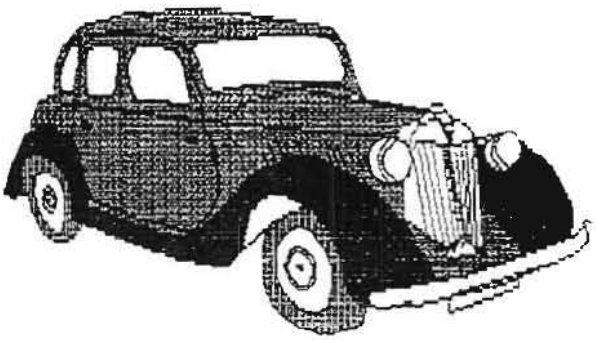
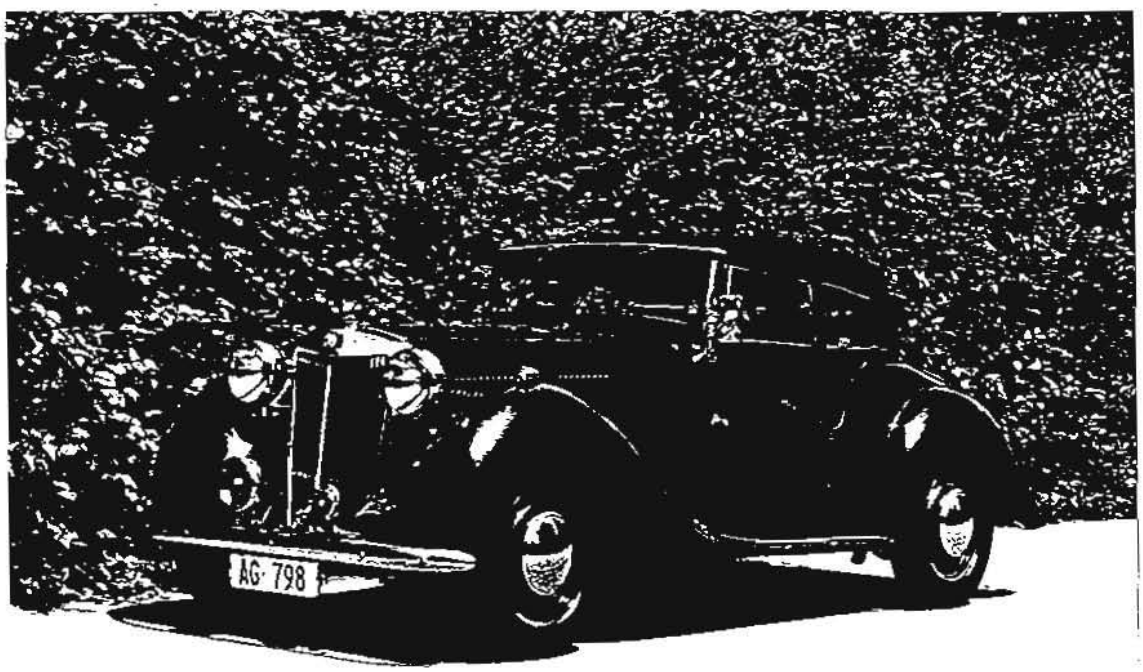


The Classic "Y"

Issue No.134 October 1996.

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



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

'The Classic Y' is published by Skycol Publications.

Register News

We haven't had much "Register News" for some time now, but this looks like being a bumper batch (*is that front bumper or rear bumper?*)..

First off we have three "Y" Saloons belonging to the same person, Mr. Jim Todd of Thankerton, Midlothian. The cars concerned are:

Y/0480	SC/10268	LNW228	1947	Regtr No. 754	Almond Green/green int.
Y/3554	SC/876070	HGA931	1949	Regtr No. 1225	Almond Green/beige int.
Y/6104	SC/15683	EDB880	1950	Regtr No. 1226	Almond Green/beige int.

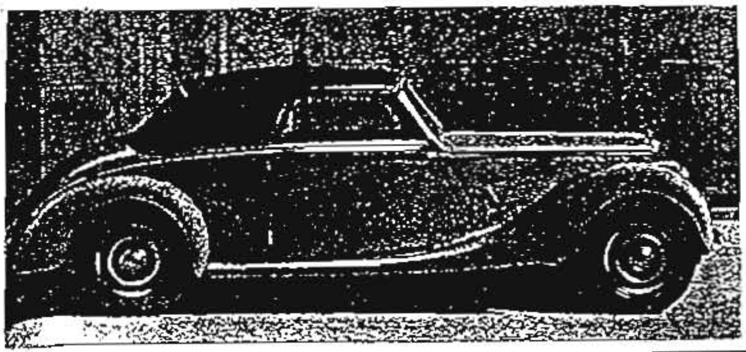
Next, to San Diego, California, where the 1948 "Y", Y/1722, has surfaced (Register No. 1230 has been allocated). This car had a narrow escape, being saved from becoming a "California Hot Rod" at the last minute by Wayne and Dee Johnson. Mr. and Mrs. Johnson then took it on a round trip of 5,000 miles to the big M.G. meet in Indianapolis this last summer. The car seems to have been through three engines in its life (at least). On the battery box Guarantee Plate is Replacement Engine no. SC/B4180, whilst on the engine block itself the brass plate reveals SC2/16945 (this would have been fitted in a 1951 "Y" originally). Body number is 1421/1512 and the car is black in colour with a green interior.

Jim Hunter from [redacted], Georgia, writes to ask me whether I could up-date the whereabouts of all cars known to the Register (these were last published in issues 119 to 125 inclusive - October 1993 to October 1994). Has it been that long already? Well, Jim, I probably won't publish them all again until I'm desperately short of material once more. Although it's been three years, I don't really receive all that many notifications of owner and location changes, and what news there is appears in these columns, so you should be able to keep your records up to date by just following "Register News". As you're particularly interested in the Y/Ts, here's one for you....

And there is a San Diego connection again. Y/T 2778 (Register No. 1231) recently left the west coast of America for its new owner, Mr. Karl Heinz Borchers of [redacted] Germany. No details of engine or body numbers have yet been received for this car.

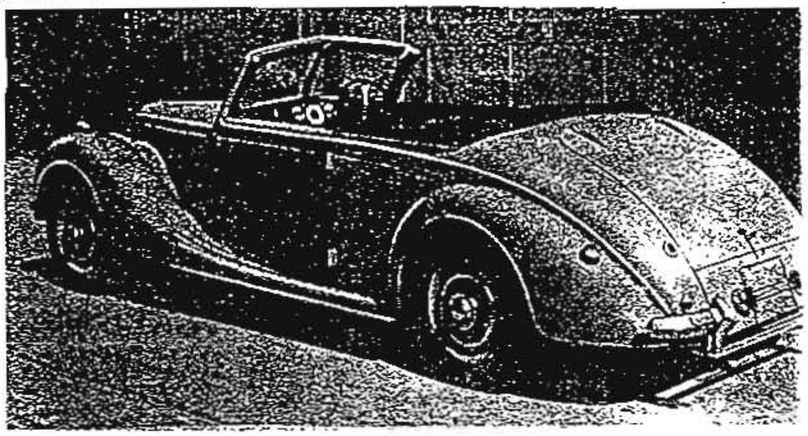
I have left the best 'till last. Two more cars have recently been "discovered" by Dr. Tobias Studer in Switzerland. Anyone who has been following the saga of the special-bodied Y-Types unfolding in these pages (TCYs 127, 128 & 129) will be aware of Dr. Studer's role in pinning down the fate of two of the nine 1948 "chassis only" which were exported by Abingdon. Now, another one has turned up and, best of all, this car still exists. On the following two pages you will find details and photographs of this Keller-bodied car, which has been allocated Register No. 1229; it is currently owned by Mr. Lukas Schmid. Only two of the 1948 "chassis only" therefore remain to be identified. The other "new" Swiss car is a "standard" "Y" Saloon with licence plate "AG 14605" (Register No. 1228).

It only remains for me to draw your attention to Dave Mullen's new address on the front page.



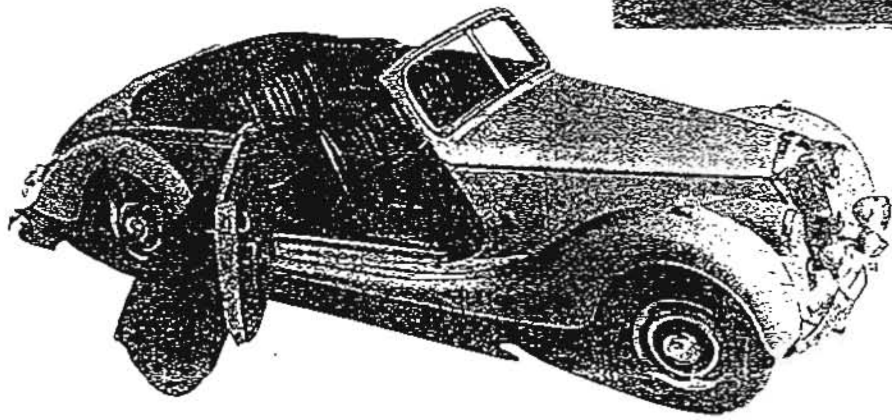
Side view of a 2½-litre Riley saloon converted by J. H. Keller, Zurich, to a drop-head coupé but utilizing existing parts.

This three-quarter rear view of the converted 2½-litre Riley shows that the original lines have been maintained.



SWISS STYLING

Interesting Bodywork Conversion to two Famous British Cars



To provide access for the rear passengers extra wide doors are fitted to the drop-head coupé and the front seats tilt forward.

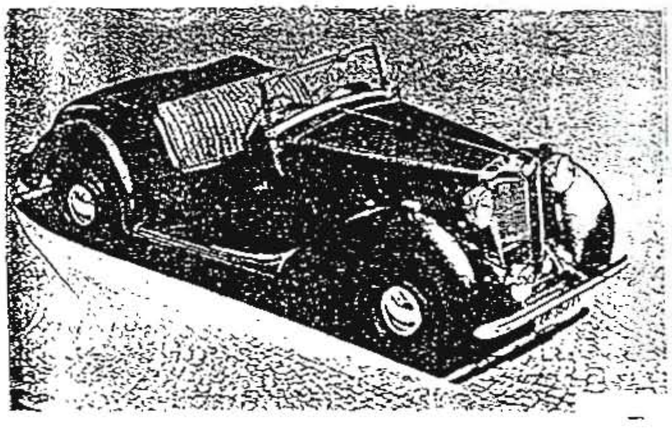
BY cleverly adapting standard parts the Swiss firm of J. H. Keller, of Zurich, has produced two most interesting body styles for a 2½-litre Riley and a 1¼-litre M.G.

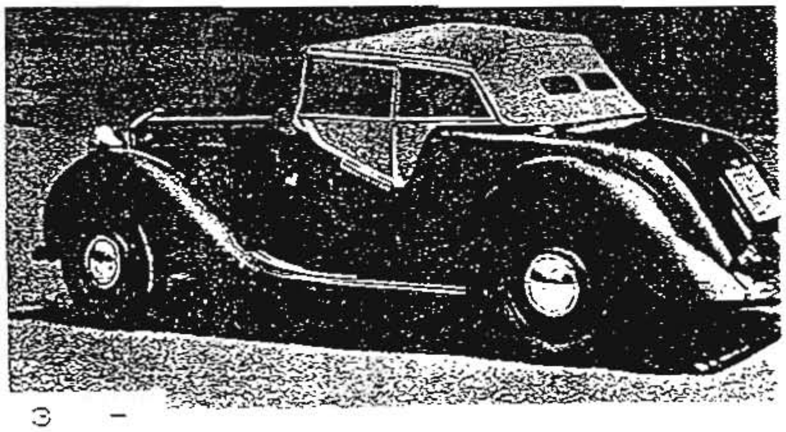
The drop-head coupe was built to meet the big demand existing in Switzerland for bodies of that type. A reasonable price has been arrived at by using existing parts of a standard Riley saloon, such as wings, running boards, windscreen, front seats, and instrument panel. To provide easy access for the rear passengers the front seats tilt forward and extra wide doors are fitted, and the chassis has been stiffened in the region of the door hinge points. The windscreen frame, too, has been stiffened to eliminate any possible movement. The body was built by Reinbolt and Christe, Ltd., of Basle.

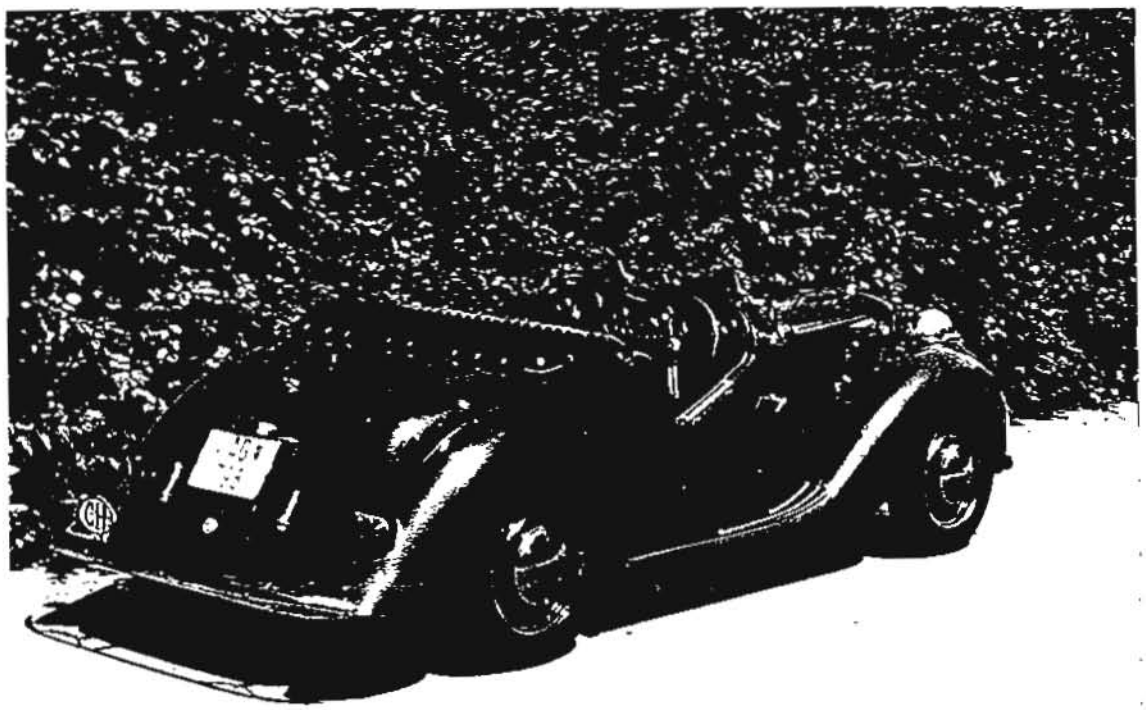
As regards the other car illustrated, the lively performance of the 1¼-litre M.G. saloon, coupled with its independent front suspension system, must have led many to consider the possibilities of an open two-seater version. The body is the TC Midget type, including instrument panel, seats, and hood; the wings, running boards, rear boot, and parts of the bonnet, are, however, from the saloon. To mount the sports-type body certain modifications had to be made. The steering column has been lengthened and the positions of the clutch and brake pedals, hand brake and gear levers have been altered to suit. The engine has been brought up to TC performance standards and a Nordec supercharger, giving a maximum boost of about six pounds, is fitted.

Another conversion carried out by the Swiss firm, in this case to a 1¼-litre M.G. The wings, rear end and the road wheels are clearly from the current saloon, but the body is from a TC Midget.

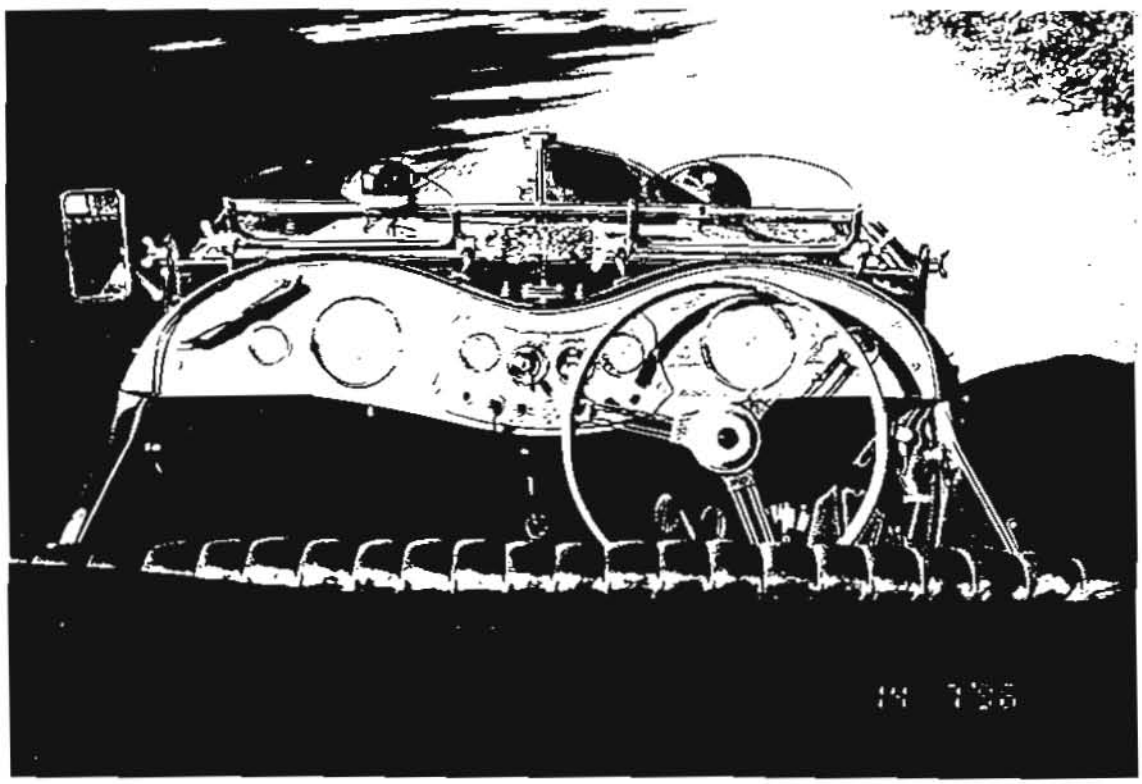
Left: As this three-quarter front view of the converted M.G. shows, the open two-seater body may be said to suit the 1¼-litre to a TC. Right: The converted 1¼-litre M.G. retains the original luggage boot; it has the addition of a supercharger to the engine.







1948 Keller-bodied Y-Type - Y/1225 - SC/X10849 - Red with red interior.



The TC origins of dashboard and instruments are readily apparent in this shot. A basis for the factory-produced Y/T later in the year, perhaps?

Booklets on your favourite ENGINE, or car.....

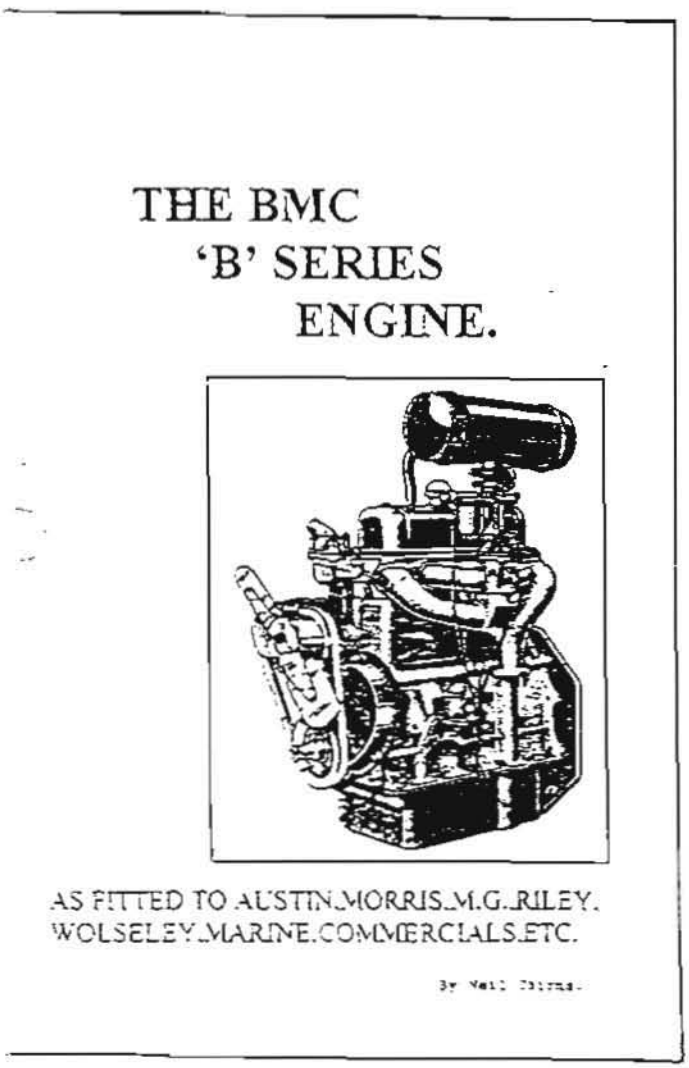
'THE XPAG ENGINE' as used in many M.G. cars.79 pages of articles by the author. £6.25 P&P inclusive.

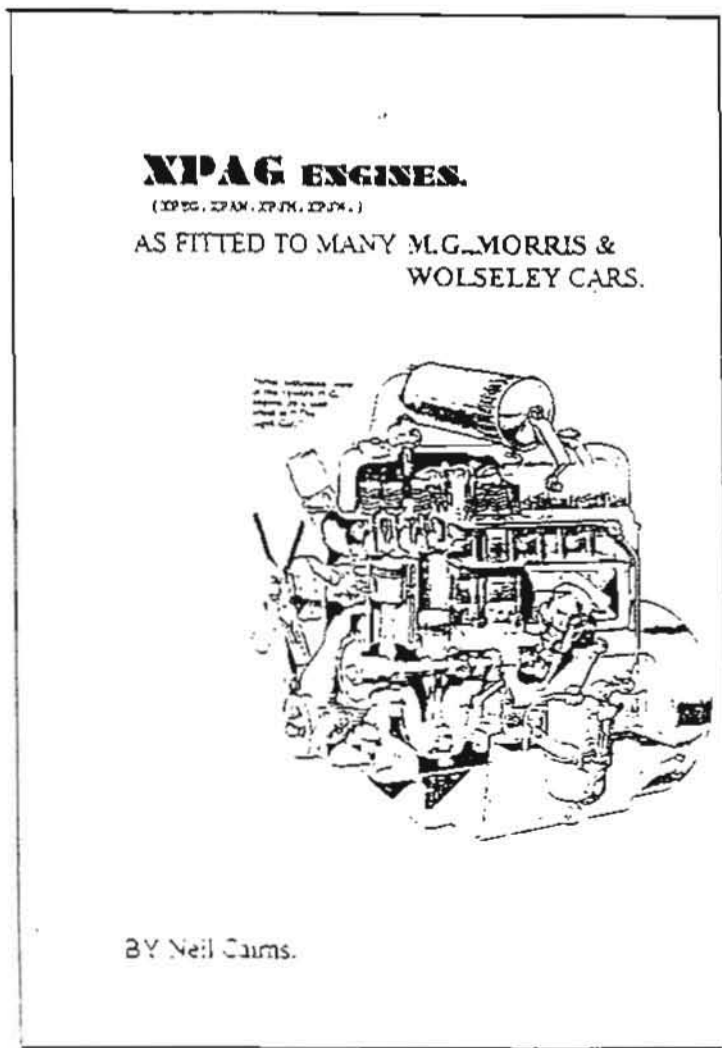
'THE BMC 'B' SERIES ENGINE' as used in many BMC cars,55 pages of articles by the author. £4.25 P&P inclusive.

'M.G. AND RILEY FARINA FACT FILE', 104 pages of history,data,part numbers,development,register of known cars, and much more. £9.50 P&P inclusive.

From.....Neil Cairns, [redacted], Beds,

(Prices subject to change without notice, ie postage,etc.)





XPAG OIL LEAKS

The term oil leak and old British motorcycle and car engines is part of our motoring law. They leak. There's not much you can do about it. It stops the chassis rusting away. You must have heard these remarks, and many similar ones. The cause of the leaks is one of three things: a) the gasket does not fit properly; b) there is crankcase compression; c) the seals are worn out. I will leave out the obvious con-rod-through-the-side oil leak. These three things that cause oil leaks are either caused by faulty design, faulty fitting, or old age.

The ideal gasket surface is ONE continuous flat surface, as on the B.M.C. "B" Series sump. This engine's skirt extends down below the main bearings, where the sump and the bearing caps make a flat join. Yes, it leaks elsewhere, I know, but its sump is a good design. The XPAG sump gasket is, to be kind, a compromise. It needs no less than FIVE bits to seal it. It follows the normal Morris Engines practice of bolting the sump up to the gearbox, giving a rigid join but a hidden gasket surface around the rear main bearing.

Because the main bearing caps sit on top of the crankcase, the sump has to go round them. At the front, the timing chain cover makes a 90 degree join with both the sump and the block, a poor engineering compromise, especially when half of the timing chain pulley seal is in the timing cover, and half in the sump casting.

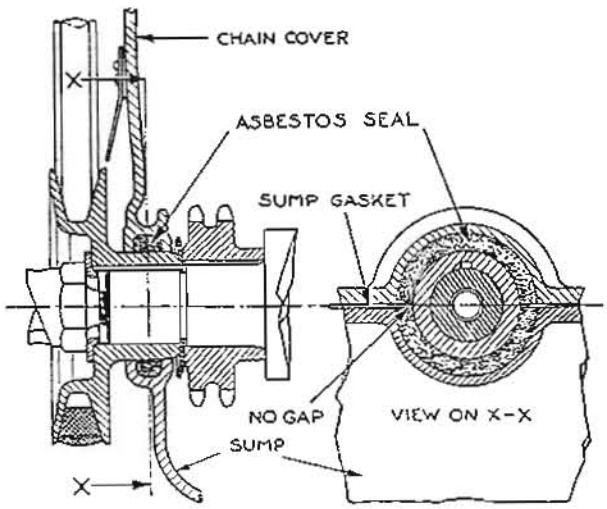


Fig. A.15.
The correct fitting of the seal and sump gasket (front end).

It is easy to be clever after the event, so it is a little unkind to slate the design. It is, after all, only an improved 1935 Morris 10 h.p. engine, with the state-of-the-art technology of those pre-World War II days. The diagram above is not accurate - the sump sits one eighth of an inch BELOW the crankshaft centre line. Note that the oil-thrower washer sits with its face curved AWAY from the timing chain sprocket. I have stripped down engines and found this VERY IMPORTANT washer missing.

cont'd....

On late Wolseley 4/44 engines (XPAW), this washer was enlarged to 2.182" to improve its oil-throwing properties, to get oil away from the seal. No doubt this bigger thrower was used on the last M.G. TF cars as well.

The material used to seal the front end of the crankshaft is asbestos string. This sealing arrangement is similar to that used by Victorians on their stuffing boxes on steam engine cylinder rod glands. Real up-to-date stuff, this (pun). In the gasket set, this string is in two bits, usually a bit too long for use, and needing trimming once fitted into the cast hollows in the sump and timing cover. It MUST be well rammed into the hollows, or it will pull away from the join when the bolts are pulled up, leaving a gap at the gasket area. Both the workshop manual and the gasket set carry instructions on how to overlap the gasket onto the asbestos string, so the gasket actually butts up against the pulley/crankshaft. Real fiddly stuff.

The rear end is just as difficult. The cork insert that sits in the gulley around the rear main bearing cap has to be fitted so that it too traps the gasket. In gasket sets found at autojumbles, it is this piece that is invariably so dried out it cracks, fails to bend, or breaks in half. Old gasket sets are hard to find, and are usually for the Wolseley 4/44 (same gasket set, but very different sump).

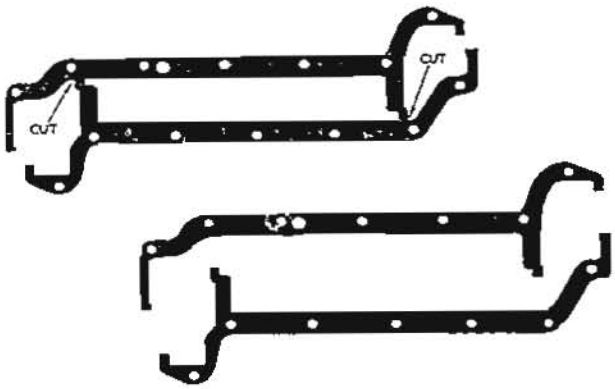


Fig. A.13.
This is the correct method of cutting the new sump gasket. It is important that the small ears be left on the projecting portions of the gasket.

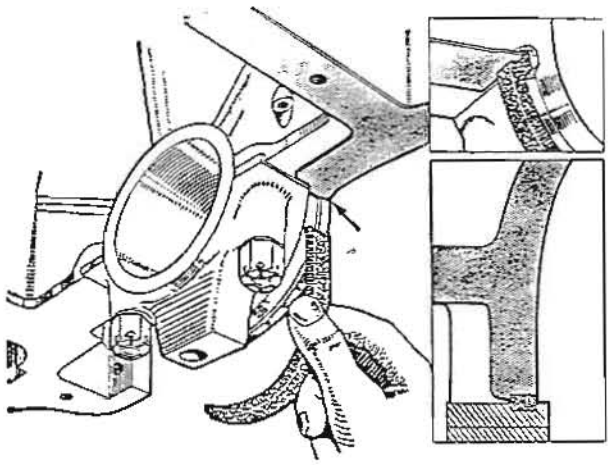


Fig. A.14.
When fitting the cork seal for the rear main bearing it is important that the stepped end be in proper engagement with the sump gasket.

Today we are lucky in that there is available such stuff as Instant Gasket. It will assist us in getting those cork bits to stay put, and if applied into the various corners will markedly improve sealing. Take care in using this stuff, as it will ooze out INTO the sump as much as it oozes out. It will clog up oilways, jam open oil relief valves, and block the sump filter. The gasket itself will need cutting to separate the two halves. These need careful fitting along with the rear cork and front asbestos. You now have FIVE bits of sealing medium on the engine that you will offer the sump up to. Sod's Law states one bit will move the wrong way. Here again, cheating is the answer: use that instant gasket on the faces sparingly. I use Solvol, but Hylomar and Hermatite make similar products.

cont'd....

The rear of the crankshaft is actually sealed by a relative of that thing used in ancient Egypt, a reverse scroll seal. It too leaks, especially when the rear main bearing wears a little, so more oil flows through it at reduced pressure. This is such a common XPAG leak area, a kit has been devised to fit a neoprene ring seal, as in the MGB/Marina 1800 engine. It is VERY expensive, though. The rear bearing cap oil drain needs to be very clear; it blocks up with carbon over the years and oil cannot clear the "volute" casing behind the scroll seal. It fills up and floods the reverse "thread" of the seal, and you get the oil drip from the clutch drain hole. If you have the sump off, and can get the rear bearing cap off, it is worth taking a small file to this drain, to clear it of casting faults, to ease the flow out. The pipe is pressed into the cap.

If you do have an oil drip from the clutch drain, it may be a leaking "core plug" at the camshaft rear bearing. Both breathers, that at the rocker cover, and the fume pipe on the tappet chest, must be clear. A worn engine will blow past its piston rings, and out of the exhaust valve guides, creating crankcase compression; ideal to blow out oil and gaskets.

Neil Cairns.

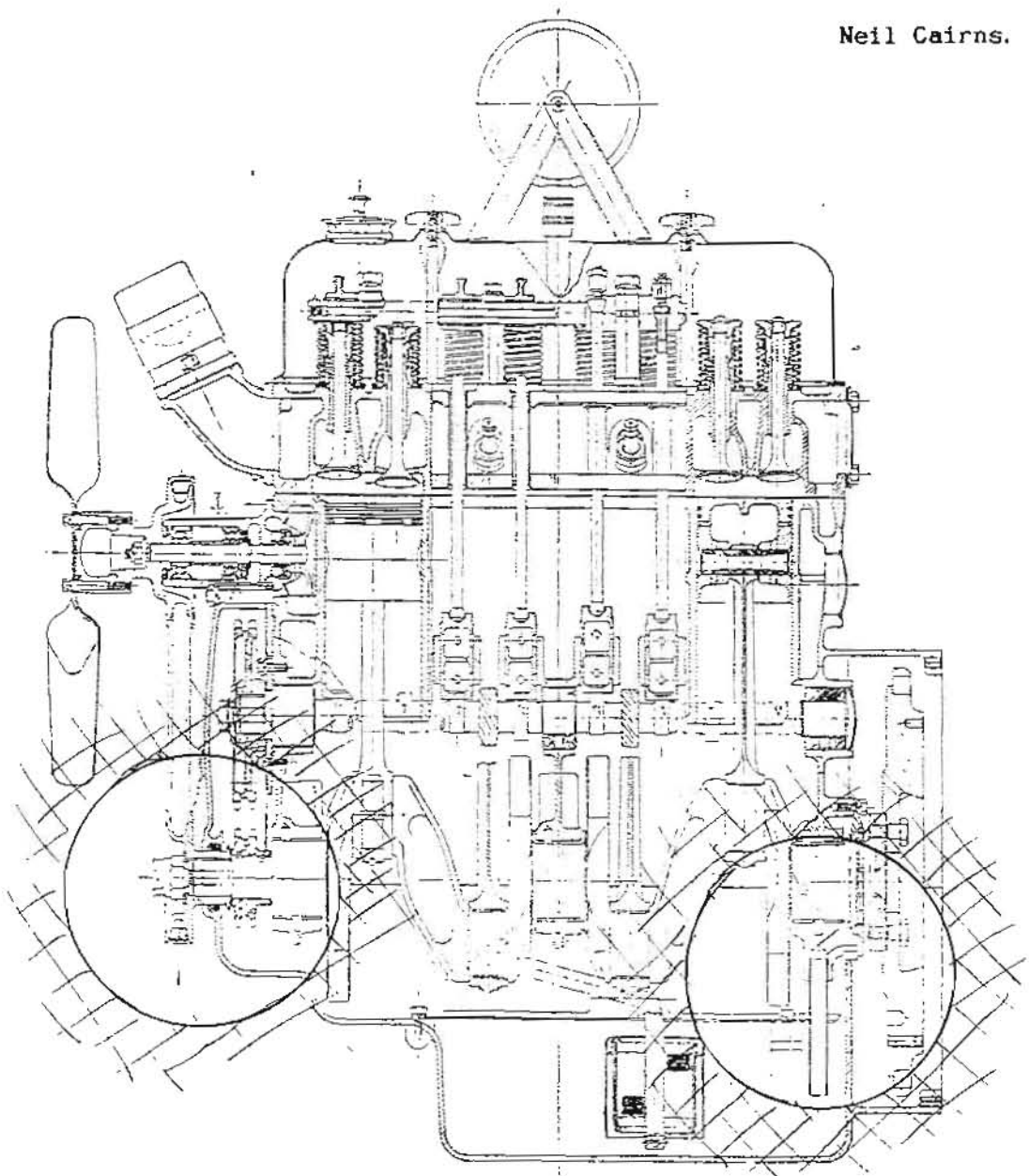


Illustration No. C.2. Sectional view of the engine (side).