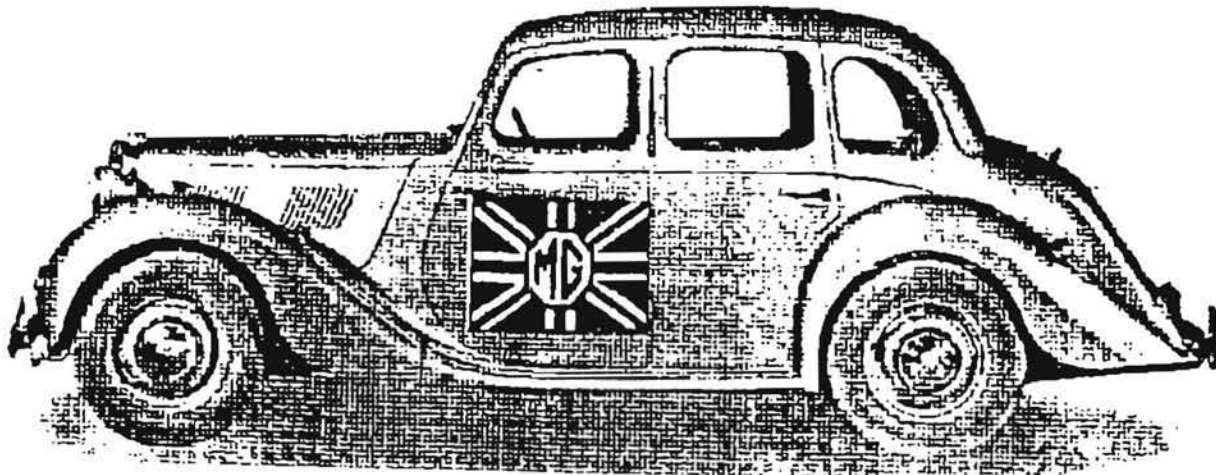




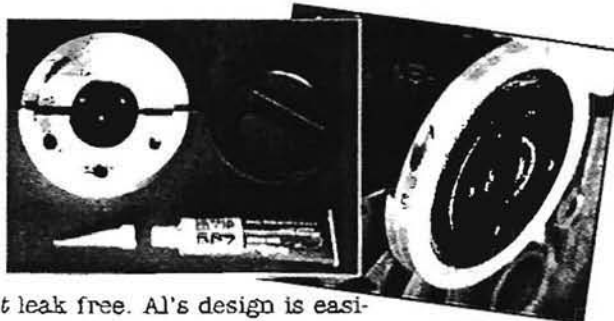
THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 17, No.122.

April 1994.

MG-T Crankshaft Seal Conversion

This brand new conversion has been personally engineered by Al Moss in an effort to make his own TC completely leak-free. The original archenemies scroll-type seal is difficult to set



up properly and is at best not leak free. Al's design is easier and far more foolproof to install than the original and uses a modern lip type crankshaft seal which rides on the crank flange, just forward of the fly-wheel. Drilling a simple $\frac{1}{8}$ " hole in the rear bearing cap is the only machining required and the conversion is fully reversible should you once again want to soak your garage floor! Full instructions, Allen keys and enough silicone sealant is included to complete the conversion.

Initial production is being personally produced by Al in his home machine shop and will be serial numbered (starting, of course, with #251). The first 25 will be personally signed by Al Moss. Installed correctly in conjunction with our lip type front crankshaft seal, this conversion is guaranteed not to leak!

Conversion Kit

433-415

\$189.50

WINTER 1993 Moss Motoring, Page 10

more on this on the next page....

Newsletter Editor/Registrar: J.G.Lawson, [REDACTED]

U.K. Spares Secretary (new spares): A.Brier, [REDACTED]

U.K. Spares Co-ordinator (second-hand spares): S.Mullen, [REDACTED]

The Australian Y-Type Register: A.L.Slaterry, [REDACTED]

The M.G. 'Y' Type Register of South Africa: B.R.Lawrence, [REDACTED]

York, [REDACTED]

Queensland, [REDACTED], Australia.

Republic of South Africa.

M.G. Y Register Denmark: F.Messmann, [REDACTED]

'The Classic Y' is published by Skycol Publications.

The content of the articles and the technical advice appearing in this magazine represent the views of the respective contributors and not necessarily those of the editor or of the publishers. The MOYTR cannot be held responsible for any loss or damage resulting from the implementation of any advice appearing in this magazine.



T-Series Owners

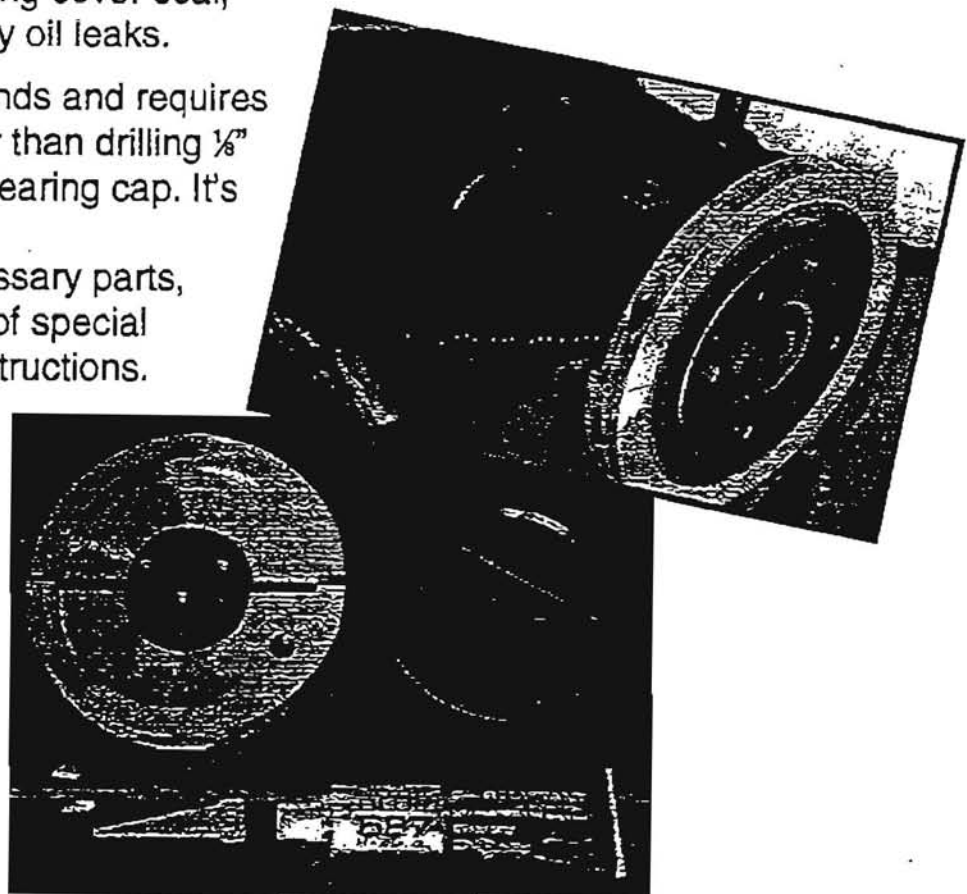
**Tired of those annoying oil leaks
from your car's crankcase?**

Al Moss has the solution...a kit which easily attaches to the rear of the cylinder block in place of the ridiculous pot-metal "seal", and uses a proper circular oil seal, which rides on the crankshaft flange, forward of the flywheel. This kit, along with the new, improved timing cover seal, eliminates those messy oil leaks.

The kit installs in seconds and requires no modifications, other than drilling $\frac{1}{8}$ " hole in the rear main bearing cap. It's supplied complete with all necessary parts, hex wrenches, a tube of special sealer and detailed instructions.

The full price of the Al Moss Rear Oil Seal Kit is \$175⁰⁰ (or \$182⁰⁰ with the new, improved front crankshaft seal).

Prices include postage, tax and handling. Check or money order only - sorry, no CODs or charge cards.



Courtesy to the trade.

Order from E. Alan Moss
4488 Via Cayente • Santa Barbara, California 93110

Register Movements

Yet again, Tony Slattery of the Australian "Y" Type Register has come up with a small batch of newly-discovered cars:

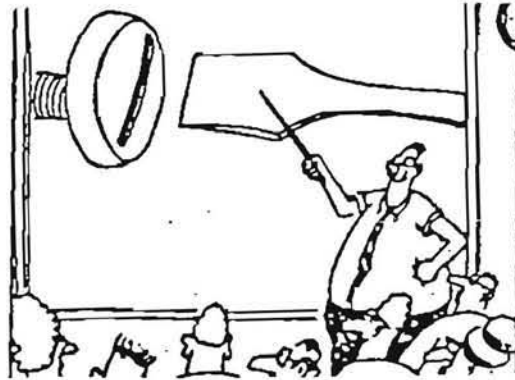
1042.	Y0827	SC/X10520	1043.	Y1281	SC/X11071
0790.	Y2875	SC/X12788	1041.	Y2922	SC/X12780
0612.	Y3270	SC/X12821	0613.	Y3756	SC/X13636
1044.	Y/T/EXR 5037	TR/14873	1048.	Y6057	SC/X15702
1049.	Y6154	SC/X15993			

All except nos. 612 and 1044 are in a wrecked condition in South Australia. Y3270 has body number 2450/2622, is maroon with a red interior and belongs to a Mr. Berghan of Queensland; the sole YT is black and is with Mr. Imber of Tasmania.

Only one other "movement" to tell you about and that is that Y4249 (Register No. 762) is now with the Cotswold Motor Museum at Bourton-on-the-Water.

Cars For Sale

Member Jim Dawes, of [REDACTED], Ayr, [REDACTED] would like to sell his YB, "UMG631". The car has not been on the road for three years. Offers in the region of £2,500. Tel: [REDACTED]



MG Tech Session

credits: "Trillium News"

On pages 13 to 16 will be found a listing of 1950 "Y" Types known still to exist. The article on the following page was sent in by David Mullen and is reproduced here by kind permission of "Practical Motorist".

Installing Flashing Direction Indicator Sets

Some helpful Notes
on Wiring up these
Units

by Longbase

of contacts A is mounted on metal blades B1 and B2 of such construction that when heated each blade tends to bend away from the other and so separate the contacts.

Referring to Fig. 1, when the ignition switch is closed current will flow from the battery through the coils of fine resistance wire surrounding the blades and thence to

Switch Connection

Earlier in this article the desirability of fitting a steering column mounted switch was mentioned. There are two main types of these switches available and a purchase of either type may be fitted. The terminal arrangements and appropriate connections are shown in Fig. 5, A and B.

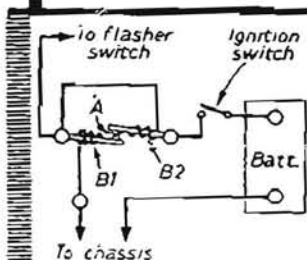


Fig. 1.—Internal circuits of flasher unit.

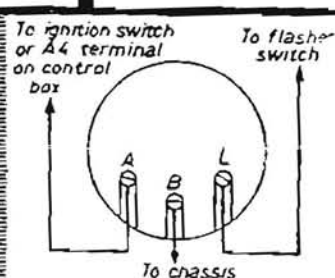


Fig. 2.—A British-made unit.

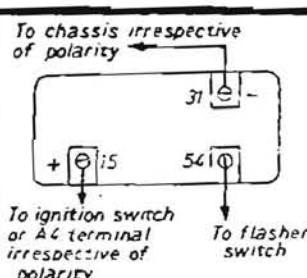


Fig. 3.—A German-made unit.

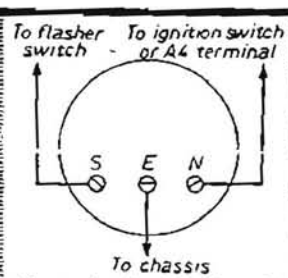


Fig. 4.—Another British-made unit.

THERE are on the market several makes of flashing indicators incorporating "half moon" shaped lamps which are quite suitable for installation by any keen motorist. Some of the sets include dual-purpose lamps designed to incorporate a parking light as well as a flashing signal. This is a distinct advantage since drain on the battery is minimised during long periods of parking if a single bulb only is burning.

Although the actual fixing of lamps, switch, etc., is a very simple matter the wiring up of the components sometimes presents difficulties as connection diagrams are often not included in the kits.

Little will be said, therefore, about installing the lamps and switch except to remark that the best type of switch is the type designed to clamp on to the steering column—best, that is, because of the resultant accessibility. Nearly all of these switches have an amber or red plastic handle which flashes in synchronisation with the lamps, and this is the best pattern.

As for the lamps, one is mounted on each side of the car usually above the centre door posts. If your set is a four-lamp one, then of course they must be mounted on the front and rear wings. The two-lamp "half moon" set is much more suitable for amateur installation because the wiring does not have to pass along the chassis or under the wings. It is always necessary to fix all types of flasher lamps to a metal part of the car which is connected metalically to the chassis because they are invariably earth return.

The Flasher Unit

Probably the most interesting of the components is the actual flasher unit—the part which makes the wipers wink. It is certainly the most difficult to wire up if detailed information is not available.

Two or three British makes and at least one German make now on the British market are constructed on the same principle and vary only in shape and in the markings of the terminals. All consist of a small Bakelite case about 2in. wide containing a pair of contacts and some windings.

The internal arrangement is shown diagrammatically in Fig. 1. Each one of a pair

of the chassis. The heating effect will cause the blades to bend and the contacts to separate, thereby diverting the current to a longer path through each coil in series, allowing sufficient cooling to permit the contacts to close again. The cycle of events then repeats and continues to do so at 80-120 times per minute as long as the ignition is switched on. Current to the flasher switch is therefore broken each time the contacts separate and lamps supplied through the switch will flash in synchronisation with the flasher unit.

Connections

Three popular types of flasher unit are shown with their appropriate connections. Fig. 2 shows the terminal layout of one British-made unit. It will be observed that the terminal letterings give no clue to the appropriate connections. Another British

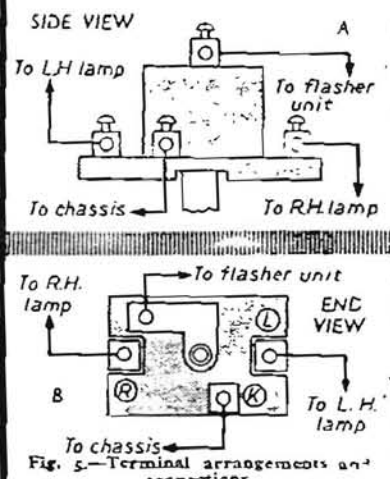


Fig. 5.—Terminal arrangements and connections.

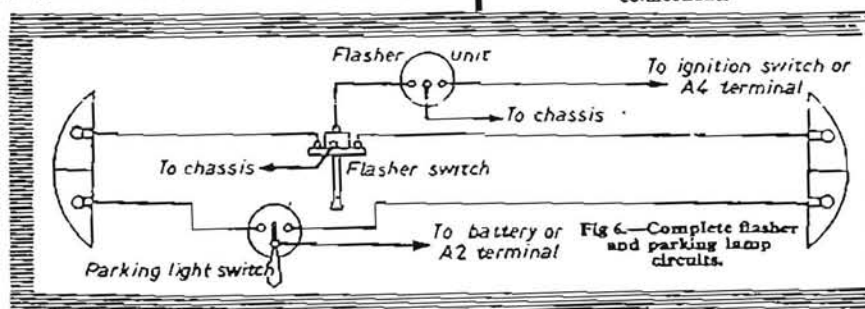


Fig. 6.—Complete flasher and parking light circuits.

make is shown in Fig. 4. Here again the terminal markings seem ambiguous.

A German-made flasher unit is shown in Fig. 3. This unit was evidently designed for the continental market but has found common acceptance in this country, but anyone acquiring such a unit would do well carefully to follow the diagram of connections shown in Fig. 3. Note that the terminal marked "31" and "-" (negative) must be connected to the chassis irrespective of the battery polarity on the car. The terminal marked "15" and "+" (positive) must go to the ignition switch or to terminal A4 on the control box. Terminal "54" goes to the flasher switch.

Fig. 6 shows a complete flasher and parking light installation. Readers who install only a flasher set will, of course, ignore the parking lamp circuits. Note that the supply to the flashers is taken from a fuse controlled by the ignition switch so that the flasher unit is out of circuit when the ignition is off. Parking lights, on the other hand, need to be used when the engine is not running, so their supply is taken from a fuse which is alive at all times. A two-way switch with an "off" position is required for the parking lamps so that either one may be switched on at will. Wiring for this equipment need only be of comparatively light gauge—40/36 plastic-covered cable is suitable.

1950

Y 4249	Gloucestershire	England
Y 4252	Norfolk	England
Y 4260T	Victoria	Australia
Y 4264T	Dumfries	Scotland
Y 4265T	NSW	Australia
Y 4273	NSW	Australia
Y 4276	Kent	England
Y 4297	Victoria	Australia
Y 4298	S.Australia	Australia
Y 4302	Victoria	Australia
Y 4313T	Michigan	USA
Y 4314T	Queensland	Australia
Y 4315T	?	Australia
Y 4318T	NSW	Australia
Y 4320T	NSW	Australia
Y 4321T	?	?
Y 4327T	Christchurch	NZ
Y 4330	Cambridgeshire	England
Y 4361	Sussex	England
Y 4368T	Arkansas	USA
Y 4372T	New York	USA
Y 4384T	?	?
Y 4389	NSW	Australia
Y 4391	Hampshire	England
Y 4407	Hampshire	England
Y 4418	Kent	England
Y 4439	Victoria	Australia
Y 4452T	W.Midlands	England
Y 4457T	?	USA
Y 4458T	Florida	USA
Y 4460	Victoria	Australia
Y 4465	Ohio	USA
Y 4470	NSW	Australia
Y 4471	NSW	Australia
Y 4506	Victoria	Australia
Y 4507	?	RSA
Y 4511	Victoria	Australia
Y 4517	Victoria	Australia
Y 4529	Essex.	England
Y 4535T	Florida	USA
Y 4555	Surrey	England
Y 4558	Victoria	Australia
Y 4570?	Surrey	England
Y 4593	Surrey	England
Y 4595	NSW	Australia
Y 4605T	NSW	Australia
Y 4619T	Langnau	Switzerland
Y 4621T	?	New Zealand
Y 4626	?	England
Y 4629	California	USA
Y 4634	Pretoria	RSA
Y 4640L	Vandrup	Denmark

Y/EXL/4640 a LHD YA.

Y 4664T	NSW	Australia
Y 4668T	Vermont	USA
Y 4673T	New York	USA
Y 4681	NSW	Australia
Y 4699	Victoria	Australia
Y 4725T	Co.Antrim	N.Ireland
Y 4738	Co.Dublin	Eire
Y 4739	Victoria	Australia
Y 4743	Bloemfontein	RSA
Y 4754	-	Singapore
Y 4776T	Hampshire	England
Y 4788	Tasmania	Australia
Y 4792	Cardiff	Wales
Y 4795	Westville	RSA
Y 4797	W.Midlands	England
Y 4807	Sussex	England
Y 4827T	Merseyside	England
Y 4830T	Florida	USA
Y 4831T	Ohio	USA
Y 4832T	Georgia	USA
Y 4833T	Missouri	USA
Y 4837	NSW	Australia
Y 4839	Dorset	England
Y 4844	Oxfordshire	England
Y 4880	California	USA
Y 4884	Victoria	Australia
Y 4888	Sussex	England
Y 4894	Hertfordshire	England
Y 4898	?	?
Y 4913T	Ontario	Canada
Y 4917T	Swakopmund	Namibia
Y 4941	Norfolk	England
Y 4945	Gloucestershire	England
Y 4953	Hampshire	England
Y 4962T	New York	USA
Y 4963T	Beek	Neth
Y 4965T	Massachusetts	USA
Y 4971T	W.Australia	Australia
Y 4984	Victoria	Australia
Y 4988	Gloucestershire	England
Y 5011	Pennsylvania	USA
Y 5015	?	Malaysia
Y 5020	Louisiana	USA
Y 5033T	Devon	England
Y 5037T	Tasmania	Australia
Y 5039T	Victoria	Australia
Y 5063	Sussex	England
Y 5084	West Virginia	USA
Y 5100	Lancashire	England
Y 5102	Fife	Scotland
Y 5113	ACT	Australia
Y 5129T	W.A.	Australia

Y/T/EX(U)

Y 5133T	NSW	Australia	
Y 5137T	?	Australia	
Y 5139T	NSW	Australia	
Y 5142T	Tasmania	Australia	
Y 5150T	Tasmania	Australia	
Y 5153T	NSW	Australia	
Y 5156T	Victoria	Australia	
Y 5162	Middlesex	England	
Y 5165	Kempton Park	RSA	
Y 5174L	Massachusetts	USA	Y 5174 EXLU a LHD YA.
Y 5199	Gloucestershire	England	
Y 5205	Surrey	England	
Y 5209	Victoria	Australia	
Y 5222	Bedfordshire	England	
Y 5232	Cumbria	England	
Y 5241	Maine	USA	
Y 5246	Devon	England	
Y 5270	Lancashire	England	
Y 5288	Tyne & Wear	England	
Y 5294	Bedfordshire	England	
Y 5304	Falkirk	Scotland	
Y 5312	Avon	England	
Y 5330	Hertfordshire	England	
Y 5340	Victoria	Australia	
Y 5343	S.A.	Australia	
Y 5349	Lancashire	England	
Y 5382	Kent	England	
Y 5393	Berkshire	England	
Y 5403	Hampshire	England	
Y 5443	Hertfordshire	England	
Y 5445	Kent	England	
Y 5460	Arkansas	USA	
Y 5476	Avon	England	
Y 5508	NSW	Australia	
Y 5528	California	USA	
Y 5537	Warwickshire	England	
Y 5539	Victoria	Australia	
Y 5612	Gtr. Manchester	England	
Y 5626	Boksburg	RSA	
Y 5633	Essex	England	
Y 5660	Merseyside	England	
Y 5692	Northants	England	
Y 5725	Virginia	USA	
Y 5729	Cheshire	England	
Y 5765	E. Sussex	England	
Y 5775	Yorkshire	England	
Y 5776	California	USA	
Y 5791	Franschhoek	RSA	
Y 5796	Middlesex	England	
Y 5802	Hampshire	England	
Y 5814	East London	RSA	
Y 5831	Tyne & Wear	England	
Y 5837	?	England	

Y 5909	Dorset	England	
Y 5910	Gtr. Manchester	England	
Y 5911	Sussex	England	
Y 5915	Derbyshire	England	
Y 5921	Hampshire	England	
Y 5927	NSW	Australia	
Y 5954	Derbyshire	England	
Y 5968	Essex	England	
Y 5978	Harlingen	Neth	
Y 6001	Powys	Wales	
Y 6003	Gloucestershire	England	
Y 6004	NSW	Australia	
Y 6012	London	England	
Y 6041	Middlesex	England	
Y 6057	S. Australia	Australia	
Y 6074	W.A.	Australia	
Y 6085	Victoria	Australia	
Y 6093	Louisiana	USA	
Y 6105	Victoria	Australia	
Y 6126	Tasmania	Australia	
Y 6143	Perthshire	Scotland	
Y 6146	Sussex	England	
Y 6153	NSW	Australia	
Y 6154	S. Australia	Australia	
Y 6180L	Espergaerde	Denmark	a LHD YA.
Y 6197	NSW	Australia	
Y 6201	W.A.	Australia	
Y 6213	Yorkshire	England	
Y 6214	Victoria	Australia	
Y 6215	Victoria	Australia	
Y 6227	Sussex	England	
Y 6244	Virginia	USA	
Y 6255	Cape Town	RSA	
Y 6271	Herefordshire	England	

