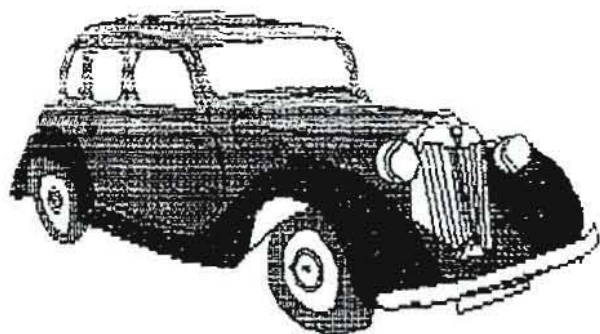




The Classic "Y"



Issue No.133 August 1996.

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

EDITORIAL

On page 5 of this issue is an engineering drawing for a special tool for removing Y-Type front brake drums. This came to me via David Mullen, the "Octagon Bulletin" and Miles Harris (though not necessarily in that order!).

PARTS WANTED

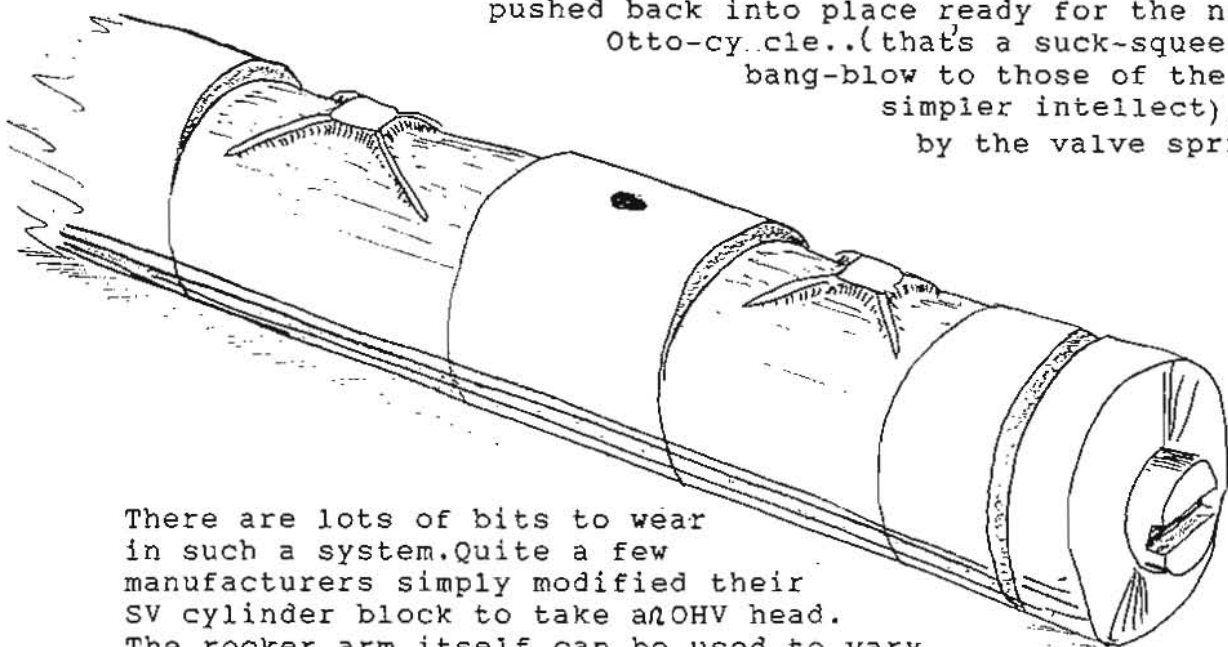
"Y" Workshop Manual and set of running boards. Contact: Mr. James Cockburn, [redacted] Stirling, Scotland, [redacted]

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XPAG CLATTER.

The little 1250cc M.G. ex-Morris XPAG engine has one very easy to identify characteristic. The valve clearances cause it to clatter, in a very similar manner to the later BMC 'B' engine. Most OHV engines have a tappetty sound, because of the need to convert the upward motion of the camfollower into a downward push on the valve stem....ie, the motion needs turning through 180 degrees. To do this, a rocker arm on top of the head is usually used. The pushrod shoves one end up, and as the rocker is pivoted somewhere near its middle, the other end shoves down the valve. All of it is pushed back into place ready for the next Otto-cycle..(that's a suck-squeeze-bang-blow to those of the simpler intellect).. by the valve spring.



There are lots of bits to wear in such a system. Quite a few manufacturers simply modified their SV cylinder block to take an OHV head. The rocker arm itself can be used to vary the valve lift. (BMC use a 1.4 to 1 ratio... and many Mini/Midget owners fit offset bushes to get another .020" lift.) We all know how to adjust the rocker clearance, often called a tappet clearance, because of the tapping noise. XPAG engines have .019" and .012" camshafts about. You need to KNOW what yours is, (see Safety Fast MGCC magazine, page 31, June 1995 issue for an easy way to find which you have.)

The strange diagram above is the UNDERSIDE of the rocker shaft. As the rocker pivots on it, all the stress is on the underside of this shaft. Poor oil maintenance, such as lack of filter changes, allows the rocker to grind its way up into this shaft. Most of the M.G. factors now stock them, but there are TWO different lengths, beware. The odd cross formation raised in the centre of each rocker 'pad' is the oilway cut into the brass bush. Such advanced wear will make a mockery of tappet adjustment. The gaps will alter a few thou either way each operation. The noise will be very evident. Oddly enough, on my own engine, only the four centre rocker arm bushes were worn enough to need renewing, (and reamering to size.) DO CHECK YOU HAVE AN OIL FEED, as a blocked feed pipe, or oilway, will soon render the new shaft scrap....and ensure you fit the shaft so its oil feed hole is at the correct end of the head, (the back end.) A VERY easy mistake to make.



By Neil Cairns.

'Y' VALUES.

The £sd value of your car is bound to interest you. The magazine Practical Classics has run an "Older Car Value" graph for some years now, and it makes rather interesting reading if our 'Y' is compared to another post war M.G. saloon, the 'Z' series. I did think to compare it with the 'T', but it would not be a fair comparrison at all.....

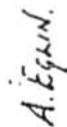
<u>Value Year.</u>	<u>'Y'</u>	<u>'Z'</u>
1980	£2000	£1500
1981	2000	1500
1982	1800	1400
1983	1800	1450
1984	1550	1450
1985	1800	2000
1986	2650	2450
1987	2650	2750
1988	3000	2650
1989	4500	3000
1990	4500	4000
1991	4500	4000
1992	4500	4000
1993	4500	4000
1994	4500	4000
1995	4500	4000 -
1996	4500	7000 **

Just look at that leap ahead in 1996 by the 'Z'. Is the 'Y' to follow suit soon? The 'Z' has slowly overhauled the 'Y' as time has passed. These are the PC "condition one" values, as used by many agreed valuers for the insurance companies. The brother/sister Wolseley 4/44, that uses the 'Y' engine and 'Z' body, runs at about one third of the 'Z' value. The Farina M.G. runs at about half the 'Y' values.

When the two seater M.G.s are compared to the M.G. saloons, the four door/seater cars are really good value, as in my humble opinion some of them are at silly prices, (TB £17,000, MGA Twin Cam £18,000, TF £16,000, Etc.)

The little FWD MG 1100 is the lowest, at £1100! However, ALL these other M.G. cars have risen since 1990, but the 'Y' has not. Food for thought? Your views please.

NC.



SECTION ON X-X

UNDER THE BONNET.

It's Mot time. You have pre-booked the fateful day, checked brakes, tyres, steering, polished it, sacrificed next door's cat to the Great God Of Old Classic Cars, had a last look at the lights, re-adjusted the matchstick that holds in the front sidelamp bulb, and then taken the plunge and driven to the garage.

Nice warm engine, battery fully charged, you find you have to wait a while to go into the inspection area. You leave the engine ticking over. A few minutes later, the mechanic drives your car onto the pit area, and OH DEAR!!! He switches off its engine. Our only fears are being realised. The only bit of the Mot that worries you is the exhaust smoke test for pre-1973 cars. After 10 minutes the mechanic starts up the car only to see a cloud of blue/white smoke issue from the exhaust pipe. His suspicions are raised, so he does a few blips of the throttle, leaves it idling for a while, then blips it again, out comes the smoke again.

Failure.

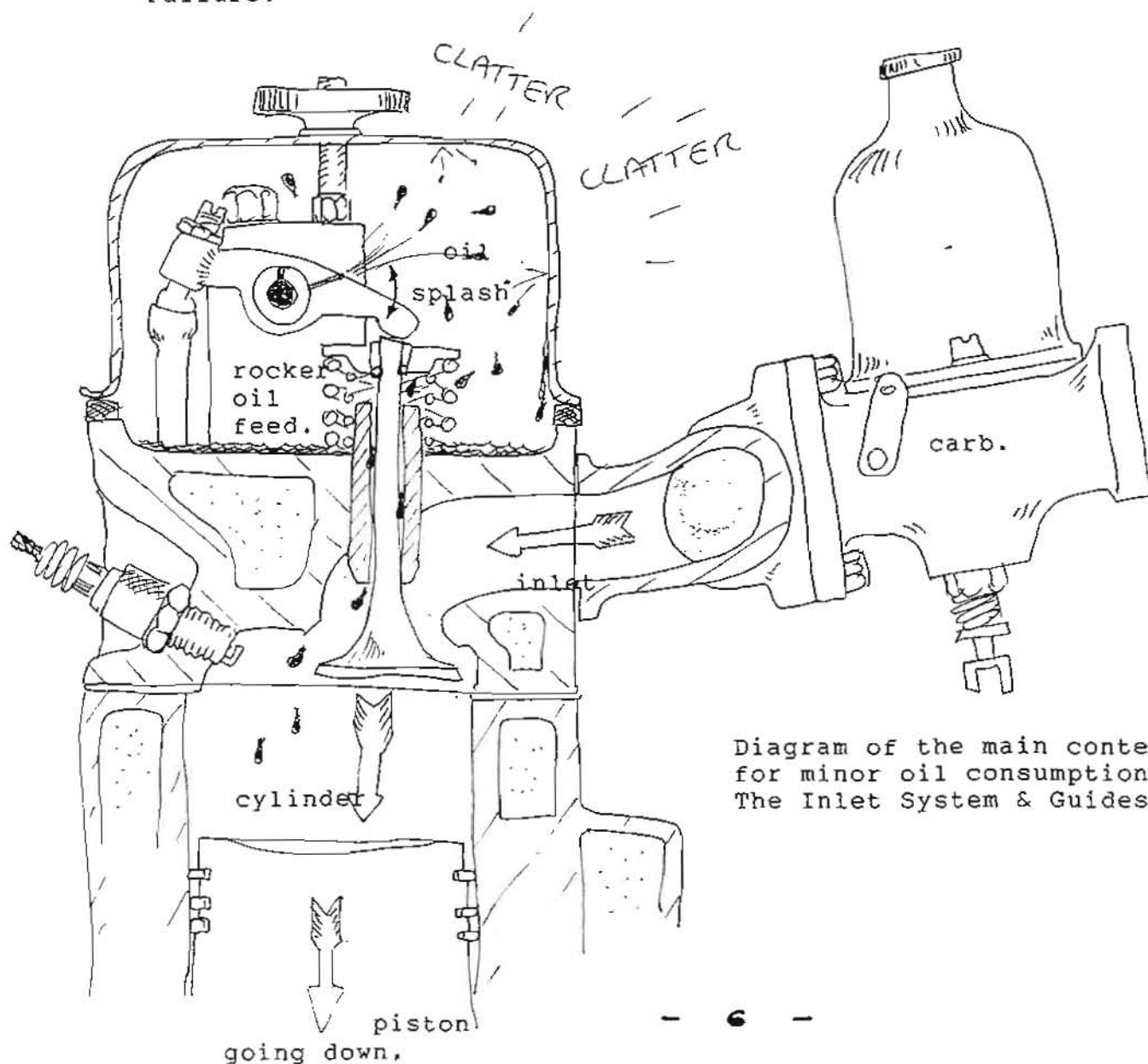
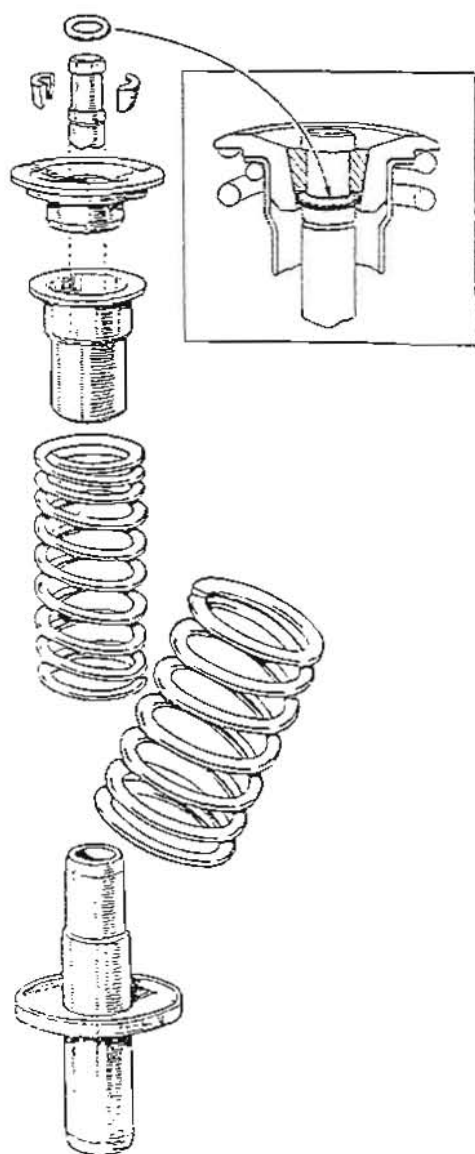


Diagram of the main contender for minor oil consumption. The Inlet System & Guides.

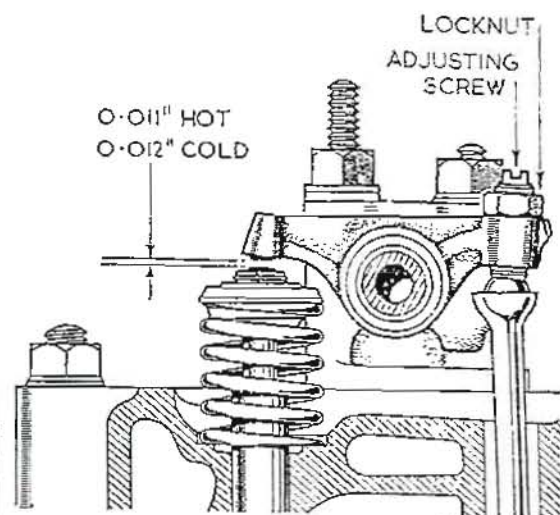
The oil consumption is negligible, and there are the usual XPAG oil leaks, so why the smoke???? Even more perplexing is the fact it seems worse when you first start up the car from cold. There, if you only realised, is the MAIN clue to the fault. How many of you blip the throttle prior to stopping the engine?

Looking at my sketch of the engine on page one, look at the valve, it runs in a guide. As the rocker above it pushes it down and up to permit mixture into the cylinder, the rocker actually scribes a small arc, and in doing so causes a side thrust on the valve, that the guide resists. This causes the guide to wear. The valve becomes a bit sloppy. Often, once the valve can 'slop-about' the few thou' required to accommodate the tiny arc of the rocker, wear then reduces to a lower pace. When the piston **descends** in the bore, it pulls in the air/petrol mixture round the inlet valve, via the inlet manifold, from the carb. IT ALSO PULLS OIL DOWN THE WORN VALVE GUIDE, in tiny amounts....see the cartoon drips in the sketch.



The rocker gear oil feed on many OHV valve engines, is well in excess of that needed for lubrication. It is also for cooling. Lots of oil splashes about. The inlet manifold can generate quite low air pressures, (vacuum) on a closed throttle. It will pull air from anywhere it can, so why not down the valve guide? When you blip the throttle to stop the engine, it runs down on a closed throttle, with no spark. The oil runs down the valve, and sits on the stem and head, and even in the cylinder... ready to produce that oil smoke on starting up.

The diagram next to this is the actual one from the 'Y' workshop manual. It shows the tiny 'O' ring seal used to reduce oil loss down the guide. It actually sits under the collets, making the top of the stem into a 'table', for oil to run off. A valve stem shroud is even fitted to stop oil splashing down the stem. This 'O' ring carried on being used on Morris, then BMC engines for years.....until the world began to look at pollution from cars' exhausts. The XPAG had long gone from the system then, so it never gained an improved system used by millions of Mini, Minor, A40, Metro, Marina, etc, owners; the Valve Stem Seal.



Only the INLET VALVE stem will permit oil in; the exhaust will more than likely add pressure to the crankcase, though oil is not beyond dribbling down its stem once the engine has stopped.

A much better sketch from the BMC 1100/1300 manual is shown. Like the XPAG, the 'A' series engine is an OHV unit. Because it was developed over the years to keep up with pollution control, it gained the enclosed breathing system mid-1960's, and a few years later the improved oil loss control down the inlet valve stem.

If you consider how many times the four cylinders 'suck' in per mile, it is soon realised why the older British Engines use oil. Modern engines with their controlled crankcase pressures, (slightly below ambient,) and good oil tightness, use virtually NO OIL between changes.

The same oil seal fitted to the BMC 'A' series engine can be used in the 1250cc XPAG unit. It must ONLY be fitted to the inlet valve; if used on the exhaust you will get poor lubrication of an overworked and overheated item, and it will begin to stick & eventually seize...so ONLY on the inlet.

The diagram below shows where it fits, satisfactorily closing off the stem guide to oil loss. It is best fitted on a de-coke, (something that is coming back with the additives used to replace Tetra Ethyl Lead.)

The Old Ones Are The Best...
The seal can be fitted in situ, if you know the Rope Trick!!
Remove the plug, fill the cylinder with the soft 'silky' type rope used to tie curtains, wind the engine round till the piston rams the rope up under the valves, holding them shut, (on compression), then use a split tyre lever to push down the valve cap, remove the collets, then the spring, fit the seal, replace all bits.

Takes a bit of nerve, but saves an expensive head gasket. Once complete, remove the rope!!!!

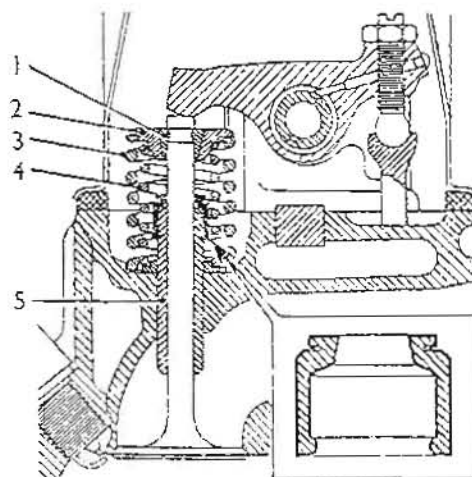


Fig. A.30 The valve components assembled. (The inlet valve oil seal is shown inset)

1. Split collets
2. Retaining cap
3. Outer spring
4. Inner spring (12G and 9.75 I.C.A. engines)
5. Valve guide