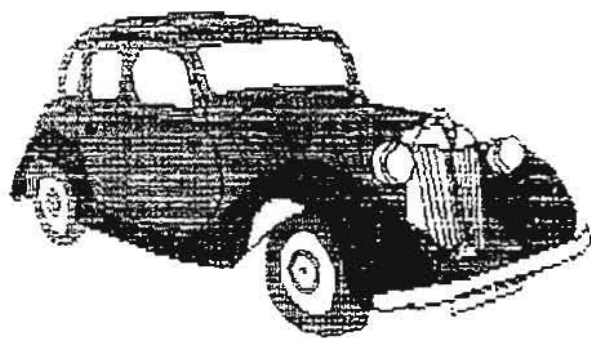




The Classic "Y"



Issue No.132 June 1996.

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

EDITORIAL

A minor adjustment (a downwards adjustment!) to some overseas subscription rates has been made. With immediate effect, all subscribers on the European continent will pay £11 and everyone else farther afield (i.e., within what the Post Office calls Zones 1 & 2) just £14. This not only simplifies matters for an increasingly senile editor but also removes the injustice of having to pay a little extra for those sensible enough not to have joined the E.U.! In any case, apparently 50p pieces are extinct outside the British Isles!

Once again, thanks to Neil Cairns for his continuing technical contributions.

SPARES for SALE

The M.G.C.C 'T' Register have for sale a Y/T exhaust manifold, in excellent condition. Tel: [REDACTED]

M.G. Y 1950 radiator and cowl complete. Tel: [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]
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] Denmark.

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LETTERS

Dear John,

The technical articles for the newsletter have been excellent. As a point of interest, Moss [USA] has urethane bushes for both the front lower suspension arms and for the rear springs. [Moss #s front 280-485, rear 280-625] Naylor Bros. do not show these in their catalog so I do not know if they are available in the UK.

Technically speaking, let me relate a story to you in order to help others. When I rebuilt our YA, Auntie, I redid the brake system with all new rubber parts with the master cylinder and front wheel cylinders in British parts and the rear wheel cylinders with US cups, etc. I also had the drums turned and new linings riveted to the shoes. The shoes were carefully and accurately sized to the drums to ensure good contact and concentricity. I then filled the system with silicon fluid as I had heard and read how wonderful it was for older car systems. Highly praised were the properties of not absorbing water, not removing paint and not to boil at a low temperature. I will agree with the second attribute but I do not know about the boiling point as I would not use it to make either coffee or tea. As to the water, moisture will get into any open-to-the-atmosphere system regardless of the fluid used due to atmospheric pressure and temperature changes. With normal fluid the water is absorbed and will, under very high temperature conditions, boil off and cause brake fade.

With silicon fluid the water is not absorbed and settles out in all the low points which causes corrosion. Take your choice!

After 10,000 miles [two years driving] on the YA, I noticed brake fluid leaking from the front of the master cylinder. [It did not remove the frame paint but did cause me alarm.] Coincidentally with this I found that all of the brake drums were out-of-round and the brakes could not truly be adjusted correctly. At this juncture I was pretty well discouraged and upset as my wife is the main driver of this car and bad brakes are not something she needs experience. The solution to these two problems follows.

To solve the worn out, over-machined drum problem I collaborated with a machinist friend, who also rebuilds T and Y types. He designed and we had cast up new drums for my car and one of his customer's YT. The results are a nicely finned drum [resembles an AL-FIN] which will work on the YA/YT and with different holes the TC. More on this later.

cont'd. . . .

When I tore down the brakes to replace the drums, I discovered that the front wheel cylinders were leaking along with the master cylinder. The rear cylinders were not leaking although there were "weepers" at some of the pipe joints in the rear pipes. Disassembly of the cylinders showed that the rubber cups were badly swollen and almost unusable. The rear cylinders were not affected. The entire system was rebuilt, flushed and refilled with Dot 4 fluid.

MY feelings about the use of silicon fluid were reinforced by the enclosed article from the CLASSIC JAGUAR ASSOCIATION [USA] news and technical letter of Jan/Feb 1996. I feel most strongly that the points made in the article are accurate and mirror my experience with "Y" brake parts. Further, the US parts in the rear cylinders showed no sign of disintegration. This is not to denigrate the British parts but only to point out that different rubber formulae react differently to silicon fluid. However, all formulae appear to have no adverse reaction to Dot 3/4 fluids. In light of the foregoing I do not feel that the supposed advantages of silicon fluid use outway the very obvious, dangerous disadvantages.

If water in the system is of major concern then my recommendation is to flush the system on an annual basis or install a remote reservoir with a rubber diaphragm to completely seal the system.

The result of all these repairs to the brakes on the Y were remarkable. I have better brakes now than when they were originally overhauled. The new drums are still round after more than 5,000 miles of driving last season and there are no leaks anywhere. If others are interested in the drums they could contact me at:

Steve Neal

[REDACTED]
[REDACTED] Maine [REDACTED]
USA

Phone: [REDACTED]

Rather a lengthy letter but the ballyhoo about silicon fluid should be fully understood before it is used. Thanks, again, for the excellent articles and newsletter.

Sincerely,



cont'd....

P.S.: The brake drums, by the way, are truly very nice and really make an improvement in the brake system. Also, I'm working on a 5-speed overdrive transmission transplant for Ys and TD/TF cars. Will keep you posted.

BRAKES & HYDRAULICS

Use of Silicon brake fluids in Jaguar cars.
Report from Dick Trenk

Over the past few years I have received many reports from members concerning possible problems encountered when early models (Mk 5, XK and later) were converted to the use of silicon brake fluids.

Silicon fluids are indeed used successfully in race cars and outperform normal DOT 3 or DOT 4 fluids under conditions where extreme heat and abuse is encountered.

Also, silicon fluids do not attract moisture (non-hygroscopic) and therefore do not cause corrosion in master or wheel cylinders.

I have been working with Jim Osborn (Jaguar Product Investigation Mgr.) and he in turn has had access to both the brake manufacturers and Jaguar service departments. The following is a summation of Jaguar Cars position on this subject of using Silicon Fluids.

1. Early cars using Girling or Dunlop brakes will suffer from seal swelling and eventual loss of proper pedal and piston action. The driver will note an increase in required pedal pressure and during disassembly, parts will be difficult to remove.

2. In the event silicon fluid has been employed, the system should be completely overhauled, all rubber seals replaced and units rebuilt using DOT 3 or 4 fluid.

Obviously, all components, the pipe lines and reservoirs must be completely washed clean of all traces of silicon fluid so as not to recontaminate the system with traces of silicon.

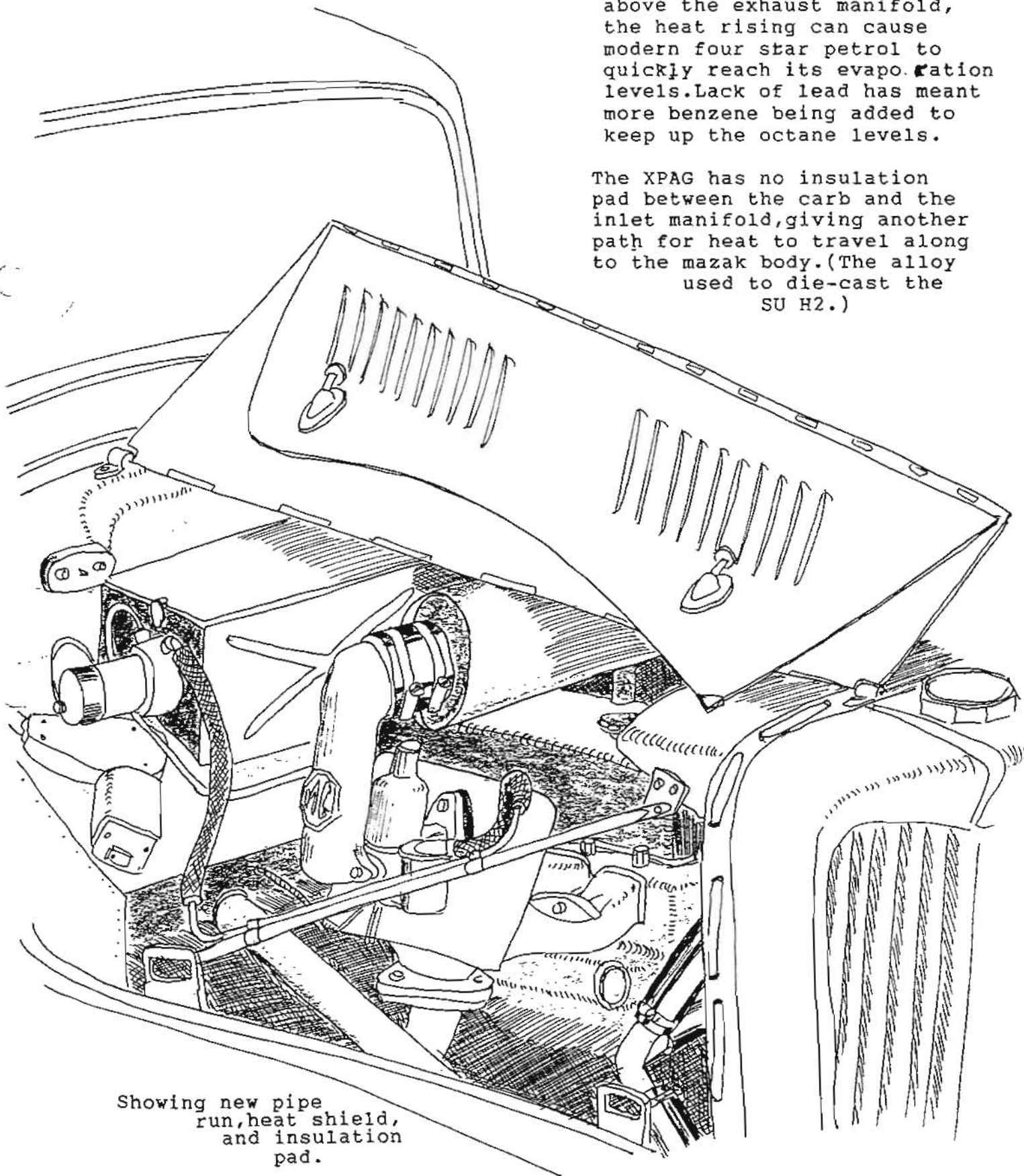
Because DOT 1, 2, 3 and 4 fluids have the hygroscopic (water attraction) problem, cars tend to absorb moisture through vents, hoses and seals. The problem is of course more severe in high humidity regions. Many vehicle makers require annual or 24 month flushing intervals to remove this moisture which causes corrosion and lowers the fluid boiling point approximately 25 deg.F. for each 1.0 % of moisture absorbed. Other makers refrain from putting this requirement into owner manuals because it makes their cars appear expensive to service and maintain. In my shops I made a point of selling fluid flushings annually and told owners they would likely never have to overhaul cylinders if they kept things clean inside.

Lockheed

Whilst the engine compartment of the 'Y' series car has plenty of ventilation, especially on the move, just like modern cars, the underbonnet temperature can rise to very high levels when stuck in traffic jams.

With the carburettor living above the exhaust manifold, the heat rising can cause modern four star petrol to quickly reach its evaporation levels. Lack of lead has meant more benzene being added to keep up the octane levels.

The XPAG has no insulation pad between the carb and the inlet manifold, giving another path for heat to travel along to the mazak body. (The alloy used to die-cast the SU H2.)



Showing new pipe
run, heat shield,
and insulation
pad.

Experience with the XPAW 1250cc Wolseley 4/44 version of this engine has shewn me how prone to a vapour filled inlet system it is. I once spent ages in the middle of Inverness blocking the traffic lights at the river bridge, flattening my battery trying to start one, after a 40 mile run, then sitting in a traffic jam for 20 minutes. The heat had caused the fuel in the carb and pipes to vapo-rise, the vapour holding back any futher delivery. In desperation I emptied the windscreen washer bottle over the carb to cool it all down. The fuel condensed, I was covered in steam, and the car started. On the 4/44 the fuel pump is in the boot.

When I went to collect my 'Y' in August '95, it was a real hot summer's day, and after refuelling the car refused to start. I had read quite a lot of letters in classic car magazines about the problem, and easily recognised the same fault I had all those years ago. I noted that the 'Y' had quite a lot of fuel pipe in the engine bay, along behind the engine block, and OVER the carb & exhaust manifold. It had NO insulation block between the manifold and carb body, nor did it have a heat shield. To get the car running, I loosend off the float chamber top, (no water about to cool it this time.) The vapour escaped and the pump ticked away to fill the hot void. Superquick fingers tightened the chamber top, and the engine struggled into life as it gasped at the thin vapour in the manifold.

Once home, I modified the fuel delivery system as in the sketch. I ran a pipe away from the heat from the pump to carb. It ran along the radiator bracing tube. A flexible fuel hose each end joined the pump to the carb float chamber. A Morris Minor insulation block was modified to fit between the carb and inlet manifold, AND a steel sheet cut and drilled to act as a heat shield.

Heat will still be passed along the securing bolts of the carb, but the fuel delivery is cooler, and the shield reflects a lot of exhaust manifold heat away. I have had no more asthmatic starting, (typified by the engine actually starting, but dying the second you try to accelerate it, with a hot engine.)

The trick with the water was not new to me; I had used it in a Ford 7cwt 100E van I ran many years ago. It was used get from RAF St. Mawgan to Newport Pagnell during my courting years. It too suffered the vapour lock fault, but not caring about fixing it, I would use an old Fairy Liquid plastic bottle to cool the carb body. The fairy Liquid bottle was actually for the windscreen washer, (wind down window, shove out arm & squirt at the vaccum operated wipers.) As the "choke" was another similar plastic bottle with PETROL in it, (to start the heap), one had to take care which bottle was used to cool the carb.....

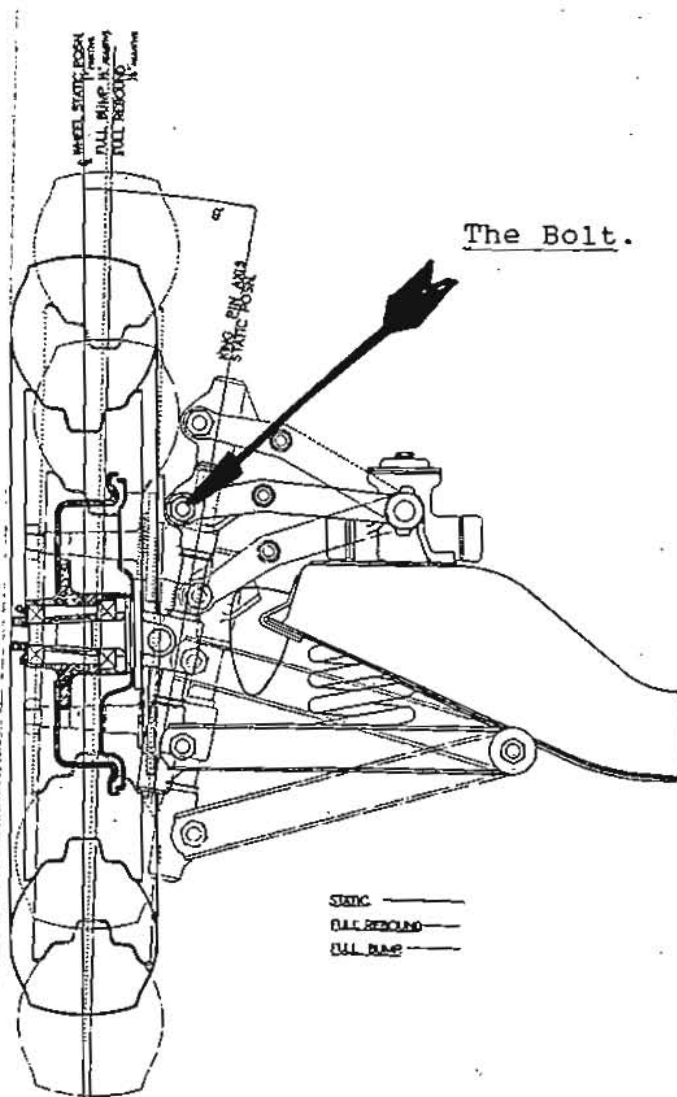
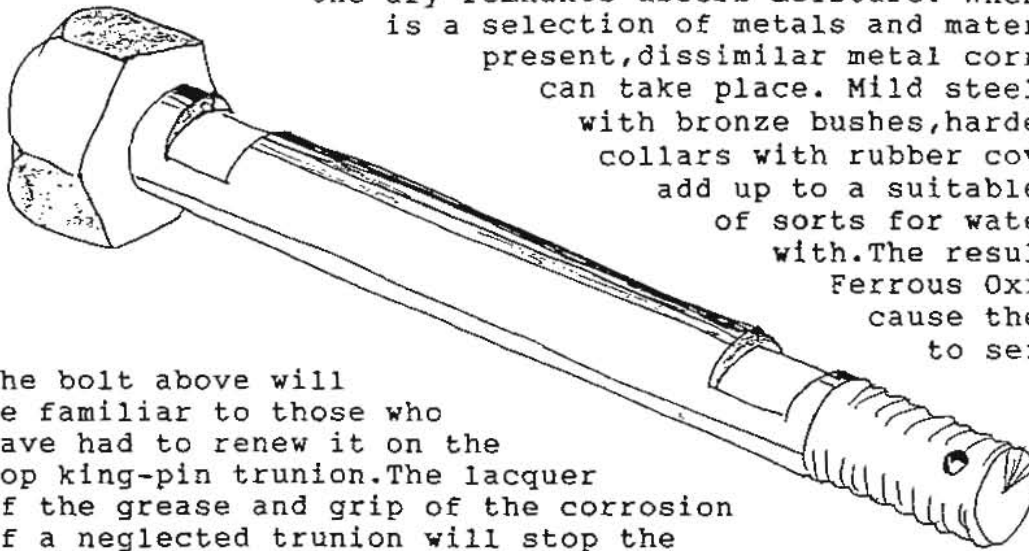
NC.

(The van had no air filter, just a little cap to stop bits being dropped down the carb mouth.)

LACQUER and a LITTLE RUST.

If a joint is little used, the lubricant in it will dry out, and separate. Grease can do this over a number of years, and the dry remnants absorb moisture. When there is a selection of metals and materials present, dissimilar metal corrosion can take place. Mild steel bolts, with bronze bushes, hardened steel collars with rubber covers, all add up to a suitable 'battery' of sorts for water to act with. The resultant Ferrous Oxide, can cause the joint to seize up.

The bolt above will be familiar to those who have had to renew it on the top king-pin trunion. The lacquer of the grease and grip of the corrosion of a neglected trunion will stop the steel collar inside from rotating in its bush. The result is that SOMETHING has to give, and it is the bolt, it ends up twisting inside the damper arms.... something it was never designed to do. Mild steel on cast steel holes is not a suitable bearing material, hence the grooves in the bolt.



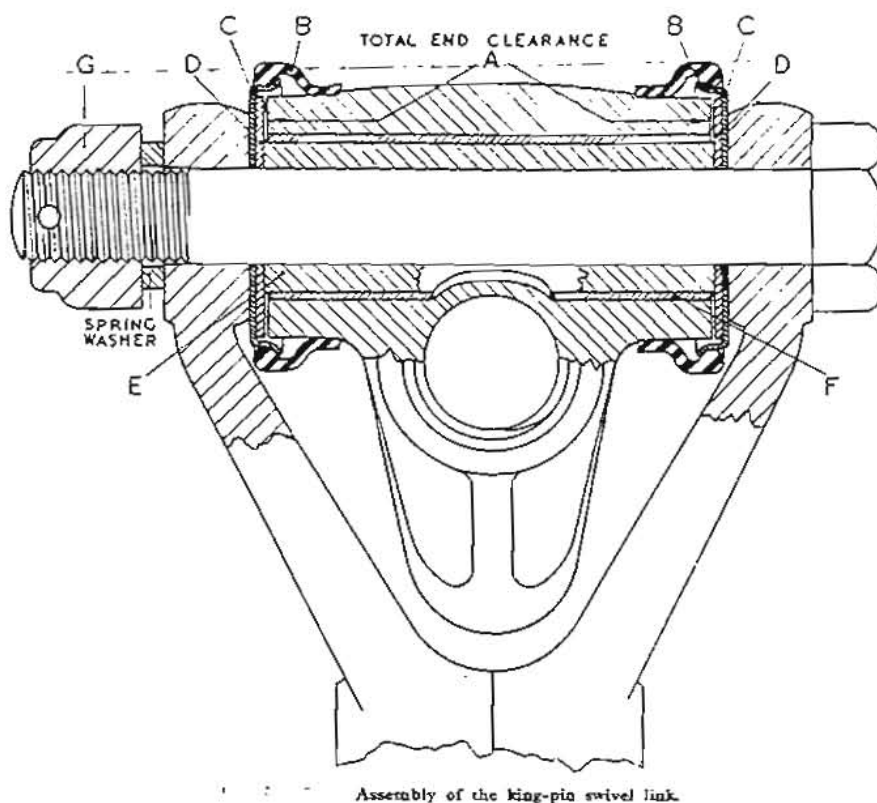
In my own case it was lack of greasing, and very little corrosion that caused the usual 'squeak' from the complaining bolt.

Stripping the top joint and cleaning out the old grease, gentle rubbing with emery on the steel collar, fitting a NEW bolt and castle nut, and NEW rubber covers, cured the fault.

Spinning off the trunion from the kingpin was easy, the grease here is not subjected to the same 'wash' from the wheels. Like the Triumph Herald-based cars, it would seem wise to occasionally use gear oil in the grease gun.

I shudder to think what would happen if a car was in uncaring hands, and this bolt eventually sheared.... I note the later MGA & MGB used Silentbloc rubber bushes here!!!!

Below is a cross section of the top suspension joint, to the damper. The bush has a massive surface area, and any stiffness/binding has tremendous leverage over the bolt. Later M.G.s used rubber bushes.



Neil Cairns.

Register News

Just two "new" Y-Types to report this time, and at opposite ends of the production spectrum.

Allocated Register No.1220 is Y/2011, a 1948 vehicle belonging to Chris Holbrook of [REDACTED] Gwent. This black car (with beige upholstery) had (and still has?) original engine no. SC/11820. Its body number is 1774/1788, it is registered "JVR726" and it is currently M.O.T.'d.

Next, we have YB/0837 (a 1952 YB, Register No.1222) found by member Mike Silk at Naylor Bros., Yorkshire. The engine number reported for this car is SC2/17731 and it looks to be something of an abandoned restoration project, being fully dismantled but having had its bodywork repaired. Since that time a lot of surface rust has developed on the car, hence the assumption of little recent activity. This is the second Y-Type Naylor Bros. have worked on of late (see TCY127) and I only wish they could have fitted in my own YB way back in 1978 when I approached them. It would have saved all that bodging! Mike Silk's own Y/T, by the way, continues to progress. He says he currently has a "rolling chassis with brakes" and is about to put the (low-mileage) engine back in.