

Y-TYPE NEWSLETTER

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Heat Shield

Dennis Doubtfire

Once my car was on the road, I expected there to be a variety of teething problems to be overcome and running adjustments to be made before I felt totally confident in its use.

Consequently, I was not surprised when I found difficulty starting from hot. Against better judgement I found myself, in desperation, using the choke to get started. It was either this or bide my time and wait for it to cool down. This can be rather inconvenient if you've just stalled or the engine has stopped in traffic. Suspecting fuel vapourisation to be the cause, I decided to apply a little logic.

Having rebuilt the engine and thoroughly de-clogged the waterways I double checked that the engine was not running too hot. I ran it on tickover with the radiator filler cap removed and a thermometer stuck into the depths. Constant checking over a fifteen minute period revealed no problems with water temperature.

The carburettor assembly was hot to the touch and my thoughts turned to conduction, radiation and convection. (Well they would, wouldn't they.)

My initial attempt at a cure was a half hearted effort to lower the temperature of the float chamber by moving it as far away as possible from the manifold. Slackening the bolt holding the chamber to the carb. body and rotating it as far away as I could, had no effect whatsoever. I didn't really expect any.

Next on the list was to design and manufacture a heat shield to fit between the manifold and carb. Aluminium sheet was chosen for two reasons. Firstly I felt that it could be polished easily and would reflect the heat from whence it came and secondly, I had a bit in the garage. I thought that I should keep the surface area as large as possible in order that the shield would be able to dissipate the heat more efficiently. Thoughts returned to motor

bike days and finned cylinder heads. With this in mind, I opted for a 'de-luxe' model, incorporating an air gap and a further piece of sheet on the float chamber side. (Anyway I actually had two bits in the garage.)

I made up the shield, drilling holes to match carb. and manifold, making suitable bends to avoid fouling the manifold studs and cutting out a neat 'U' shape to allow passage of the throttle cable.

Using new gaskets it was fitted and a test run ensued. Hey Presto, a vast improvement. However the carb. and float chamber were still quite hot to the touch and anyway, I hadn't tackled the conduction part of the equation.

This bit was the easiest to solve by employing a spacer/insulating block from a latter day Midget. They use two, for obvious reasons, and a quick sortie to an autojumble produced a suitable used example. No alterations were needed - they were thoughtful enough to endow the Midget with the right sized and positioned holes.

My one concern was that introducing a spacer of this thickness, would bring the carb. assembly too close to the bonnet side - the implications being obvious. Measurements suggested that I would just make it. I duly fitted spacer and heat shield, without any difficulty. The bonnet closes and there is no contact with the bonnet, even at low revs.

The only problems encountered were easily resolved, longer bolts are required to fit the assembly to the manifold and a longer length of hose is needed to reach from the air cleaner to the intake pipe. A quick visit to my local agricultural supplier resolved the latter as he stocks lengths of large diameter hose for tractors. Mine is probably the only Y currently using Massey Ferguson bits.

To date I have covered 1,500 miles and suffered no further difficulties starting from hot. I keep meaning to remove the shield and try it out with just a spacer. Maybe one day.

HEAT SHIELD SUPPLEMENT

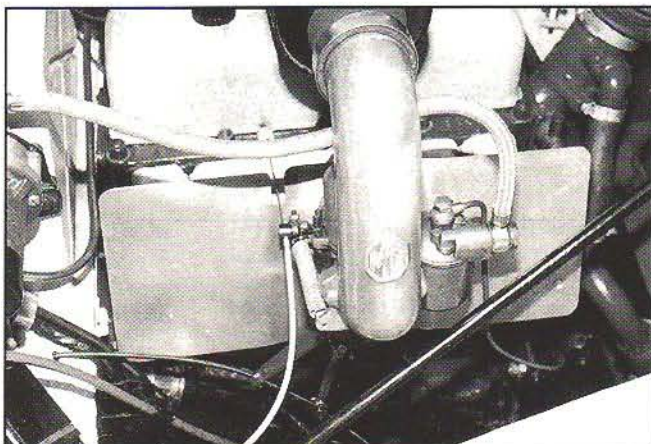
June 1994

By the start of this years season, my car had given me 6,000 miles of relatively trouble free motoring. I am particularly pleased that the combination of heat shield and Midget spacer block have enabled me to run totally free from any 'hot fuel' problems.

On my way home from the first outing of this year, to the Brooklands Spring Gathering, I detected a slight exhaust blowing sound and on further investigation noticed tell tale sooty deposits above the manifold on no. 4 cylinder.

A new gasket was duly fitted and I took the opportunity to remove the heat shield and reassemble the manifold and carburettor using only the spacer. So far so good. It is now the end of June and I have used the car extensively during the recent spell of summer

weather - with no hot starting problems. It seems, in my case, that the heat shield is superfluous to requirements and that the Midget spacer is all that is necessary. Incidentally, it looks better too.



DON'T JUST SIT THERE - NAVIGATE!

It's taken his money, his love and his time,
That rusting old heap is now back in its prime.
The weekends are empty so what can be done,
Join like minded fellows and go on a run.

It's now insufficient to make hourly tea
I'm no longer needed down on one knee,
Pumping the brakes or holding that bit
Somewhere where only a small hand can fit.

My new tasks are vital, promotion I'm told,
I will need a compass and clip-board to hold.
A sextant is useful, new skills I must hone
I now have a stop watch that I call my own.

My sense of direction has never been great
The last thing I needed was to navigate.
But I will be ready when "run" day arrives,
They say that needs must when the old devil drives!

I know the South Downs but what's "Speckled Hen"?
It must be a bird that you find now and then.
I'm nobody's fool and I know many things
But when did the M.G. start trying its "Wings"?

Our entry form's signed and our fees have been paid
Our picnic is packed, lots of sandwiches made,
We all arrive early to chat with old mates
We drink cups of coffee and check future dates.

Now route maps are given, they vary a lot,
My favourite's the tulip "You're here" but I'm not
"It's not orienteering!" I heard someone say,
The map to the start was more their forte.

Some route maps are daunting with words by the score,
Is this a run or a country wide tour?
The printing's so close that I get in a fix,
I can't read that fast - there's no room for my ticks.

There are courses for rebuild so why not I ask,
For people like me with this map reading task.
But more so for some who write that route card,
That makes my head spin with instructions so hard.

There's a T type ahead you can tell by its speed
That the driver is studying every last weed.
He's made a wrong turning, with no turning back,
Oh help! I'm now leading the rest of the pack.

Our Y type is special but hills make it toil
That V8 behind us is starting to boil
At the crest of the hill he goes by so fast
Our next turn on the left he quickly has passed

We've made it we've finished we've got what it takes
I'm happy I've only made minor mistakes
He's got a plaque so just tell me one thing
Will I be awarded a navigators wing.

EMM EMM

REVIVE THAT LEATHER

Leather upholstery is a great asset for any car, but it can easily become shabby and worn-looking. We investigate a kit which is designed to put the new-look back.

Real leather upholstery has for many years been a status-symbol amongst car owners, and there is certainly nothing quite like that special aroma when you open the door of a car which has leather upholstery. But it needs looking after if it's to last and not be an expensive liability to the owner, because to retrim the average-to-large four seater saloon in leather can cost well into four figures. Regular feeding with such as Connolly's Hide Food or saddle-soap helps, as does elementary care, like avoiding scratching the surface with sharp objects; but there comes a time when, if subjected to regular use, the hides can begin to look a bit secondhand. Is there anything you can do about it?

There certainly is, as we proved to our satisfaction a couple of weekends ago - and it needn't break the bank either, because the whole exercise cost little more than £11, and took only a day to complete. The subject was the leather seating in our 1960 Vauxhall Cresta PA - really, these were in almost too good condition for a trial, but there were a number of scratches and cracks which we thought spoiled their appearance, and they'd certainly never been cleaned during the car's 58,000 miles.

There are several leather-reviving kits on the market, but we were keen to use the one supplied by Woolies the trim and accessory people, largely because of the claim that it didn't give the 'just painted' look to the treated leather. It duly arrived, and consisted of a bottle of cleaner, a tin of colour, a small drum of polishing paste, and a reasonable length of the pure cotton cloth which it is apparently essential to use; plus quite clear instructions.

CLEANING

Plenty of light makes the job easier, and if possible we reckon that you should remove the seats, or at least the cushions, and carry out all the work in good daylight or strong artificial light. As it happens the seat cushion of the PA's bench front seat was fixed, so we had to begin work 'in situ', rigging up a lead light to get as much illumination as possible. Removing the seats may also mean you can work indoors in the warm, if your wife/girlfriend/mother will let you!

We cut off a length of the cotton cloth and gave it a dose of the blue, ammonia-smelling cleaning agent. Rubbing it onto the leather showed us at once that the Vauxhall's leather was going to be a more suitable test than we'd expected - a lot of dirt showed up on the white cloth, and the colour of treated parts immediately turned a shade lighter! We found it important to keep turning the cloth to prevent the possibility of loosened dirt being returned to the surface; we rubbed over the seat once, then returned to tackle small areas of ingrained dirt with an ordinary nail-brush, which we found ideal for the purpose.

The results were quite dramatic even at this early stage - the leather was a great deal brighter after a thorough cleaning (and it takes over an hour a seat to do this properly, longer if the

leather is really filthy) and we reckoned that if your leather is in really good basic condition, possibly this thorough cleaning is all that's required, without bothering about a dye or leather paint. Although from previous experience with other similar cleaning agents, it would seem that it can actually remove colour from the leather, or at least uncover faded areas, do don't count on it.

After cleaning, the leather can be treated with Hide Food if age and neglect has caused it to harden. In this case 48 hours must be given to allow the Hide Food to sink in before proceeding to the next stage. We judged our Cresta's leather to be supple enough not to need this additional treatment.

COLOURING

First a word of warning - the tin of colour renovator is secured by three small clips which are levered off; don't rely on the lid being still tight on thereafter as we did, when we turned it upside down and promptly lost a quarter of the contents! However, a generous quantity is supplied so we didn't run short. For best results, a lot of hard work should be put into the cleaning stage before hand, as the colouring which Woolies supply is not a simple paint and doesn't cover black marks and similar heavy blemishes; nor can it really be used to effect a colour change. And before you start, make sure that other areas of the car's interior (carpets, different-coloured trim etc) can't get splashed if you have to work inside the car. The stuff does wipe off plastic or vynide but would obviously stain carpet or cloth trim like headlinings.

The colour renovator is applied using a pad made up of the cotton cloth supplied with the kit, and we used a shallow dish instead of dipping into the tin itself (less danger of a major accident that way!). We treated each pleat or panel separately, rubbing the colour in carefully and evenly before passing onto the next; this helps to ensure that you don't miss areas or apply the colour patchily. We then went back and gave a second coat after the statutory half-hour drying time had passed, paying special attention to deep creases and scratches where the original colour has disappeared. It is important to get good adhesion with the first coat though, which means rubbing well. Subsequent coats can be brushed or even sprayed on, though we continued with the cloth.

All in all, our seats received about three coats, with the 'scratched' areas mentioned getting a lot more - quite a heavy build-up of colouring is needed to disguise bare patches like these, we found. The rear seat cushion was removable, and was done out of the car, which was much easier. Incidentally, don't forget that on most leather trimmed cars, only the wearing surfaces are actually leather, and a plastic of some type is often stitched to it to make up side panels and so on. These should be simply cleaned with a normal upholstery cleaner, or diluted washing-up liquid.

POLISHING

The final stage is to rub the coloured seats with the polishing paste supplied - but don't overdo it, as it is slightly abrasive and can remove the the surface finish. In fact we barely found it necessary, as the finish left from simply

applying the colour looked excellent, though the paste does seal the colour to an extent. Lastly, don't forget to treat the leather with Hide Food or saddle-soap (obtainable separately) fairly regularly, which is to be especially recommended if the leather has been allowed to dry out or is particularly creased.

IN CONCLUSION

Generally we were very impressed with this kit from Woolies, and were delighted with the results achieved on our Vauxhall. Only after we had completed the work did we realise just how dirty and discoloured the PA's leather had been. Now it looks almost like new inside. We do indeed hope to try the kit on more worn leather, but we're confident that it would still do a good job – and probably produce an even more improvement. The kit also fully lived up to the claim that it didn't give the 'just painted' look.

As mentioned, the cost isn't great, and set against the results is excellent value. We can think of few other jobs which cost so little and take only a Saturday to complete which have such a dramatic effect on an old car! To obtain the kit from Woolies, it is essential to send them a snippet of your car's leather, taken from somewhere unnoticeable (the turnover underneath, for instance) and where sun or use can't have effected the colour. This is because each tin of colour is mixed up individually to match the sample supplied; and it's why delivery can be ten days or so. If you want a kit, the address to write to is: Woolies (PC), off Blenheim Way, Northfields Industrial Estate, Market Deeping, near Peterborough, PE6 8LD. Telephone number is Market Deeping 347347.

N.B. I can personally endorse the claims in this article. If the instructions are followed the results are stupendous.

A TRIP DOWN MEMORY LANE

At a recent committee meeting, we had a discussion about what to make the centre piece of our Silverstone stand. After a lot of chin wag we thought it would be nice to ask the last remaining member of the works Y-type rally team, if we could have the loan of his team car HMO 909 for the weekend.

A quick phonecall to Len Shaw brought forth an instant affirmative response "of course you can, and if you would like to come round home there are hundreds of photo's that you can borrow" . . . This seemed like too good a chance to miss, so Colin, Paul and myself made arrangements for the visit, and what better way to make the trip than in a Y.

Its about 120 miles from Guildford to Bromsgrove and we made great time, cruising along at a steady 60-70mph. Even at that speed the aerodynamics of the Y still enabled us to hold a conversation – something I can't do in my TD!

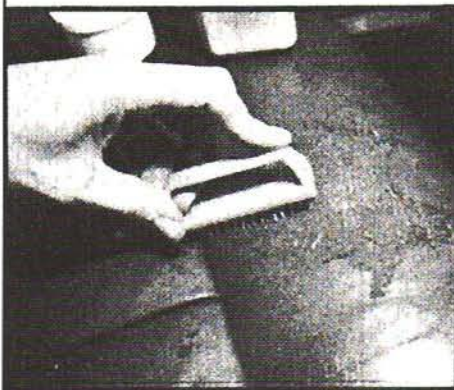
We arrived at Len's lovely house in Bromsgrove after a great lunch stop at the Blue Boar at Temple Grafton, which has a very creditable cellar and affordable meal.

At Len's we were soon engrossed in the history of the works team and the results they obtained, and spent a long time browsing over his marvellous collection of photo's.

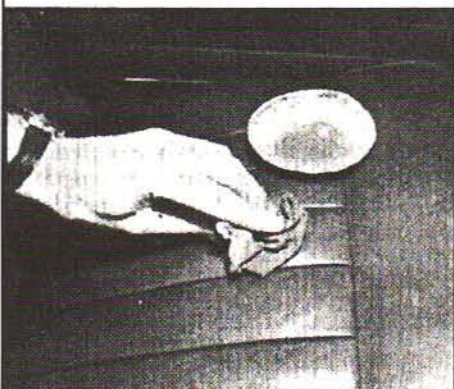
This posed us with a problem, but the sort of problem that we enjoy. The problem was which



Stage one is to apply the cleaner, turning the cloth frequently so that dirt is not returned to the leather. The hides should not be flooded.



Ingrained dirt was tackled using a nail-brush, the dirty lather being wiped away using the cotton cloth again. The cleaner softens too.



Cleaning properly finished, the leather is given 20 minutes to dry; Hide Food can be applied if the leather had become hard due to age or neglect, the seats being left for 48 hours. Then the colour renovator is applied, lightly and systematically.

Last step was to seal the renovator with the polishing paste, applied sparingly and then buffed with a soft cloth. If you are too vigorous some of the colour may be removed, which means going over that area again. We were well pleased with the results at the end of the exercise.

photo's to leave out as there were that many. In the end we took the lot and passed the problem of selection over to our display wizard, Jack Murray.

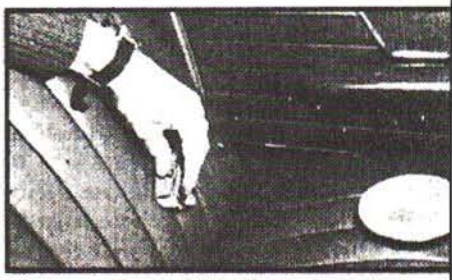
One point that did come across to us was that Len and his team mates were all as Len put it – 'enthusiastic amateurs' – as there was no question of payment other than out of pocket expenses, all competing purely for the love of the sport.



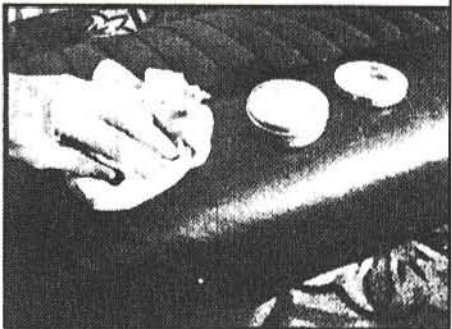
'Bare' patches and deeply ingrained areas need individual attention, the colour renovator being used quite generously.



And it works very well too – before and after shots of some scuff-marks on the Vauxhall's rear seat cushion.



Pleats were done individually, not forgetting to cover the stitched 'valleys'. If a second coat is required, wait at least 30 minutes.



We left Len and Elizabeth, wishing that we had gone better prepared with a tape recorder, as so much was said that our ageing memories could not absorb it all. But nevertheless the results of our visit were plain for everyone to see, both the photo display and the car.

All of us felt grateful to have met Len and listened to his tales, for his memories of that bye gone era are as fresh as ever.



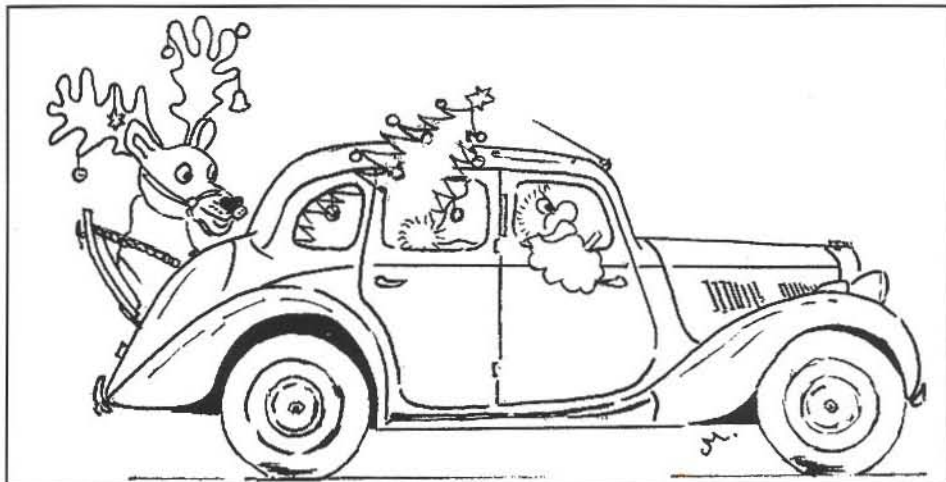
The photo's show the man himself with HMO 909 which is still in daily use. His other trade mark—his pipe got him several rockets from Marcus Chambers for smoking whilst at the wheel.

CHRISTMAS CARD

Don't think that I have gone completely doolally but would you take a good look at Santa in his Y, this is to be our Christmas card, and will be printed in black and white with a simple message inside. If you are keen enough you could colour them with your own colour scheme.

The cost will be £1.50 for 5 or £2.00 inc p&p. Phone or post your orders to: Jack Murray, 53 Bell Hill, Petersfield, Hants. GU32 2EH Telephone 0730 261803.

But please act now, don't leave it until the last minute you could be disappointed.



SUPERCHARGING OF STANDARD PRODUCTION ENGINES

Quite apart from the consideration of basic design for including a supercharger in the original specification, a very considerable number of cars of standard specification have been fitted with superchargers during the past few years. Opinions, well founded or otherwise, have varied widely on the desirability of this procedure, and it is of interest to review the general performance and reliability of cars so modified.

There appears very little or no doubt that any contemporary production car engine will give perfectly reliable and efficient service over its normally-expected mechanical life when supercharged with boost pressures up to 7lb./sq.in. No trouble need be anticipated with the standard clutch and transmission.

The obvious choice of supercharger of this application is a positive-displacement Vane or Roots type whereby a really useful increase of torque can be obtained at reasonably low engine speeds.

The following information relates to the installation of a supercharger on a standard over-head valve pushrod-operated engine. Only the detail modifications mentioned are incorporated. No modifications were carried out to compression ratios, induction-pipe layout or cylinder head.

A suitable blower-drive ratio was provided to give a maximum boost pressure of approximately 7lb./sq.in., the delivery side of the supercharger being taken direct to the original induction-pipe carburettor flange. This arrangement, of necessity and in general, involves retaining the original "hot-spot" manifold—certainly a disadvantage giving undue heating to the charge with the supercharger installed.

Performance on the road shows a 30 per cent increase in peak b.h.p. without increasing maximum r.p.m. The maximum b.h.p., obtained at approximately 5,300 r.p.m. with the unblown engine, is obtained at approximately 3,500 r.p.m. with the supercharger. This increase results in markedly improved acceleration figures, higher cruising speed and greatly increased hill-climbing capabilities.

Apart from improved road performance, the supercharged engine is smoother, and using normal pump fuel shows no sign of roughness throughout its operating range; with modified ignition-control governor giving slightly less advance in the upper range, pinking under any conditions is practically non-existent.

Performance taken over mileages up to 90,000 shows that cylinder wear is less with the supercharged engine, due presumably to better mixture distribution and the transference of a small quantity of oil from the supercharger when starting from cold.

A vane type supercharger was installed on the engine referred to and no trouble had been experienced with the engine, supercharger or transmission over a period of four years.

Although exhaust-valve temperature at sustained full-throttle operation might be considered a limiting factor with a supercharged version of an engine designed for atmospheric induction, it has been established that under normal road conditions no such limitations exist. Exhaust-valve life has been improved by the use of low-pressure supercharging, probably due to greatly improved distribution, equality of mixture strength obtained, and avoidance of consequent overheating of individual valves due to weak-mixture conditions.

The application of a supercharger to normal passenger vehicles should receive favourable consideration.

From 'Supercharging' by Christopher Shorrocks. (Undated) Interesting stuff, eh?

Jack Murray