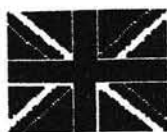


# The Classic 'Y'



Issue No.143 April 1998

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

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### EDITORIAL

YES, there are only six pages this time, I'm afraid.

Most readers will recall that in October 1994 I ran short of material for "The Classic Y" and that, for a time, it was published at irregular intervals. This didn't really work well either for your editor or for subscribers to the newsletter. I lost a few regular subscribers at that time undoubtedly because there was confusion as to when the next issue would appear. Had they missed an issue? Had they failed to renew their subscription or had the magazine been lost in the post? So now, faced with the same problem, I am going to try another alternative: the 20th of each alternate month will remain as the posting date as before (February - April - June - August - October - December), but the newsletter will not always contain the eight pages which have been the norm since February 1983. "But, this is a price rise under another name", you might say, and in effect you would be right. I have no wish to raise the standard U.K. subscription above £10, but photocopying costs increased by a third a few years ago, and postage continues to go up from time to time. Nevertheless, if this paucity of material continues and future issues turn out to be substantially less than the 8-page norm, it might be possible to adjust or extend subscriptions to compensate.

A correction for the last issue is that it is Jimmy Knowles and not Dr. Dorman who is shown in the photograph on page 3 (not that you can see that much of him!).

Dave Lawrence has pointed out to me that "new discovery" No.1294 - YB/0794 (p.4 of TCY142) is also featured on p.8 as part of the "Guarantee Plate Issue Ledgers" listing. As such it would appear to be the only known left-hand-drive YB to have been built. I look forward to receiving confirmation of its provenance from America.

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### SPARES FOR SALE

260198 Rear wings ("YA"); dynamos; "D" light lens; rear seat (base only) (beige leather); plus "odds & ends". Contact: Ian Shelmerdine. [redacted]

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]

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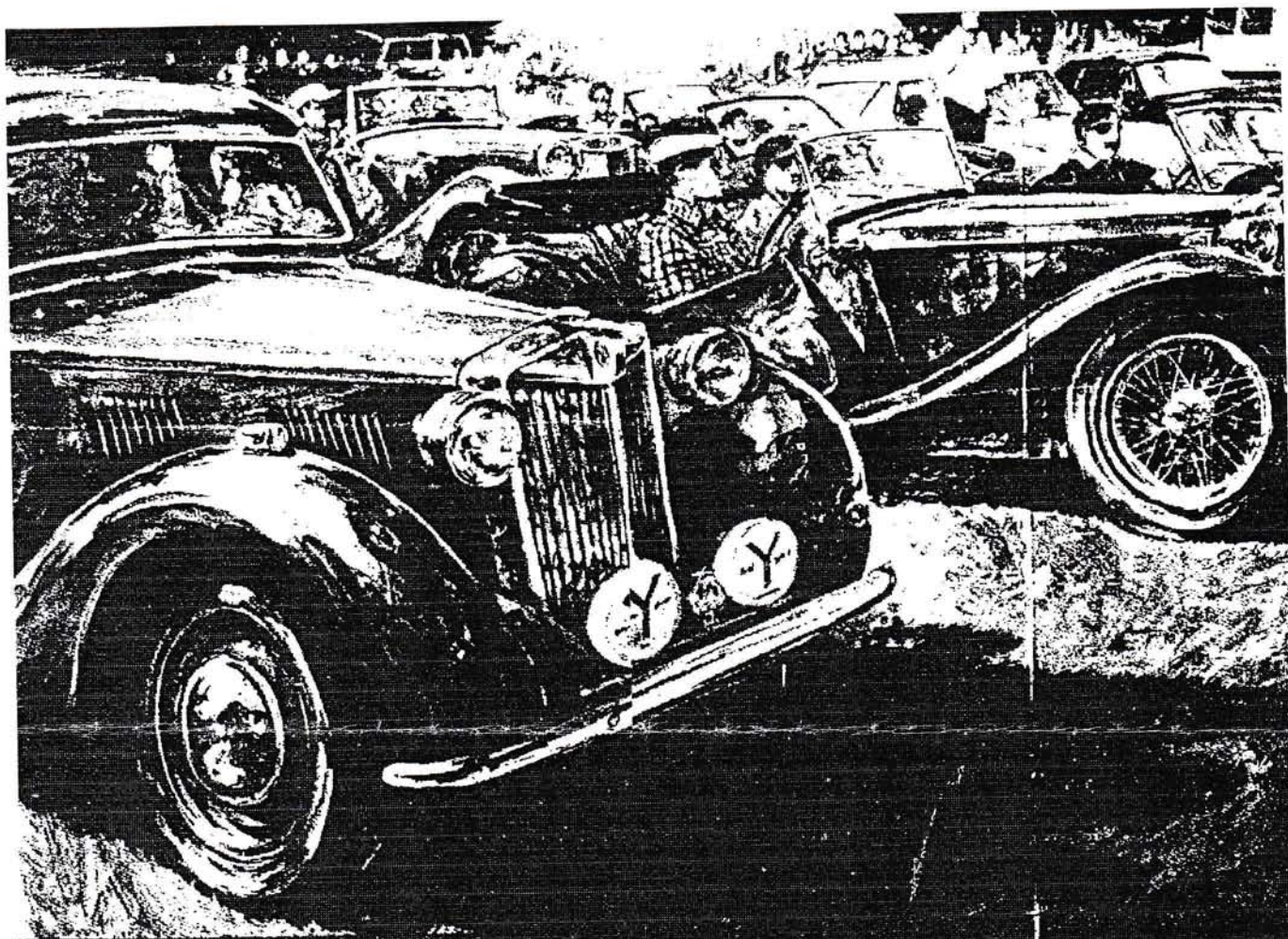
GUARANTEE PLATE ISSUE LEDGERS

THE YBs - Pt. IX.

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/0808	SC2/17692	17/10/52	YB/0856	SC2/17719	05/11/52
YB/0809	SC2/17697	17/10/52	YB/0857	SC2/17737	05/11/52
YB/0810	SC2/17705	22/10/52	YB/0858	SC2/17754	05/11/52
YB/0811	SC2/17709	22/10/52	YB/0859	SC2/17743	05/11/52
YB/0812	SC2/17704	22/10/52	YB/0860	SC2/17753	10/11/52
YB/0813	SC2/17702	22/10/52	YB/0861	SC2/17751	10/11/52
YB/0814	SC2/17700	22/10/52	YB/0862	SC2/17741	10/11/52
YB/0815	SC2/17703	22/10/52	YB/0863	SC2/17749	10/11/52
YB/0816	SC2/17698	23/10/52	YB/0864	SC2/17740	10/11/52
YB/0817	SC2/17699	23/10/52	YB/0865	SC2/17736	10/11/52
YB/0818	SC2/17701	23/10/52	YB/0866	SC2/17744	10/11/52
YB/0819	SC2/17707	23/10/52	YB/0867	SC2/17723	10/11/52
YB/0820	SC2/17718	23/10/52	YB/0868	SC2/17766	11/11/52
YB/0821	SC2/17717	27/10/52	YB/0869	SC2/17770	11/11/52
YB/0822	SC2/17708	27/10/52	YB/0870	SC2/17720	12/11/52
YB/0823	SC2/17715	27/10/52	YB/0871	SC2/17761	12/11/52
YB/0824	SC2/17695	27/10/52	YB/0872	SC2/17764	12/11/52
YB/0825	SC2/17716	27/10/52	YB/0873	SC2/17756	12/11/52
YB/0826	SC2/17713	27/10/52	YB/0874	SC2/17755	12/11/52
YB/0827	SC2/17711	28/10/52	YB/0875	SC2/17765	12/11/52
YB/0828	SC2/17722	28/10/52	YB/0876	SC2/17768	13/11/52
YB/0829	SC2/17712	28/10/52	YB/0877	SC2/17753	13/11/52
YB/0830	SC2/17714	28/10/52	YB/0878	SC2/17760	13/11/52
YB/0831	SC2/17724	28/10/52	YB/0879	SC2/17774	13/11/52
YB/0832	SC2/17710	28/10/52	YB/0880	SC2/17773	13/11/52
YB/0833	SC2/17721	30/10/52	YB/0881	SC2/17771	20/11/52
YB/0834	SC2/17725	30/10/52	YB/0882	SC2/17750	20/11/52
YB/0835	SC2/17728	30/10/52	YB/0883	SC2/17767	20/11/52
YB/0836	SC2/17730	30/10/52	YB/0884	SC2/17772	20/11/52
YB/0837	SC2/17731	30/10/52	YB/0885	SC2/17776	20/11/52
YB/0838	SC2/17661	30/10/52	YB/0886	SC2/17775	20/11/52
YB/0839	SC2/17726	30/10/52	YB/0887	SC2/17788	20/11/52
YB/0840	SC2/17660	30/10/52	YB/0888		(CKD)
YB/0841	SC2/17732	30/10/52	YB/0889		(CKD)
YB/0842	SC2/17729	30/10/52	YB/0890		(CKD)
YB/0843	SC2/17734	30/10/52	YB/0891		(CKD)
YB/0844	SC2/17656	30/10/52	YB/0892		(CKD)
YB/0845	SC2/17706	04/11/52	YB/0893		(CKD)
YB/0846	SC2/17738	04/11/52	YB/0894		(CKD)
YB/0847	SC2/17739	04/11/52	YB/0895		(CKD)
YB/0848	SC2/17735	04/11/52	YB/0896	SC2/17786	20/11/52
YB/0849	SC2/17727	04/11/52	YB/0897	SC2/17789	20/11/52
YB/0850	SC2/17746	05/11/52	YB/0898	SC2/17785	20/11/52
YB/0851	SC2/17747	05/11/52	YB/0899	SC2/17781	20/11/52
YB/0852	SC2/17742	05/11/52	YB/0900	SC2/17783	20/11/52
YB/0853	SC2/17745	05/11/52	YB/0901	SC2/17782	20/11/52
YB/0854	SC2/17748	05/11/52	YB/0902	SC2/17778	20/11/52
YB/0855	SC2/17752	05/11/52	YB/0903	SC2/17779	20/11/52



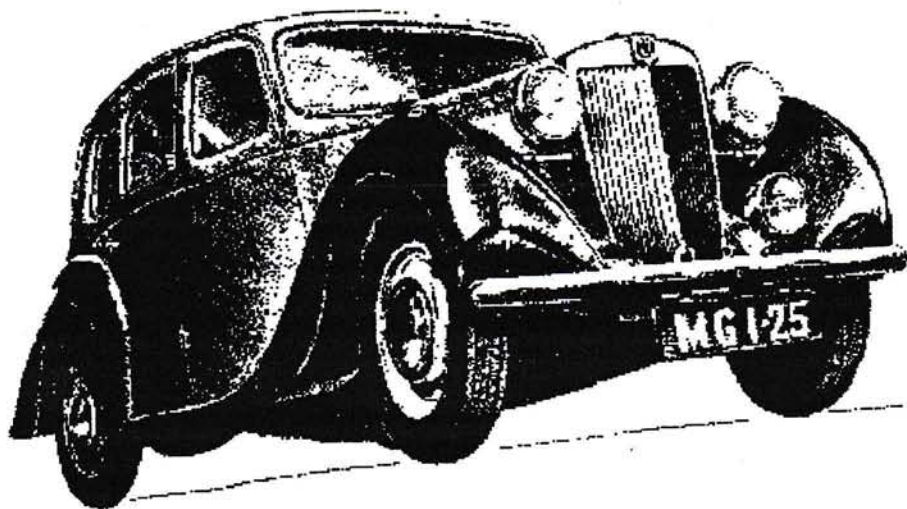
Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/0904	SC2/17777	20/11/52	YB/0953	SC2/17850	05/12/52
YB/0905	SC2/17759	20/11/52	YB/0954	SC2/17846	05/12/52
YB/0906	SC2/17793	20/11/52	YB/0955	SC2/17849	05/12/52
YB/0907	SC2/17787	20/11/52	YB/0956	SC2/17846	09/12/52
YB/0908	SC2/17794	20/11/52	YB/0957	SC2/17845	09/12/52
YB/0909	SC2/17791	20/11/52	YB/0958	SC2/17844	09/12/52
YB/0910	SC2/17790	20/11/52	YB/0959	SC2/17854	09/12/52
YB/0911	SC2/17792	20/11/52	YB/0960	SC2/17819	11/12/52
YB/0912	SC2/17780	20/11/52	YB/0961	SC2/17859	11/12/52
YB/0913	SC2/17801	20/11/52	YB/0962	SC2/17861	11/12/52
YB/0914	SC2/17803	20/11/52	YB/0963	SC2/17852	11/12/52
YB/0915	SC2/17784	20/11/52	YB/0964	SC2/17860	12/12/52
YB/0916	SC2/17808	20/11/52	YB/0965	SC2/17857	12/12/52
YB/0917	SC2/17797	20/11/52	YB/0966	SC2/17841	12/12/52
YB/0918	SC2/17807	20/11/52	YB/0967	SC2/17821	12/12/52
YB/0919	SC2/17809	20/11/52	YB/0968	SC2/17840	12/12/52
YB/0920	SC2/17805	26/11/52	YB/0969	SC2/17867	12/12/52
YB/0921	SC2/17796	26/11/52	YB/0970	SC2/17851	12/12/52
YB/0922	SC2/17799	26/11/52	YB/0971	SC2/17858	initially allocated,
YB/0923	SC2/17798	26/11/52		then substituted (book entry only?) with	
YB/0924	SC2/17769	27/11/52		'17871.	12/12/52
YB/0925	SC2/17795	27/11/52	YB/0972	SC2/17858	15/12/52
YB/0926	SC2/17804	27/11/52	YB/0973	SC2/17866	15/12/52
YB/0927	SC2/17813	27/11/52	YB/0974	SC2/17855	15/12/52
YB/0928	SC2/17611 or '17811 (see YB/0730).				
		28/11/52	YB/0975	SC2/17856	15/12/52
YB/0929	SC2/17800	28/11/52	YB/0976	SC2/17875	16/12/52
YB/0930	SC2/17820	28/11/52	YB/0977	SC2/17891 or '17881.	
YB/0931	SC2/17818	28/11/52			16/12/52
YB/0932	SC2/17815	01/12/52	YB/0978	SC2/17877	16/12/52
YB/0933	SC2/17817	01/12/52	YB/0979	SC2/17872	16/12/52
YB/0934	SC2/17816	01/12/52	YB/0980	SC2/17874	16/12/52
YB/0935	SC2/17826	01/12/52	YB/0981	SC2/17869	
YB/0936	SC2/17830	01/12/52	YB/0982	SC2/17862	
YB/0937	SC2/17829	01/12/52	YB/0983	SC2/17870	
YB/0938	SC2/17828	01/12/52?	YB/0984	SC2/17864	
YB/0939	SC2/17827	01/12/52?	YB/0985	SC2/17865	
YB/0940	SC2/17831	02/12/52	YB/0986	SC2/17863	
YB/0941	SC2/17825		YB/0987	SC2/17883 or '17888.	
YB/0942	SC2/17824		YB/0988	SC2/17839	
YB/0943	SC2/17823		YB/0989	SC2/17897	
YB/0944	SC2/17836	04/12/52	YB/0990	SC2/17876	
YB/0945	SC2/17838	04/12/52	YB/0991	SC2/17873	
YB/0946	SC2/17822	04/12/52	YB/0992	SC2/17843	
YB/0947	SC2/17837	04/12/52	YB/0993	SC2/17868	
YB/0948	SC2/17835	05/12/52	YB/0994	SC2/17880	
YB/0949	SC2/17832	05/12/52	YB/0995	SC2/17878	
YB/0950	SC2/17833	05/12/52	YB/0996	SC2/17891 (see YB/0977).	
YB/0951	SC2/17834	05/12/52	YB/0997	SC2/17889	
YB/0952	SC2/17847	05/12/52	YB/0998	SC2/17888 (see YB/0987).	



## M.G. SUMMER RALLY

The above is part of an illustration recently used on a Simon Elvin birthday card. To my great surprise and delight, it shows our exclusive Register spotlamp covers prominently displayed. Design is by Kevin Shepherd (thank you, sir!!) and is known to come in "To My Husband" and "With Love, Son" versions. The above does not do this wonderful full-colour, fold-out card (with raised embossing) justice. Most of our spotlamp covers were sold in the U.S.A. or Australia, but this looks like a British rally. Whose was the green 'Y'? Or was the scene fictitious?





## THE MILLENNIUM AND UNLEADED PETROL

By now, the vast majority of car owners with engines designed for leaded petrol, which by the way includes nearly all British cars from 1925 to 1990, not just 1950s classic cars, will be very aware of the planned demise of this fuel. To remind you.... "Tetra-Ethyl-Lead was added to boost the octane rating to permit higher compression ratios, and was soon found to protect exhaust valve seats. So manufacturers soon reduced the valve seats to the cheap base metal, most often grey cast iron".... Why waste money fitting a hardened steel valve seat, if the plain metal will do?

Although "Lean-Burn" engines were well advanced, and a far better cure for pollution than the expensive, and potentially dangerous, "Catalytic Converter", our wonderfully easily swayed politicians were convinced by the Green Lobby to insist on the "Cat" being fitted to all new cars. Some countries even tax non-cat cars heavily, like Germany. So, by 2000 there is rumour there will be no more lead in petrol. Lead ruins a catalyst anyway.

With this in mind, I have modified all three of my M.G. saloons. The YB was done nearly two years ago, and has done about 5,000 miles on unleaded. Whilst some people say this fuel is responsible for a drop in power, I have not noticed any loss. I might add this 'head does have the slightly larger TF valves of inlet 36mm, exhaust 34mm diameters. Normal TD/YA/YB sizes are inlet 33mm and exhaust 31mm. The reason for writing is to point out that it does NOT cost a fortune to modify your engine, if you are happy to do most of the mechanical labour yourself. I have only just finished modifying a 1300 M.G. Metro, the total cost being just £130, including postage to and from the engineering shop. You need to remove your 'head and strip it out to just the 'head (i.e., remove all studs, valves, etc.) Phone up the engineers, arrange collection, wait the three or four days it takes, and meantime buy a 'head gasket, valve stem seals, rocker gasket, and manifold gasket.



I purchased the exhaust valves from the company who fitted the hardened seats for me, and reassembled my own 'head, and refitted it. Just like a drawn-out de-coke, really. The "aromatics" in modern petrol do cause it to vaporise easier than before, especially in our recently warm summers. As before in these pages I have mentioned fitting a Morris 1000/Austin A.35/A.40 fibre block between the Y's S.U. carburettor and cast iron manifold. This reduces heat transfer, and adding a heat shield keeps rising exhaust manifold heat off the carb' body. Road congestion does nothing to help an overheated carb'. Once you have stalled, it takes ages to re-start the engine, if you leave the inlet manifold uninsulated from the carb'. The photo shows I went further, and re-routed the fuel pipe from the S.U. pump to the float chamber, to remove it from its route over the top of the exhaust manifold. Neat, tidy, and effective. A practical approach that no doubt will offend all Concours Judges. Good job I do not care!

The vapour lock so often talked about is simply vapour in the jet and float chamber, AND the feed pipe. This has to be shifted before the car will start. Many of you will have had "kangaroo petrol" for a minute or two after re-starting. In an emergency, just douse the carb' body in cool water, but NOT the hot manifold. Cooling the carb' will condense the fuel, and you should be able to re-start the car in the middle of the traffic jam you stalled in. Never happens on winding, empty, country roads, does it? Fate always ensures there is a ready audience for you.

Actually using unleaded fuel is a bit of an anti-climax. There is nothing to see! Though the price per litre is lower. No one has yet run up to me shouting, "No, No, that's unleaded petrol!" when I shove the green nozzle in the filler.

Where did I get my Metro 'head done? Ring Mike Tanski at Ferriday Engineering, 01902-739690, fax 739691. Excellent service, no sales patter.

Neil Cairns.

