

The Classic "Y"



Issue No.135 December 1996.

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



A Very Merry Christmas and a Happy New Year

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.Slaterry, [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.

Our cover photo for this issue shows YB/0672 which is owned by Roy Jacobson of Massachusetts. Colour is Autumn Red and notice that it is fitted with ventilated disc wheels as are found on some TDs. This car has Register No.105 and was one of the very earliest "discovered" (when still in the U.K. in the late 1970s).

Register News

Not one, but TWO left-hand-drive Ys discovered since last time! The first is another Danish car, found by our contact in that country, Frank Neumann. Y/4910 has body no. 3754/3726 and is black with a red interior; it is owned by Erling Jørgensen of [REDACTED]. Register No.1233 has been allocated to this car. Then, over in the U.S.A., Y/5190 EXLU has just been purchased by Tom Cox of [REDACTED] Colorado, from the estate of the previous owner in Maryland. This car (Register No.1236) has engine no. SC/14989 and body no. 3946/3926. It is presently finished in a three-tone bronze and cream exterior scheme and we assume the original finish to have been Sun Bronze (the car has an original Maroon interior). Also of interest is the fact that a previous owner of this car was one Anne Klein, apparently a well-known fashion designer in the U.S.A. Perhaps she will become the next in our "Famous Y-Type Owners" series!

Back in Europe, Frank Neumann was also responsible for coming across Y/1269 (Register No.1232), in Sweden. This car was originally exported to Norway and its restoration is now nearing completion (it will be finished in black with a red interior). Y/1269's owner is Gilbert Falkenström of [REDACTED]

Last time, I mentioned Y/T 2778 (Register No.1231), now owned by Karl Heinz Borchers of [REDACTED] Germany. I now have the car's other details: A TD engine is currently fitted (TD2/23884) and the first (five-figure) body number grouping is 19688. Exterior colour is light blue with a tan (beige?) interior.

On to Register No.1235 now, which is Y/6124 recently purchased by Malcolm Hardy of [REDACTED] Lancashire (a bit nearer home!). This is a black car with green upholstery and restoration will begin as soon as a garage is built for it!

Another two Y/Ts have also turned up not far from "H.Q.". The fire-damaged example offered for sale in the April issue of "TCY" (No.131) was bought by Steve Challinor (see the same page of the same issue for details of the rest of his "fleet" of Y-Types!). The Y/T turned out to be Y/T 4322, its five-figure body number being 53116, and Register No.1237 has been allocated to it. Most of the interior had been destroyed in the fire so Steve would like to hear from anyone who can help him acquire Y/T interior (and other) parts. His address is: [REDACTED] Wrexham, Clwyd, [REDACTED]. Steve has invited Berni Auger from Crewe to restore his Y/T alongside Steve's in Steve's workshop so that they can compare notes on what should go where etc. Berni's car is a 1949 example to which I've allocated Register No.1238. Its chassis number is not yet known to me, but it has body number 45312-618.

THE STARTER MOTOR

When running along some of the very good road surfaces of today, the very small faults in the car can be heard, those that would normally be drowned in the cacophony of the reciprocating and spinning masses, plus tyre noises. Once used to shock the sleeping engine into life, the starter motor then has a long rest until again needed to assault the starter ring gear.

M418G Starter

The M418G shown in Fig. 20 is a larger starter, designed for medium capacity petrol engines. It has either an 'S' type drive, or an 'Eclipse' drive according to application. The yoke diameter is 4.18" (106.17 mm).

Lock torque: 15.0 lbf ft with 420A.

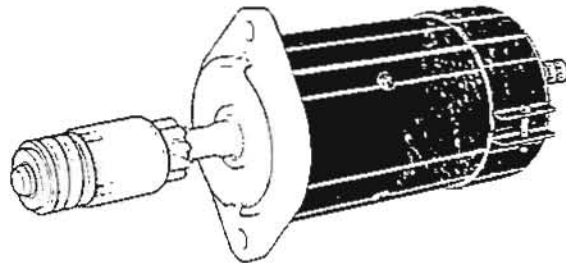
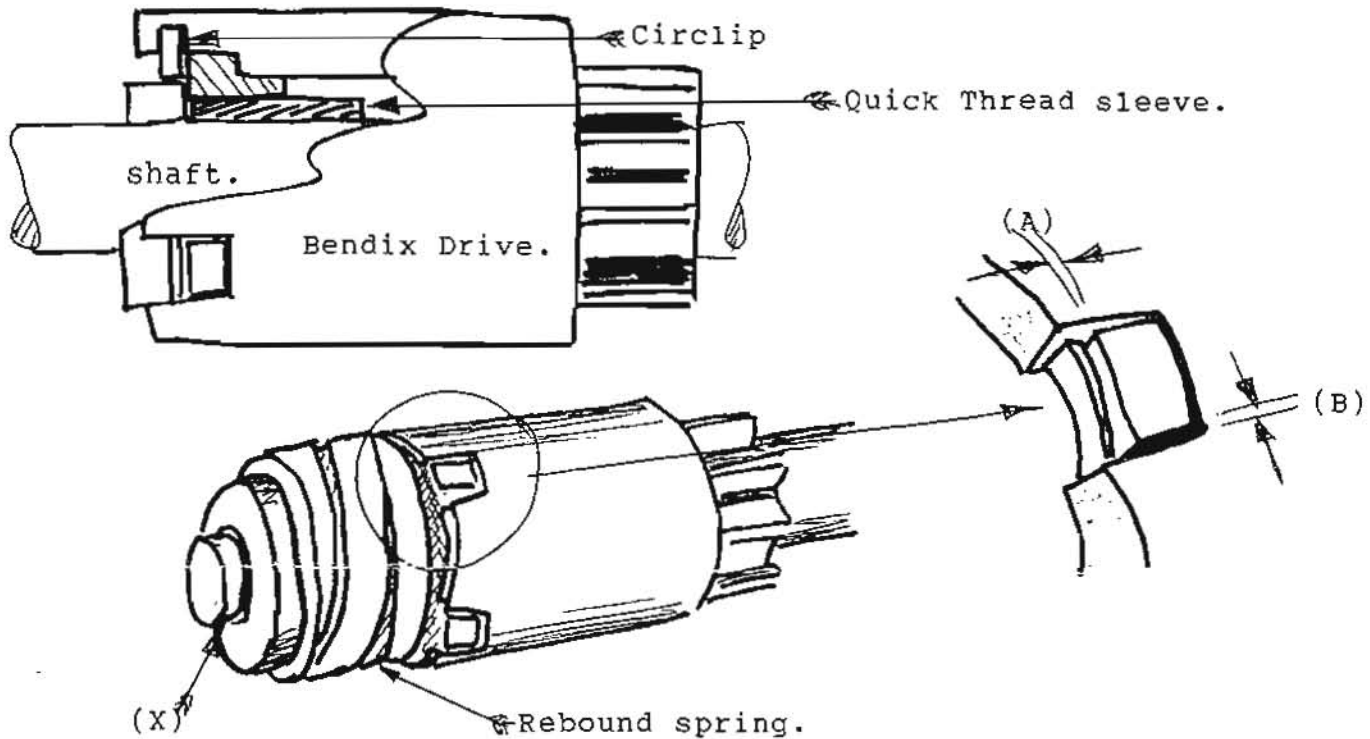


Fig. 20 M418G starter

The starter has quite a hard life clinging to the side of the engine year after year, ignored and hidden. It has to suffer neglect and very little lubrication. On the 'Y' it also suffers the problem of being hung from a wire from the factory roof whilst the car is assembled around it, destined to be very difficult to remove *in situ*. Vibration plays a major part in its wear and tear, the unused retracted engagement dog being a loose fit on its so-called "quick-thread". Commonly called a "Bendix-drive", it is meant to be thrown into the starter ring, engage it, turn over the engine, and then be thrown back by centrifugal force, cushioned by a hefty spring. In order that the "drive" will spin into the starter ring, it lives on a multi-start "quick-threaded" sleeve. The "drive" to the Bendix is all held together, on early units, by an inner circlip (later ones are "peined" in). This is NOT the circlip you can see on the end of the shaft. It locks in a part with FOUR lugs on. The lugs do the driving from the inner "quick-thread" sleeve.

Inside the Bendix is a light coil spring, designed to take up play and keep all the bits together away from the starter ring. As the "lug" wears inside the "slot" in the Bendix, at (A) between the circlip and lug, at (B) between the lug and the Bendix body, AND in the slot the circlip lives in, a great deal of play develops. This allows all the innards of the Bendix, and the outer body itself, to rattle. This rattle vibrates in sympathy with the engine revolutions, and produces a "jingling" sound that you just cannot trace. On my own car this occurred at the cruising speed of spot on 50 m.p.h. It was loud enough to become a bit of a distraction, and made me search for something loose underneath on more than one occasion.

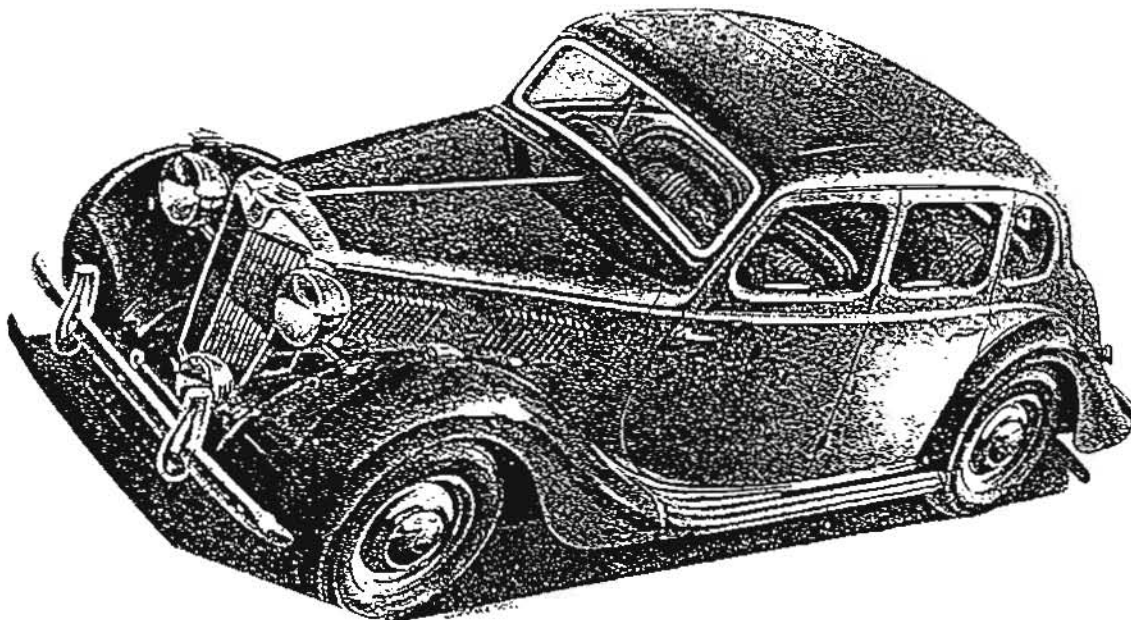
cont'd....



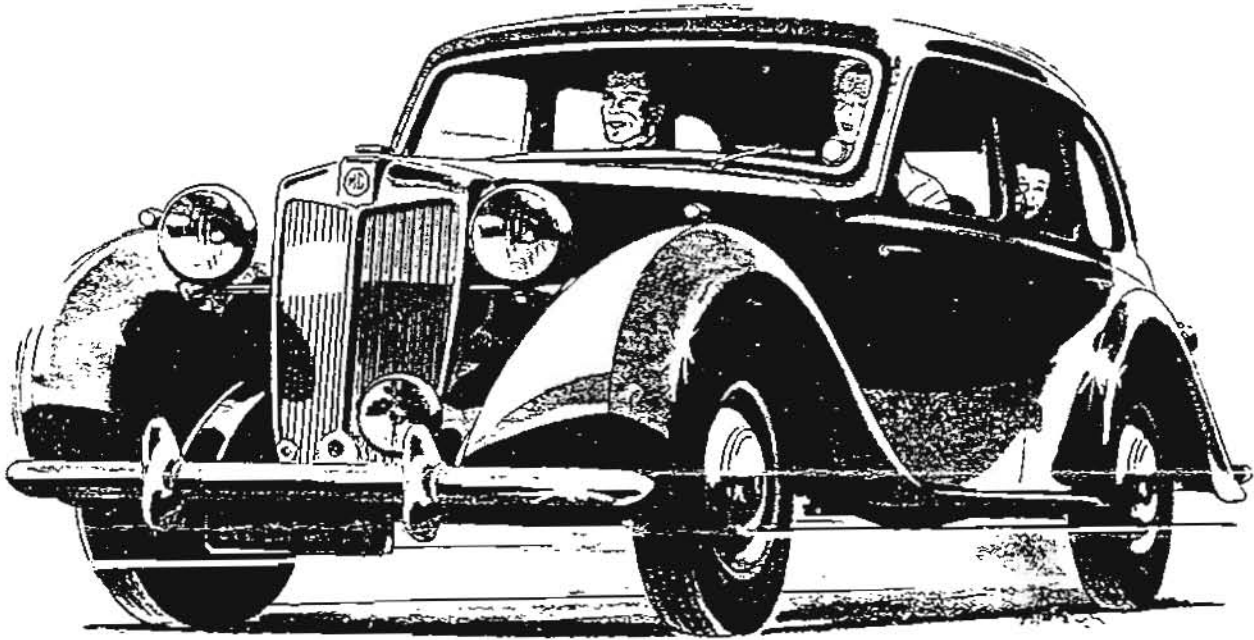
The cure was to remove the starter motor, an action that will quickly confirm that the noise emanates from the Bendix. To take up the wear, I simply added two shims (from an old steering rack, on the pinion backlash adjuster). These were about .020" added together. They were put between the circlip and the "four lugged" drive. This could be easily carried out WITHOUT removing the tiny circlip on the end of the shaft (X). This is a pig to get off and on, and really requires the correct tool to be safe. The shims are diagonally split, so can be wound in. They would be easy to make for anyone with decent shears.

Re-assembled and re-fitted, there is now no jingling rattle. The play taken up was that at (A).

Neil Cairns.



ADVERTISING M.G.



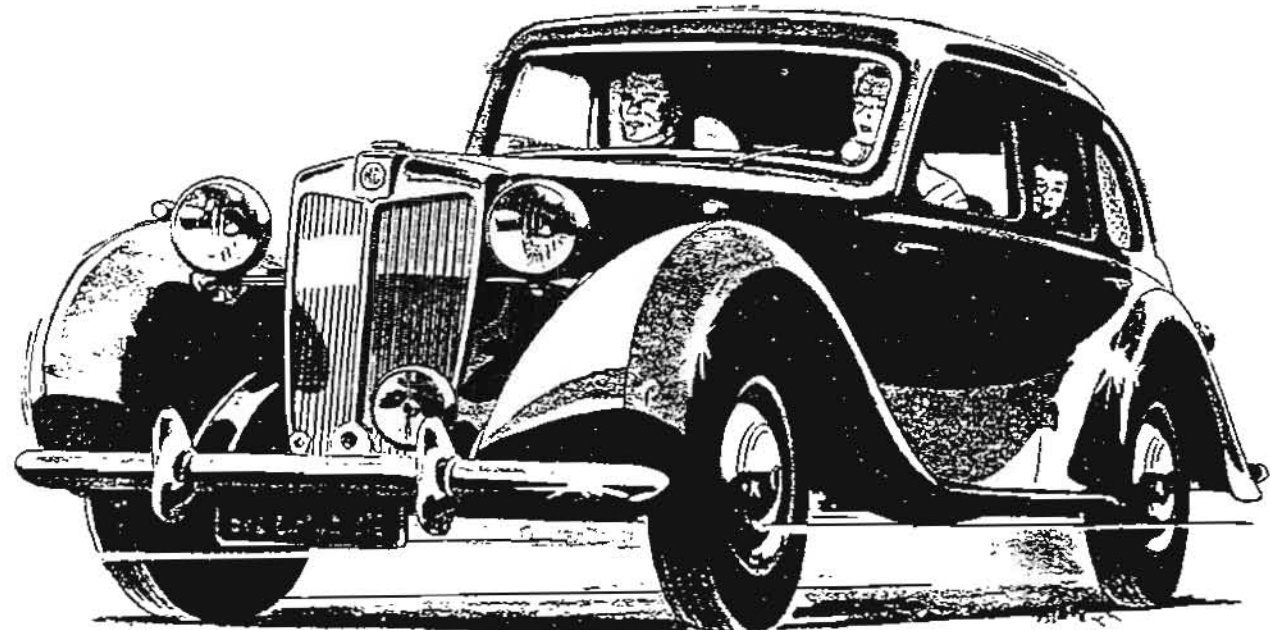
Here is a car that solves the problem of exciting the sports motorist as well as delighting his family. This comfortable and good-looking M.G. saloon never demurs at crawling in town traffic; nor, on the other hand, does it shy at 75 m.p.h. on the open road. And how it takes the hills! A race-winning engine and a handsome saloon body combine to make it the family car with a sporting heart.

Features include . . .
 Wish-bone type independent front wheel suspension
 Piston-type hydraulic dampers
 Powerful hydraulic brakes
 Adjustable, direct acting, rack and pinion type steering
 Unusually pleasing walnut facia panel
 Finest grade leather upholstery



Taken from the "Autocar" magazine from October 17th, 1952, this advert hopes to show an improved M.G. "YB". It has the typical "artist's licence" of the period. Just look at that huge cabin!!! Amended version below. Where was the Trades Descriptions Act??

NC.



LETTERS

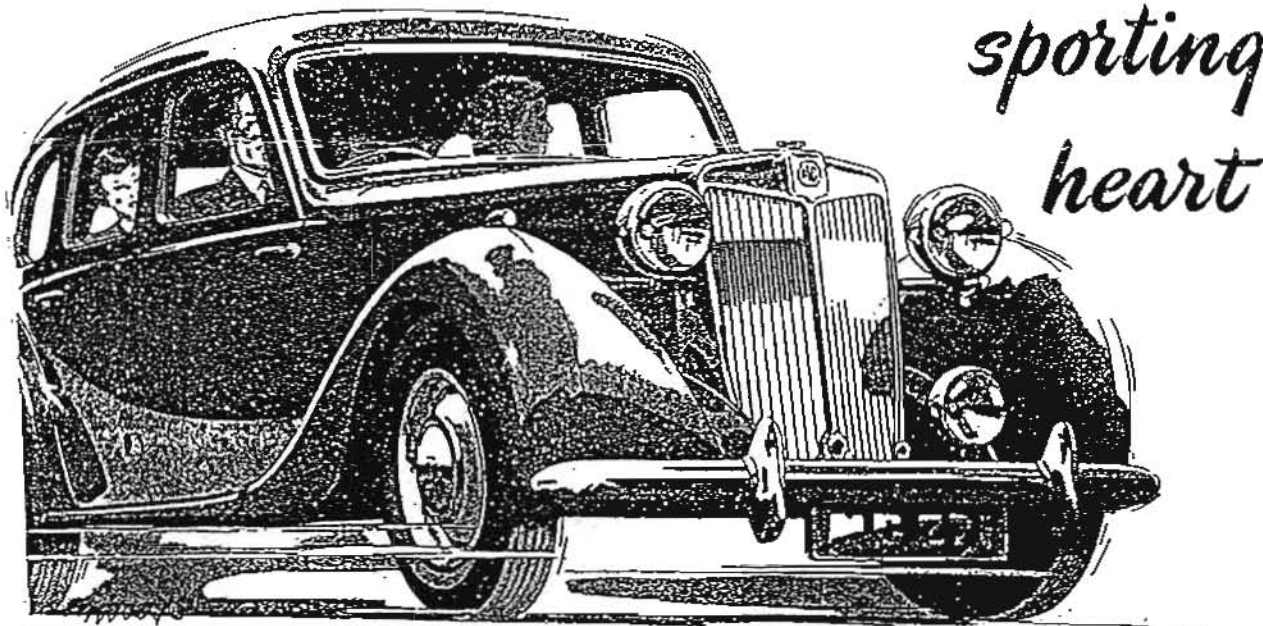
Dear John,

The two reports you sent me on people's experiences with silicon brake fluid have certainly given me food for thought (refers to the letter and short item sent by Steve Neal of Maine in TCY132/June 1996). I was attracted to it by its non-hygroscopic quality and the fact that it could be spilt on paintwork with no detrimental effect. But, on the other hand, if it does indeed cause swelling and failure of seals at relatively low mileages, then these are indeed valid reasons for sticking to DOT3/4. What should I do with the three big bottles of the stuff that I bought in a moment when the bank balance was disregarded!? (Suggestions as to alternative (i.e., non-automotive) uses for silicon brake fluid to the editor, please!).

The comments from the American gentleman re. brake drums going out of true is, I would venture to suggest, possibly due to use of linings with a low or nil asbestos content, rather than to the use of silicon fluid. People in the trade whom I have spoken to have commented on the increased incidence of having to replace brake drums and discs since asbestos fell from favour as the main ingredient in brake linings. Non-asbestos linings would not appear to have the same heat-dissipating qualities, and this results in greater transference of heat to drums and discs with the resulting increase in these items becoming distorted.

Paul Anderson,
Halifax, W. Yorkshire.

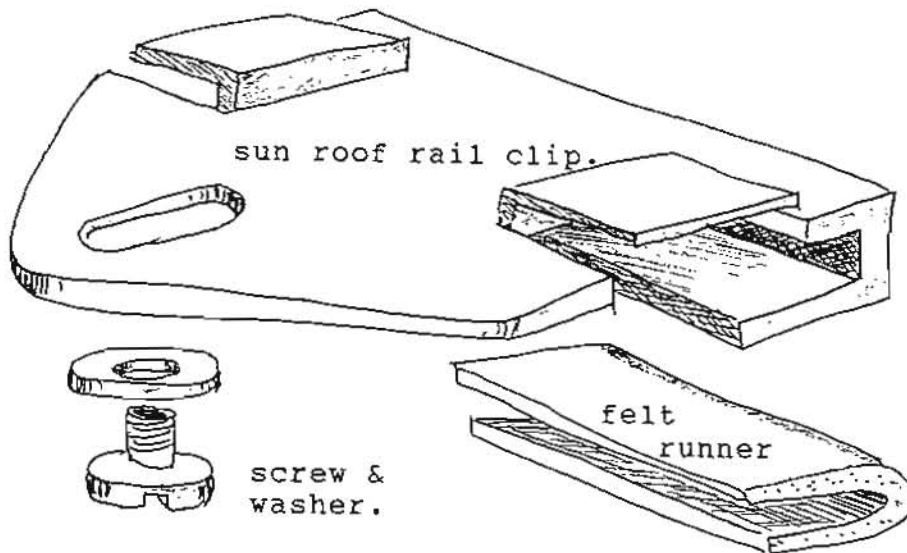
*The family car with a
sporting
heart*



Devious YB Rattle

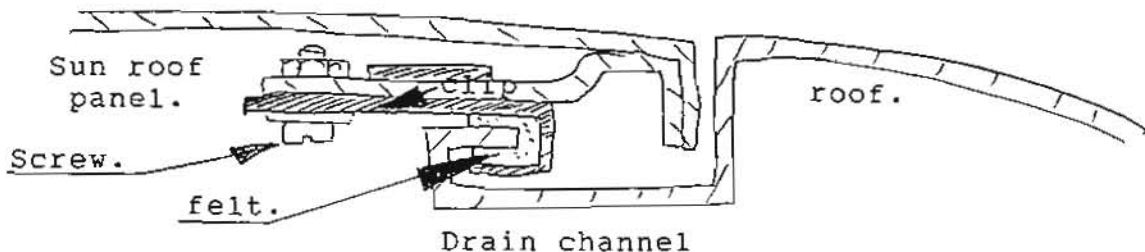
My YB is obviously getting bored. It is now dreaming up various means to keep me busy, but in such a fashion that the fault takes some quite involved detective work.

The latest item to busy my tired old mind was another rattle, but really carefully hidden. At normal road speeds in quiet lanes on nice days....nothing. But on main roads, doing a nippy 55 m.p.h., in windy conditions, there was this odd clonk, rattle, clonk. It was a very muted sound and impossible to locate because of the other various members of the YB's orchestra, such as minor axle whine, busy engine, tyre noise etc.



Then, one day, whilst parked by the busy and fast A5 trunk road, a huge 42-ton lorry thundered past, with a trailer on. With no engine running in the YB, I heard that damned noise again. As luck would have it I was looking at the sun-roof. It lifted a little with the various pressure waves of the thundering juggernaut, as they passed over the YB. There was the noise: the panel was a little loose.

I pulled back the roof lining by the two front rail clips, to find that the nearside one was indeed loose, but only in that the felt runner was worn. As the clip is held by one screw, it was a simple job to loosen it off and move the clip in a fraction, because the slot provided for such adjustment. Once tight, the play was gone. This also cured the tendency for the panel to run too close to the offside edge, marking the paint.



Neil Cairns.

COMPARISONS

What was the opposition for the M.G. 'Y'? How did the other cars of the late 1940s and 1950s rate, on a sliding scale, with the 1930s' design and engineering of the Abingdon 4-seater? True, other companies were simply updating and face-lifting pre-war models, to get back into the market. However, as will be shown, some "new" designs of cars and engines were not so advanced as advertised....

<u>Model</u>	<u>c. c.</u>	<u>b. h. p.</u>	<u>torque</u>	<u>0-60</u>	<u>max.</u>
M.G. Series 'Y'	1250	46	64	27 sec.	71 m. p. h.
Vauxhall 'L' Series	1442	35		48+	60
Vauxhall 'E' Series	1508	45	71	31.5	71
Morris Oxford MO	1476	40.5		47	67
Morris Oxford S2	1489	50	78	29	80
Morris Cowley S2	1200	42	58	31.5	72
Hillman Minx Mk.3 (SV)	1185	35		41	67
Hillman Minx Mk.8	1398	43		29.2	77
Ford 100E (SV)	1172	36	54	30	72
Ford Consul Mk.1	1508	47	72	26	74
Ford Anglia E494A (SV)	993	24		—	57
Ford Prefect E493A (SV)	1172	30		—	62
Austin A.40 Somerset	1200	42	62	37	71

All British models, of course, and all on offer once we had exported enough to pay off the debts to the U.S.A. Some surprises in the figures, such as the Ford 100E; its performance was not at all bad for a sidevalve car, though it arrived in September 1953, as the YB went out. The Consul Mk.1 does not appear to be as good as I remember it; it is only just faster than the 'Y', even though its engine is bigger, AND it was a modern over-square design. The Austin A.40 took ten seconds longer than the 'Y' to get to 60 m.p.h., showing up a typical Austin fault of awful gear ratios (the power-to-weight ratio is almost identical).

Figures on bits of paper cannot show a proper story, but they do make interesting reading. They do show up well the family saloon of the early 1950s as a low-geared, small-engined, overweight machine.

How we have progressed: normal family saloons now zip up to 60 m.p.h. in ten to twelve seconds!

Neil Cairns.

The Y-Type M.G. compares very well. Even though its 0-60 time looks terrible by today's standards, at the time it was a genuine "sports saloon". How about 35-55 m.p.h. times, Neil? Are not these perhaps a more practical everyday measure of a family saloon's abilities? - Ed.