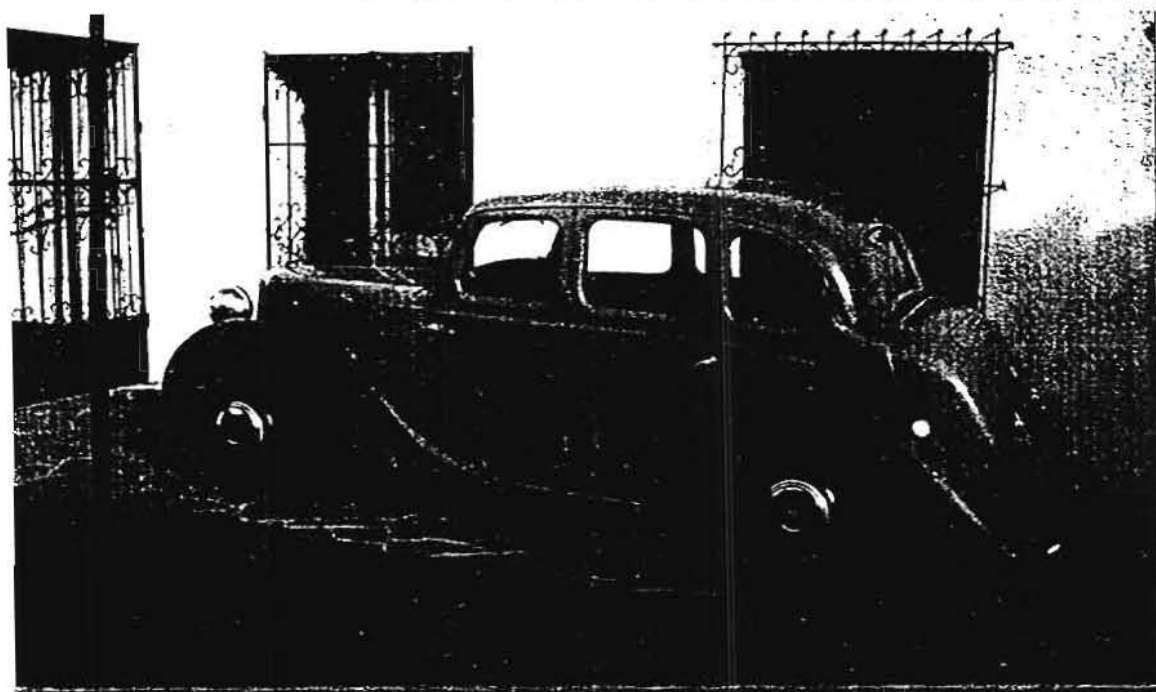


# The Classic "Y"



Issue No.130 February 1996.

*The Newsletter of The M.G. "Y" Type Register*



Early "Y" Discovered in Uruguay!  
(see last page for more details)

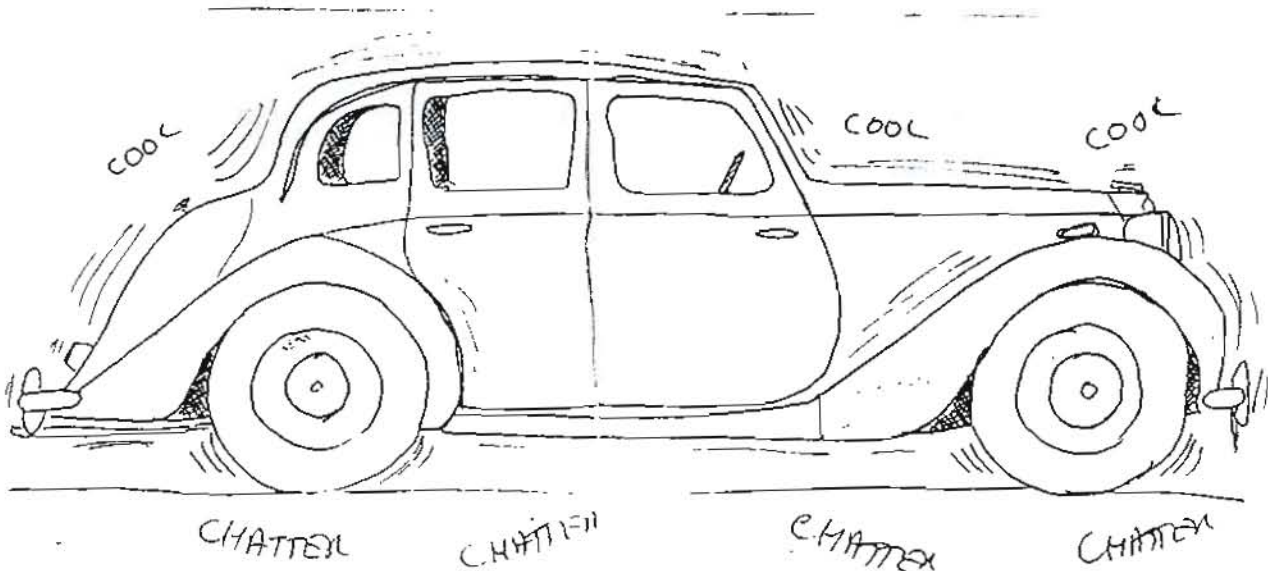
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## RUNNING COOL

With the hot summers we have been experiencing these last few years, this must be a subject that will raise a few eye-brows. However, if you use your car in the colder months, as I do, it becomes very relevant. To run an engine cool can do untold damage, not only to your pocket in the extra fuel used, as a richer mixture is required, but also in the very rapid wear-rate of the cylinders. Oil is designed to have a running temperature, and will perform at its best at this designed maxim. Just think of the wear a car goes through if used for stop-start, very short duration, journeys. The pistons develop a very odd mottled dimpled finish, as the moisture in the oil is not boiled off, and is trapped in the bores. The oil itself degenerates to a grey mush with little lubricating properties. Filters block up with the masses of mayonnaise produced from the churning actions of the rotating and reciprocating mass inside the block. Rocker gear wears rapidly, and eventually shell bearings grind away the crank with the muck now by-passing the blocked filter. Tappets chew their way into the cam lobes as well.

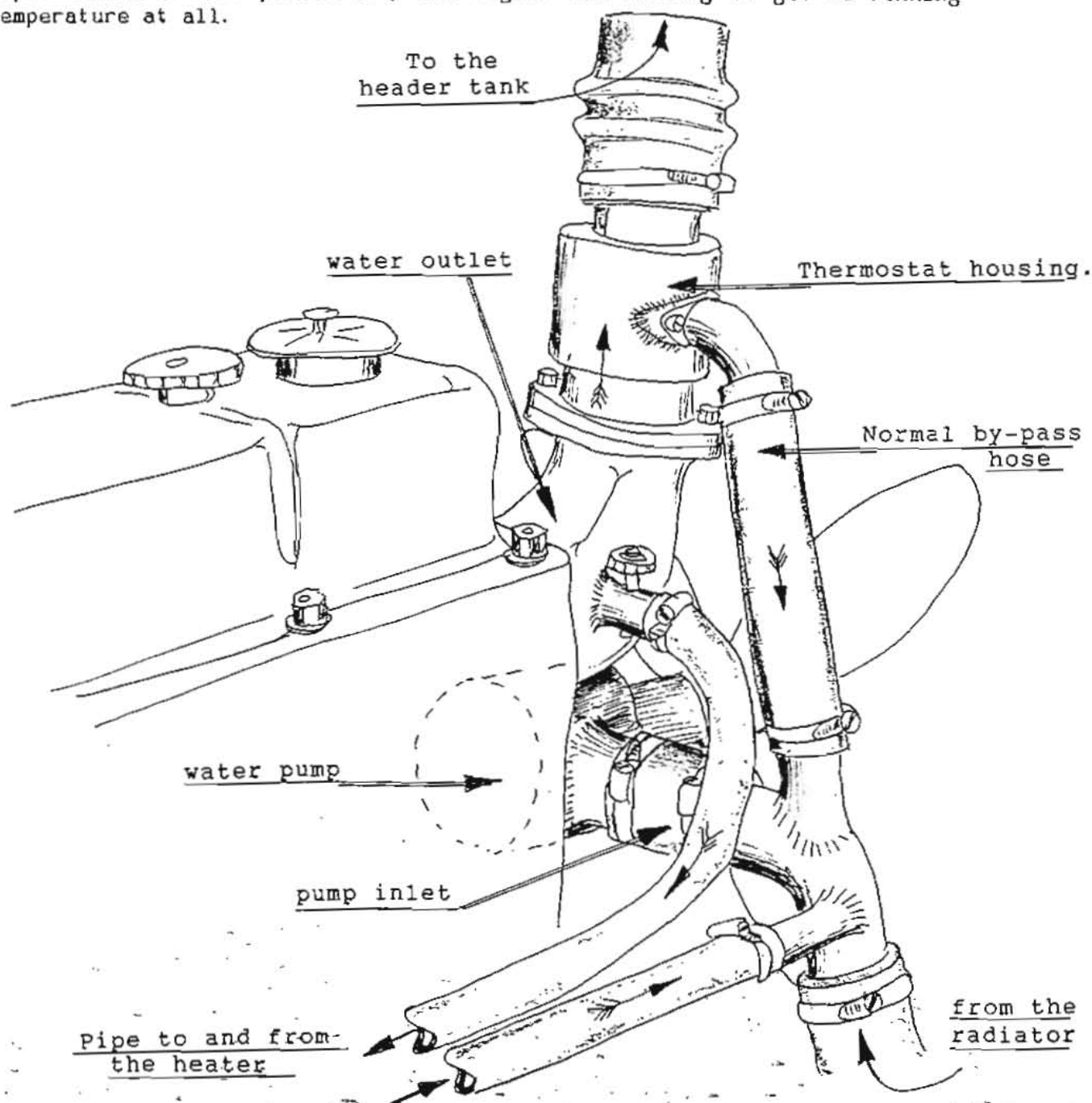
The M.G. Series 'Y' does not have a temperature gauge. How do you know it is running at the correct temperature? Trust to the thermostat, even if it is nearly 50 years old? My own YB has a heater fitted, which brought my attention first to how cool the engine ran in the winter months. I can grasp the heater hoses as they enter the little round matrix under the battery box, just above my left foot. In summer it was impossible to hold the pipes for more than a few seconds, yes.....a very un-technical way of measuring the temperature I know, but pretty obvious when I tried the same trick the other day, in a frost, having covered 35 miles. The pipes were hot, but the heat was easily borne by my hand. The car had been a bit sluggish all the trip.



The water level was checked, and then the thermostat.

If a heater is fitted, the way the system is laid out, there ends up being TWO by-pass passages for the water pump. My heater pipes are probably different to most, as they were D-I-Y in 1983, and use an old Morris Minor 948cc Smiths heater, just a round matrix with a fan blowing through it (sounds like a light aircraft running up to take off!).

The cooling system already has one by-pass, from the thermostat housing, below the valve, back to the pump inlet pipe from the radiator. Whether your heater pipe runs from the back of the 'head (like the Wolseley 4/44), or like mine, from the front pipes, it will be "across" the water pump (in parallel). If the thermostat is defunct, so the sleeve on it fails to close off the normal by-pass, AND the heater is connected up, it will take ages for the car to warm up (in winter). Because the thermostat in my car was kaput (bellows were punctured), the engine was failing to get to running temperature at all.





Conversely, if this was summer, these "by-passes" of the pump would mean a lot of water would not go via the radiator, giving hotter running.

Once I had studied the method of working of the rather complex thermostat and its valve, and seen the price of a new one, and the fact that I needed the car the next day, it was rather obvious that if a heater is fitted the by-pass in the thermostat housing is not required. Water would circulate via the heater as a by-pass to relieve the pump of any pressure build up, and for the ideal quick warm up the by-pass was designed for.

The fitting of a simple, modern, WAXSTAT at one tenth of the cost of a new 'Y' thermostat could be carried out, placing it at the base of the thermostat housing as shown in the next set of diagrams. The outer diameter of the Waxstat requires filing down to a small diameter, by about 1mm, all round, for it to fit snugly into the rebate that the base of the standard item is anchored into. The by-pass above the new thermostat now required blanking off, by simply substituting the gasket with a flat aluminium plate the same shape, without the hole for the water in.

Now, when the engine warms up, the heater is the FIRST to get nice warm water, and the engine quickly warms up. Once it reaches working temperature, the Waxstat will open, letting coolant up to the header tank, and then to circulate as it was designed to. The old by-pass is still in place, but is there only for looks.

A Waxstat is far more reliable than any evacuated capsule in a complex and expensive brass item. The heater is far better than it was before, and working temperature is reached quicker.

If your car does not have a heater as shown, the fitting of a modern thermostat would cause problems, as the by-pass would then be AFTER the valve, a rather pointless modification. However, the fitting of an extra pipe as in my sketch, BEFORE the thermostat mounting, to the water outlet casting (it can be brazed in), and another pipe to the inlet three-way connection, with a short hose between, would serve the same purpose.

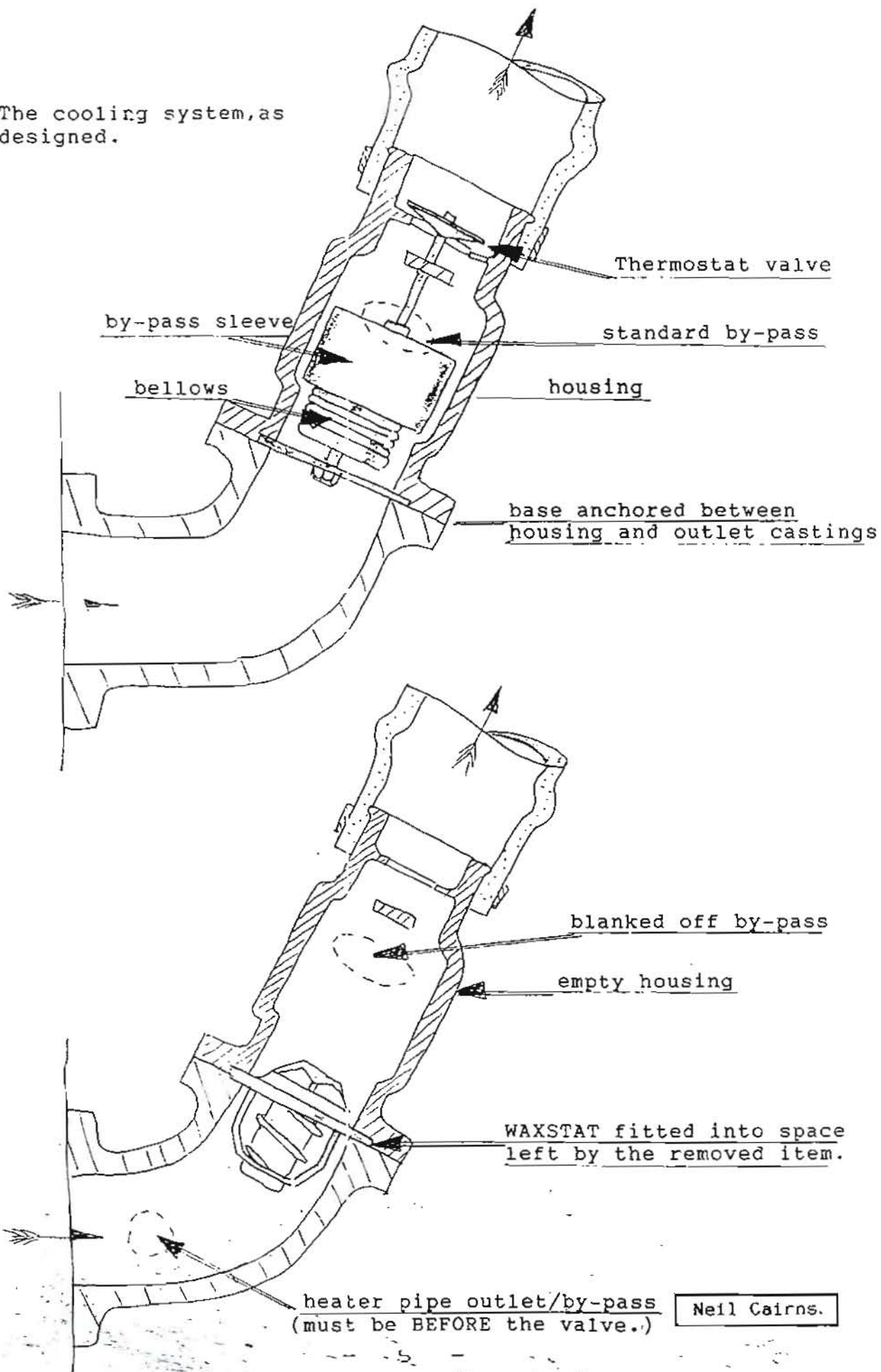
If, when we next get a really hot summer, I find the heater makes the interior too hot, the blanking plate can easily be removed, though by this last summer's experience, only if the fan was switched on were we aware of the heater.

Looking at the TF outlet casting in the NTG catalogue, what I have done above seems to have been incorporated into its cooling system, the TF being almost identical to the Wolseley 4/44 outlet/thermostat housing. The secret is to ensure the by-pass is BEFORE the thermostat valve. Neither TF nor 4/44 bother to blank off the by-pass with a sleeve once the thermostat opens.

How much did the mod' cost me? £2.50 thermostat from an autojumble; I made the gaskets....

cont'd....

The cooling system, as designed.

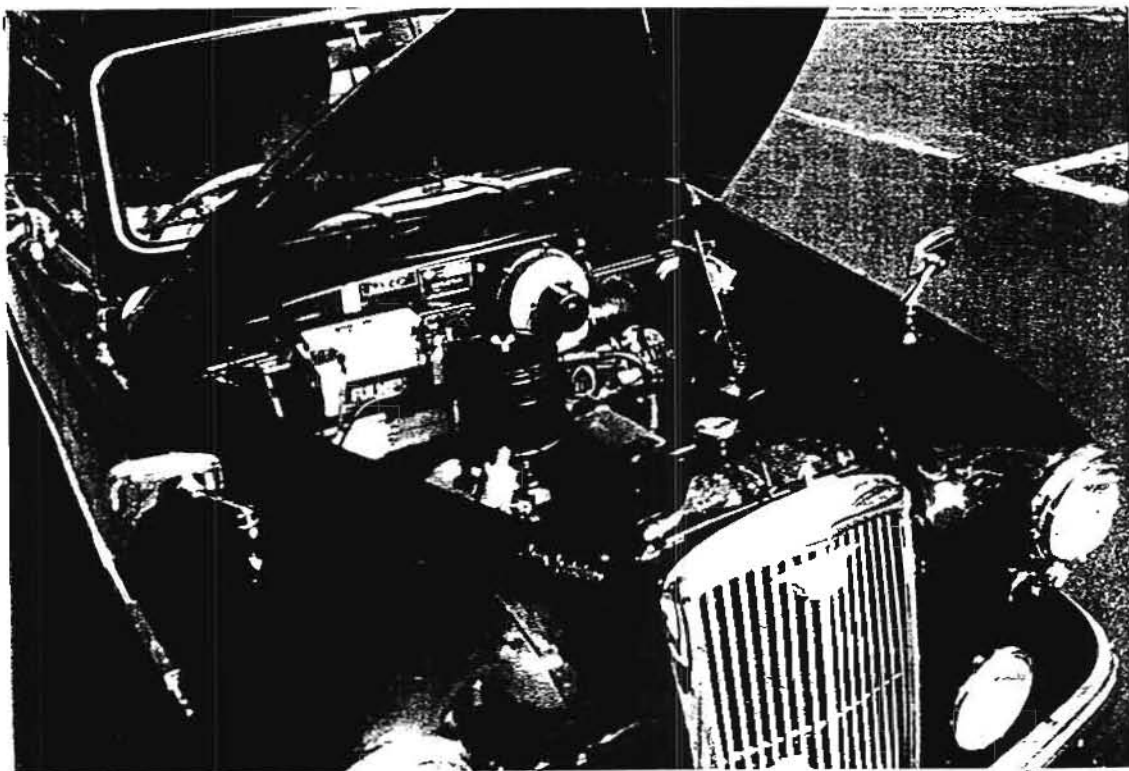


Neil Cairns.



THE SAME, but very different!

The 'Y' has the 1250cc version of the XPAG Morris 10hp engine. The total production of the 'Y' was 8,336, but another Nuffield saloon car also used a very similar 1250cc XPAW version. As is well known, this was the Wolseley 4/44, a car I have known for over 30 years, having run many of them (VERY cheap motoring in the mid-1960s to mid-70s. Average purchase price, £10 to £30 each). Over 34,000 4/44s were made, yet they are now even more rare than the 'Y'. Why? (pun). The answer will be known by anyone who has run an M.G. Magnette 'Z'; they simply rot away at high speed. They were of a chassisless design, a monocoque, and a very strong one at that. Alas, the way the many small steel pressings were put together meant there was a myriad of dirt, rot, and salt traps. No wax-injected sills, or in some cases not even any paint, meant the floors fell out in seven to eight years.





The Wolseley was a very sedate car, with a very soft camshaft. It was also rather expensive for its day. It used many 'Y' parts, such as the steering rack, engine, back axle, similar but FOUR-stud wheels. The big difference was its column change gearbox. Almost the same as the 'Y', but turned on its side, a set of levers and rods fought to find the gear you tried to select. Performance was similar, 70mph max., 32mpg., 0 to 60 in about a week. The car shown was a 39,000 mile example with a camshaft with virtually no lobes on it, and followers so hollow you could almost see through them. I swapped it for an M.G. Midget in 1994, then after rebuilding that, the Midget was sold to buy a 'Y'. The 4/44 was made until 1964, and I was told it could be bored out to 1,500cc, as the bores were crammed like the TF, but I never tried it. My 'Y' is a 49,000 mile example, and it is more lively than the 4/44, probably the far better gearchange improving the feel and acceleration times. The 4/44 sump is a bit of an art, you would have to see one to appreciate it. Like the other M.G. saloon cars, the 4/44 has suffered at the common robbery of its mechanicals to keep the two-seater M.G.s on the road. Like the 'Z', the model gained the 1,460cc 'B' Series engine in 1956, and became the 15/50.

Neil Cairns.





## EDITORIAL

Planning is going ahead to celebrate the Golden Jubilee (50 years) of the Y-Type in Queensland, Australia, in April 1997. A rally, special social and mildly competitive events for Y-Types and their owners will be held at the M.C. Car Club's National Meeting on the Queensland Gold Coast over the four-day Easter holiday. This is very apt as first Y-Type deliveries to the public were made in April 1947, and it is thought that one of the original exterior colour choices, Elizabeth Grey, was so named in honour of Princess Elizabeth's twenty-first birthday, on 21st April 1947. One nice idea the Australian owners have come up with for this special event is to compile a privately-published commemorative book which will include colour photos of as many (local) Y-Types and their owners as possible at the same pre-determined date (say Christmas 1996). This will serve to illustrate the comparative stage of each restoration etc. and at the same time introduce a human element which is often lacking in recording our cars for posterity. If they're not careful I might even send them a shot of my ugly mug!

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## Register News

Our cover photo this issue shows the surprise of the year so far. This two-tone green Y-Type is Y/0520, from 1947 of course. It is owned by Ing. Carlos A. Lualdi of Montevideo, Uruguay, who bought it in 1985, and it has engine number XPAG/SC/X10280. This car has been allocated No. 1210 on our Register and I am currently trying to find out more about its pre-1985 history and in particular whether the colour scheme is original or whether it has ever had a respray. Not surprisingly, this is the first "Y" we have ever come across in Uruguay, although not the first in South America, as there was one car in Colombia some years ago.

After many years, welcome back to David Ardill of [REDACTED], New South Wales. David used to own a Y/T in the Register's earlier days but sadly he had to let it go. Recently, however, he has bought Y/T/EXR 4265 (engine TR/14076) and is looking forward to starting its restoration.

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## WANTED

Jeff Wright, of [REDACTED] Tyne & Wear, [REDACTED] would like to obtain a Y-Type boot lid in good condition. Can anyone help?

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Publication date for TCY131 should be mid-April....

Shouldn't that be "Last "Y" Discovered in Uruguay"?