and guess what? My transmission is as quiet as any TD or TF even when warm and it doesn't pop out of any gear. The only problem is I now hear noises I never knew I had.

Phil makes the washers out of aluminum-bronze for any clearance needed.

*This article comes from
February issue of
Octagon Topics
Vintage MG Club
of Southern California.*

Sinking Floats and Rising Flames

(By Carl Cederstrand)

This article falls in the class of 'obvious when you think about it'. It was written as a summary of conversations with Bill Phy, Skip Kelsey, Phil Marino, Howard Sunderland, Mike O'Connor and Mike Mihalik. Its purpose is to summarize those carburettor failures that lead to the release of gasoline and thus to the possibility of an engine fire. The seven failure modes, all of which have occurred, are:

1) **SINKING FLOATS** Those beautiful brass carburettor floats, that look so wonderful when polished, develop leaks and sink! This may be due to a microscopic fatigue crack in the solder joint after 40 years of cyclic pressure changes—I don't know. Incidentally, our sealed carburettor floats contain 3.8 cubic inches of English air from the 40s or 50s. Isn't that a pleasant thought.

When a float sinks, there is nothing to halt the flow of fuel into the float bowl. The float bowl fills up and then overflows fuel out of its tickler pin hole. The overflow pipe, which is supposed to conduct this excess fuel to the ground over the front bearer plate, does nothing. It is situated at a higher elevation than the tickler pin hole! If you fit the original lids with their tickler pins, the overflow pipes will not function! S.U. made a design error and that's it. Later fuel bowl lids were supplied without the tickler pin drillings and hence the overflow system will work with these later lids. As originally supplied, gasoline pours out the tickler pin hole, streams off the bottom of the float bowl, and then cascades down on the hot exhaust manifold. It instantly vaporizes and fills the engine compartment with gasoline vapor; you will smell it. Unfortunately there is continuous sparking associated with the fuel pump and the distributor. The gasoline vapor soon locates a spark or perhaps a sufficiently hot spot on the manifold. There is no doubt when ignition occurs - Phil Marino can accurately describe the resulting 'woomph!' Hence, if your engine starts to stumble because it's running too rich and you smell gasoline - get off of the road and instantly turn off the ignition. After the engine is shut down you can locate the source of the gasoline leak.

Phil Marino's TC ignited its engine compartment in the sequence described above. Have Phil tell you the story. Howard Sunderland also had a sinking float but identified the problem before the gasoline vapor found the appropriate igniter. Howard was at the last Home Garage Tech Session where we discussed Phil's engine fire and it occurred to Howard that his TF was displaying suspiciously similar symptoms. Sure enough, Howard's front float had started to sink. The float was just barely floating and upon removal and shaking, gasoline could be heard sloshing back and forth inside of the float.

2) **BREAKING FLOAT BOWL ARMS** Skip Kelsey (Shadetree Motors) knows of several carburettor float bowls that have had their attaching arms either crack or break off while driving—Yipes! He and Verna were on their way to a GOF when they came across a TD by the side of the road accompanied by a somewhat dejected driver. The driver produced a broken fuel bowl for Skip's inspection and lamented that there would be no possible way to locate an S.U. fuel bowl out in the middle of the Utah desert. Skip promptly produced a spare float bowl from his spares kit and the astounded gentleman was soon on his way. A breaking attaching arm is a new one on me. Though I've never encountered this failure, Skip Kelsey, Bill Phy and Mike Mihalik (TC Tourers) have all seen it several times! In fact, Bill Phy commented that it plagued him so much when he was racing TCs in the 50s that he added a steel strengthening plate to the fuel bowl arm.

3) **STRIPPED THREADS** At the recent Tahoe GOF, Dick Maxey had the fuel bowl attaching bolt pull out from stripping/worn threads in his carburettor body. He was fortunately able to borrow a set of carburettors from an M.G. that was being trailered back to Washington. Had this occurred on the road, it would have been a more serious problem. Mike Mihalik had the same problem out on the road. He drove 600 miles back to Washington with a two turn wrap of aluminum screen (hardware store aluminum screen) around the threads on his float bowl attaching bolt. It held! Mike had tried a C clamp and both Teflon and electrical tapes. None of these held. If I lacked any other resources, I would attempt to devise a twisted cat's cradle of safety wire. Then, I'd try to pull the slack attaching bolt into position by having each of many pairs of wires contribute to pulling the bolt home. If you have gimpy threads in your carburettor body, have Phil Marino put a threaded insert in it. This thread is a 7/16-18BSF.

Mike O'Connor has seen similar thread failures in the float bowl lid threads. These are the threads for the hollow bolt that will attach the banjo fitting to the lid. Again, inspect these threads.

The washers supplied by S.U. for use on T-Series carburettors are hard red fiber. Those joints using these washers tend to "honey" gasoline unless some kind of sealant is used.

Perhaps these carburettor thread failures are related to (1) decades of Herculean tightening to reduce gasoline seepage and (2) electrolytic corrosion generated by screwing an iron bolt into an aluminum alloy thread. the slightest trace of an electrolyte (water) in that screw joint initiates to the destruction of the aluminum alloy. The two dissimilar metals think they are a battery- the aluminum (and

zinc) alloy of the carburettor are sacrificial to the iron. Exactly the same phenomenon occurs with the corroding aluminum elbow on the front of the TF head.

4) **MGA WASHER FAILURES** If you have mounted your float bowls with the MGA attaching hardware, be sure to replace those neoprene(?) washers every year. I have installed this MGA attaching system, as a T-Series retrofit. When new, it provides enhanced vibration isolation and a gasoline tight joint. These wonderful seals also crack on a yearly basis so they must be replaced frequently. I know of a Volvo that incinerated itself on the way back from Sebring because of the failure of these, more modern, float bowl washers. Hence, change these washers regularly and carry spares.

5) **FUEL LINE FAILURES** Fuel lines crack. The original fuel lines are notorious for cracking when they go dry. Those lines displaying the blue tracer braid are outstandingly bad. Fit the stainless steel wrapped Teflon lines and eliminate this risk. I would never fit bulk gasoline hose from an auto store. If an engine fire occurs, you don't want the gas lines burning through and contributing more gasoline to the fire.

6) **FLOAT LEVER DISTORTION** When bending the float lever to set the fuel level in the float bowl, follow S.U.'s instructions. Think of what you are doing and watch how you bend that fork because you can twist it so that it will jam in the down position. If it jams down-the gasoline is on its way out right now.

When you observe someone banging on their float bowl to stop the flow of fuel, they are trying to shake something loose. It's either a jammed fork or a stuck needle.

7) **CLOGGED FLOAT NEEDLES** The original conical needle and seat not only wore rapidly but would occasionally suck open- assumably because of interfering particles of rust lodged on its seat. (the purpose of the tickler pin was to allow depression for the float to wash out particles of rust coming in from the fuel tank.)

Under no conditions would I fit the original S.U. needles and seats or the old lids with their tickler pins. S.U. later made 'improved' needles that were fitted with a four fluke plastic guide. The plastic guide had/has problems. Mike O'Connor has seen these newer S.U. float valves stick open because the plastic guides hang up-ouch!

I much prefer the after-market float valves. The only ones I had any experience with are the Parker Float Valves. These are of a different design and have flat Viton seats. They have performed flawlessly for me for 40 years. They still show no wear and have never failed to seal. Jim Bigler (Commonwealth Classic Car) has these Parker floats available.

There are also Grosz jet (two ball) valves made by D&G Valve. I have had no experience with these valves. Mike O'Connor has. Mike has good things to say about these valves.

In conclusion, carry a spare float, carburettor gaskets, per-

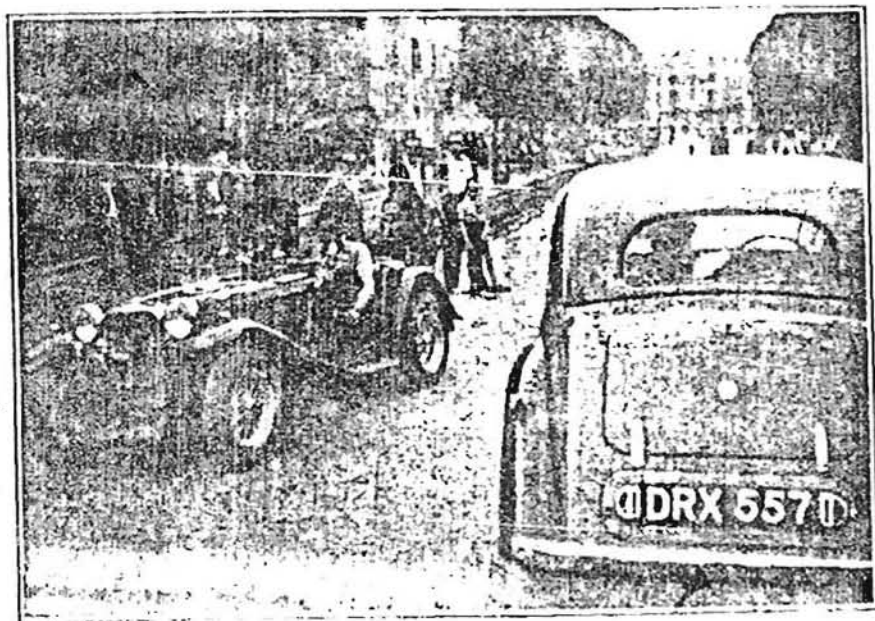
haps a front and rear bloat bowl, safety wire, and most importantly, A big Halon Fire Extinguisher. The extinguisher should live in the passenger compartment and can hang from the bottom of the tool box. Also, check for gimpy threads on the carburettor body and the float lid. Enough said.

If God didn't want us to see oil spots under our MGs, He wouldn't have created concrete!

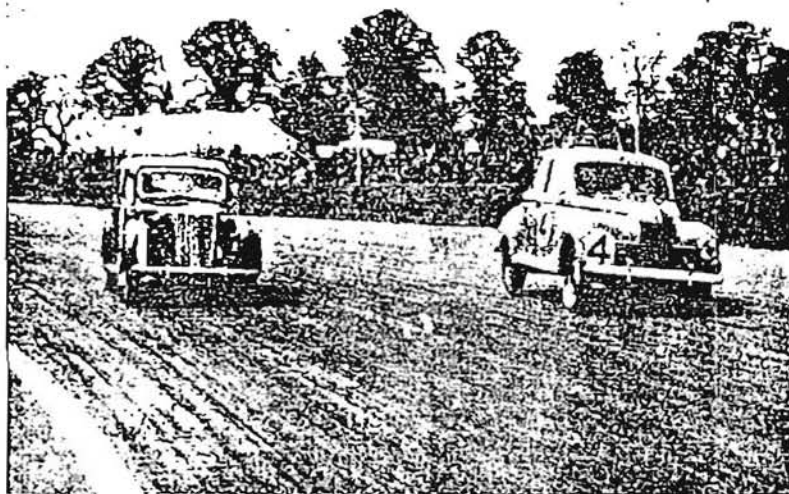
-The Drip Pan, 1979

Credits for the items on pages 28 to 32 go to "Car Mechanics", "Trillium News", Vintage M.G. Club of Southern California, "Motor", "Autocar", "Motoring" and "Autosport".

The "competition" photo-montage on the following page shows, clockwise from top: "DRX557", the "Y" in which "Autocar" staff journeyed to Italy in 1947 to cover the Mille Miglia; YB0414 being driven in the 1952 BRDC Production Touring Car race at Silverstone; Peter Bolton in his two-tone "Y" on the 1952 RAC Rally; and J.Garner's "Y" taking part in the 24RC Rally at Eastbourne.



J. Garner's 1½ M.G. in the manoeuvrability tests at the B.A.R.C. Rally, Eastbourne.



CLOSE COMPANY throughout the touring car race was kept by Jacob's (M.G.) and Bennett (Javelin), the former passing on the corners and being re-passed on the straights in a highly exciting duel.

