



Y-TYPE NEWSLETTER

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Chairman

P. Rundell,
2 Carlton Close,
Camberley,
Surrey. GU15 1DS
Tel. 01276 28284

Secretary

D. Doubtfire,
Eden House,
Portsmouth Road,
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Tel. 01483 415608

Treasurer

B. Moyse,
12 Cater Gardens,
Guildford,
Surrey. GU33 3BY

Photographic Collator

J. Murray,
53 Bell Hill,
Petersfield,
Hants. GU32 2EH
Tel. 01730 261803

Graphic Designer

I. Hopkins,
47 High Street,
Kingston-on-Thames,
Surrey. KT1 4DG
Tel. 0181 977 6572

Area Co-ordinator

J. W. Atkinson,
26 Grosvenor Road,
Petts Wood,
Kent. BR5 1QU
Tel. 01689 825854

Public Relations

D. Pelham,
Yew Trees,
Stream Park,
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W. Sussex. RH19 1QN
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Spares Collator

D. Hague,
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Tel. 01730 266362

Y SWITCH - Y NOT

Have you ever come in from the garage swearing, "If that bit ever breaks again, I'll sell the car rather than go through that again"?

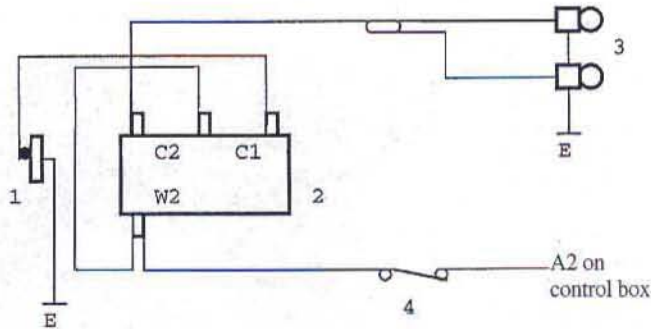
Many times, I hear you saying.

You well know the sort of jobs I mean, replacing the sunroof drain tubes, fitting a new clutch cable and what must come very high on anyone's list, replacing the stop light switch.

So why not think of an alternative and convert the stop light switch. It might well mean that you keep your car and your sanity a little longer.

I have just spent some very enjoyable evenings browsing through some early 1950s copies of *Practical Motorist* and have come up with one or two variations on a theme that are worthy of consideration.

The ultimate alteration, but one that might involve some professional help, would be to convert to a hydraulically operated switch, so let's consider some easier alternatives first.



- 1 Pressure switch on brake pedal
- 2 Relay
- 3 Brake light bulbs
- 4 Additional fuse
- E Earth

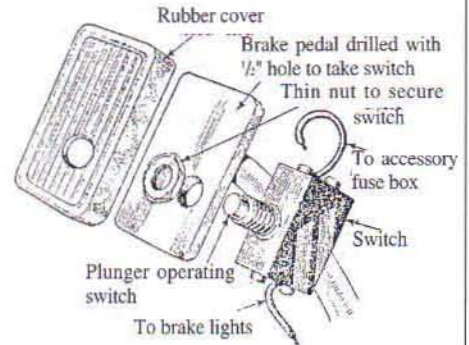
This particular layout can be seen on a car that is at present in daily use in the south east. That of Mike Hall from Horsham, Sussex. (01403 255107) If anyone would like more details of this layout then I am sure that Mike would be only too pleased to help.

The switch is a very simple micro-contact that is fitted under the pedal rubber. The real beauty of this type is that it is instantly responsive, as soon as your foot touches the pedal then on go the stop lights.

I gather that the relay is provided to prevent any burning of the switch contacts, though I would have thought that the amount of current drawn by the bulbs is relatively small so it might be worth trying without it. Perhaps one of our electrical boffins would care to comment on that. Practically the only maintenance required would be an occasional dusting under the pedal rubber.

Now this is more my type of device. Simple bolt on switch that once set should not require any further adjustment save the routine dusting. The sketch only shows one securing nut but two might prove desirable (one above the plate and one below for positioning the switch).

With this system you could make it more sophisticated by incorporating Mike Hall's wiring layout. This would give you extra fuse protection.



An ingenious brake light switch

Brake Light Switch

The accompanying sketch shows a plan section through the brake pedal. It illustrates how an ex-Government type simple on/off switch can be adapted to a most reliable brake light switch. After its initial fixing no adjustment will be required. The lead to the brake lights is carried down the pedal arm first. —

F.A. BOSTOCK
(Widnes).

Now this layout as shown in the diagram is for a different pedal arrangement than ours. With a little thought I'm sure this could be adapted.

An Improved Stop Lamp Switch

Not Affected by Brake Shoe Wear or Adjustment
By D. PEDLY

Commonly used brake pedal-operated stop lamp switches have one or both of the following defects: they do not operate until the pedal has been pressed and the brakes are in actual engagement; the adjustment of the brakes to take up wear upsets the action of the switch.

The scheme illustrated in Fig. 1 ensures complete freedom from those defects. The switch can be readily set to operate on the first 1/16" travel of the pedal and thereafter it is not affected by brake shoe wear or adjustment.

The actual switch used is a micro-switch and can readily be obtained from Government supplies stockists. It can be fitted to either the foot-board or bulkhead, in front or behind, according to the car layout, and can be operated from a clip secured to a convenient point on the brake lever.

Operation

The switches are actually arranged to have a single-pole two-way contact and are spring-loaded so that in the normal disengaged position one contact marked NC is closed.

DOWN UNDER WITH A YT SPECIAL

When the switch is mounted in the position illustrated, the contact NC is held open by the brake pedal. This contact is, therefore, the one to use for operating the stop lamp.

The switches are actually made to operate with about 0.04" travel at the extremity of the operating arm, so that if the switch is mounted reasonably near the pedal pad the slightest positive pressure on the pedal will operate the switch actually before the brakes engage, a feature which facilitates, signalling the driver's intention to brake before actually performing the operation.

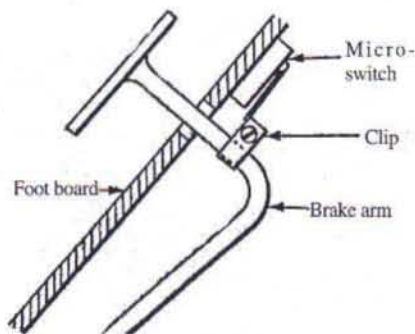


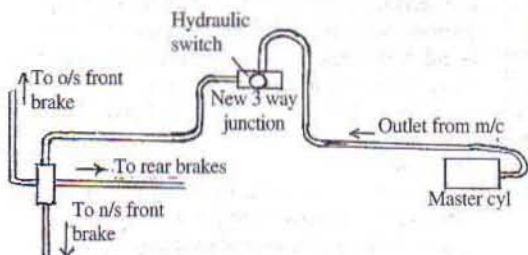
Fig. 1 - Construction details of the switch.

The hydraulic option, is in reality quite simple. It basically involves breaking into the outlet line from the master cylinder to the four-way junction point by the offside front suspension.

On my own car the only parts that were required were a three-way junction (which also had a threaded blind hole for mounting it onto the engine bay fitch plate), a suitable hydraulic switch and a short length of brake pipe. At this point it is important to stress that the brake pipes, fittings etc. are different from YA to YB, so be very careful that any parts that you buy are correct for your model.

The first thing is to position the new three-way junction at a convenient point on the fitch plate, somewhere easily reachable in case you have to change the switch at any time. Having mounted the junction and switch, disconnect the outlet pipe from the master cylinder at the distribution point by the offside front suspension and re-route the pipe to the new junction. Having satisfied yourself on the pipe run, cut the pipe on the generous side and have the pipe flared and fitted with a suitable union. Then make up a new section of pipe to run from the new junction to the existing four-way junction point. You will find the pipe run a bit twisty at this point, but with care the pipe can be bent without causing any flats or kinks on the pipe. All that remains is to re-fill the system and bleed the brakes in the approved fashion.

Oh yes, I nearly forget, you will of course have to extend the wiring to reach the new switch. Having done this conversion you can sleep easy knowing that you will never have to forage around under the floorboards again!



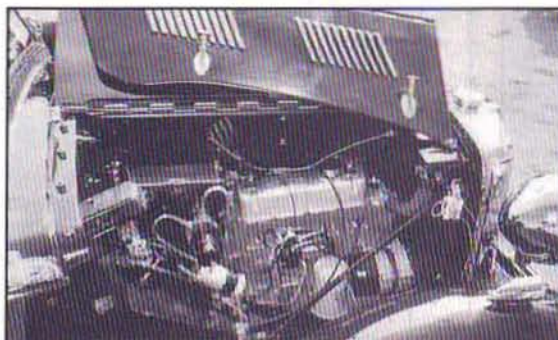
Richard Prior's YT 3208 (special) 'M.G.'s Down Under 1995' concours competition 15.4.95. (Photo: Brian H. Moyse.)

The pictures are of a Y-Tourer special owned by Richard Prior from Perth in Western Australia. Richard says he acquired the car in a poor condition without engine, gearbox and drive train and decided eventually to build a 'special' suited to both relaxed long distance cruising on Australia's open roads and for use in club competitions.

The following is a brief description of the car which I hastily scribbled down after talking to Richard during the South West Tour following the 'M.G.s Down Under 1995' meeting held over

engine is set low in the car to maintain a low centre of gravity for competition use. This required some modification to the YT chassis in order to lower the gearbox mounting position for correct drive train alignment. Richard says that no modification to the scuttle/bulkhead was necessary, but that special interior gearbox and transmission tunnel covers had to be fabricated to fit.

Carburetion is by twin SU HS4s (ex MGB) with M.G. 'Z' Magnette air cleaner and inlet air tract, the latter having been cut/chamfered to clear the YT bonnet sides. The ignition system incorporates an interesting and innovative modification to the standard MGB arrangement. The standard distributor location on the MGB engine could not be used as the distributor body was found to foul on the YT steering column. Richard has designed a flexible drive arrangement, with the distributor mounted at high level on an extension tube which houses a Bowden cable



Richard Prior's YT 3208 special ('M.G.'s Down Under 1995', 15.4.95) engine bay showing MGB 18V engine installation - note distributor mounted on extension tube, with flexible drive, to clear the steering column. (Photos: Brian H. Moyse.)

the Easter weekend. So I apologise to Richard in advance for any inaccuracies.

Richard's car is fitted with an MGB 18V engine, gearbox, overdrive and rear axle. The

type drive connection between the normal distributor drive dog in the block and the distributor itself. Electronic ignition is used to counteract any 'variable timing' problems which could be generated by the flexible drive coupling.

Engine cooling uses a YT radiator core with outlet and inlet connections repositioned to suit the MGB engine installation. Richard says that there was insufficient room to fit a mechanical cooling fan and so a small diameter, thermostatically controlled, electric



"Burning rubber" 'M.G.'s Down Under 1995' Motorkhana 16.4.95. (Photo: Brian H. Moyse.)



Richard Prior and YT in competition trim.
(Photo: Brian H. Moyses.)

fan is fitted in front of the radiator and behind the standard YT radiator shell. This space also accommodates an engine oil cooler.

Front suspension incorporates MGB stub axle assemblies with MGB lever arm dampers and disc brakes. YT lower wishbone assemblies are retained but specially fabricated shortened coil springs are used, which give the car its lower ride height, as can be seen in the photographs. A front stabiliser bar is fitted to reduce body roll in cornering. Rear suspension uses standard YT leaf springs with mounting points moved outward to suit the pick-up points on the MGB axle. Telescopic dampers are used at the rear. Richard says that overall very few modifications were required to the standard YT suspension mounting points to accommodate his set-up.

Another obvious modification which can be seen in the photographs is that the car runs on wire wheels. These are specially designed and built 15" chromed wheels shod with low profile radial tyres. Another of Richard's innovations which cannot be seen is the 'space saver' spare wheel, another specially built wire wheel with rim and offset, designed to fit a 'skinny' Michelin ZX tyre, in order that it will fit in the standard YT spare wheel compartment. I didn't get round to asking Richard which of the passengers gets a lap full of full size wheel in the event of a puncture!

Having seen Richard's YT in both competitive action and cruising at speed in company with our tour coach, it is clear that Richard has achieved his aims. His 'smoking' (the tyres, that is) performances against the clock on the Motorkhana (driving test) course were quick and spectacular and passing a speeding supercoach at 60mph plus obviously caused Richard 'no worries'.

Richard indicated that he may be preparing a fuller account of the development of his YT for publication in the future, let's hope so and please can I have a copy!

BRIAN MOYSE

XPAG OIL FILTER UP-DATING

BY P. RUNDELL

If you are a concours devotee, or drive your car just to Silverstone and a couple of other meet-

ings, or believe that the products of Abingdon should never be altered from their original specification, read no further. If, however, like me, you use your car more frequently and temper your enthusiasm with a desire for practicality and limited up-dating, then this may be of interest to you.

When I changed the YA's engine oil and filter last autumn, after undoing the long centre bolt I quickly changed position to remove the whole unit, spilling oil all over the garage floor. When my anger had subsided, I resolved not to play this particular game again, and opted for a screw-on disposable filter, as fitted to later MGBs and modern cars. I contacted Derek McGrath of Flexolite, and, in order to ensure we had the correct fitting I removed the oil pump and sent it to Derek. In a short time I received the pump back, together with a suitable alloy adaptor, sealing ring, oil filter, and threaded centre adaptor, which latter item both serves to attach the alloy adaptor and provide a mount for the new filter.

Fitting is simple, and can be done with the pump in place - on the Y-Type, anyway. Remove the old filter and housing (there is no physical need to drain the sump, but you will probably do that to give the new filter a clean start), then place a suitably sized tommy-bar through the holes in the threaded boss (marked "A" in the drawing) and unscrew, Remove boss A, splash plate B and old sealing ring C. Insert new sealing ring in its recess in the pump, position alloy adaptor on sealing ring and screw the new centre boss in place through the centre of alloy adaptor. Derek supplies a suitable filter, but I decided to use Unipart GFE 121 which I use on my other cars.

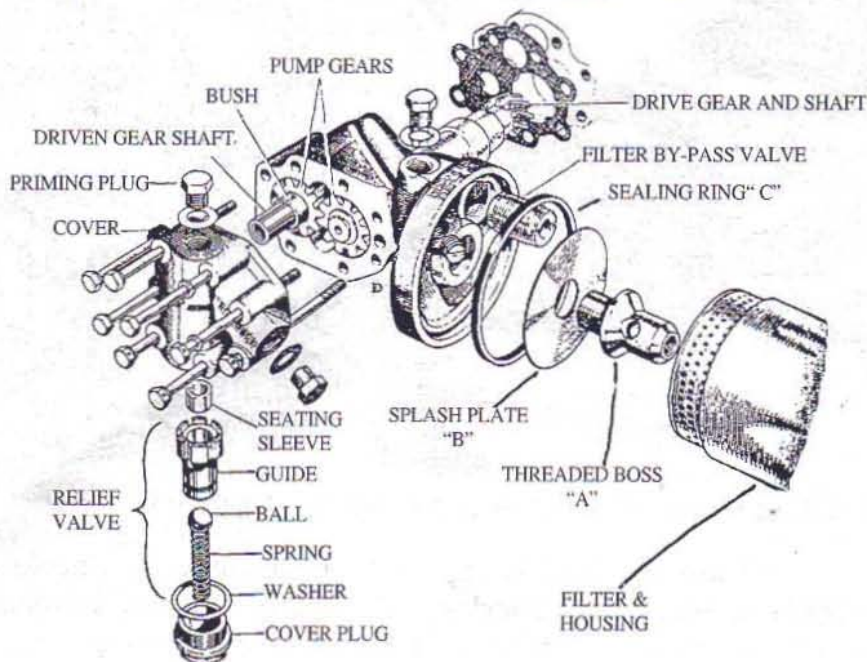
The foregoing applies to the XPAG engine with the oil filter and oil pump in unit. If you have the earlier engine with a separate filter fed by pipes, do not despair. Flexolite can supply a remote filter head and pipes for a similar conversion.

Finally, you can always change the set-up back to the original filter if the need arises - but I will not be doing that!

Contact: Derek McGrath, Flexolite,
23 Highway, Yate, Bristol BS17 5AB
(Tel. 01454 311401)

Cost: As described, about £20.00 plus postage
(Oct 94)

Oil Pump



Commencing at engine No. XPAG/TD2/20972 on the "TD" Midget and at engine No. XPAG/SC2/17680 on the 1 1/4 Litre Series "YB" a priming plug has been fitted in the oil pump cover to improve accessibility of pump priming for use after engine draining. In addition a modification has been made to the oil pump cover to take the plug.

M.G. YB Versus RILEY RMA

BY R. DICK

By the time you read this, most of you will have seen the report in "Practical Classics" of the comparison between the M.G. YB owned by Richard Dick and the Riley RMA. Well, here is Richard's verbatim account of how his day went...

"As the events season for my YB, USV 420, was drawing to a close this year with just the Varsity Run to take place, a surprise call from Brian Cox, Deputy Editor of 'Practical Classics and Car Restorer', provided another event with a difference.

Brian explained that they wished to produce a four page article for the November issue on a 'back to back' comparison of an M.G. YB with a Riley 1.5 litre of the same vintage. Would I loan my car for the test?

This was of particular interest to me because when I purchased my first M.G., PKJ 570, back in 1952, I had seriously considered the alternative of the Riley which I still consider to have very attractive lines. On comparing the two cars over 40 years ago the additional factors that persuaded me to choose the YB were the fully opening windscreen, the built in Jackall system, the sunshine roof and the price of £671-11s-8d. (This included £146-11s-8d purchase tax!)

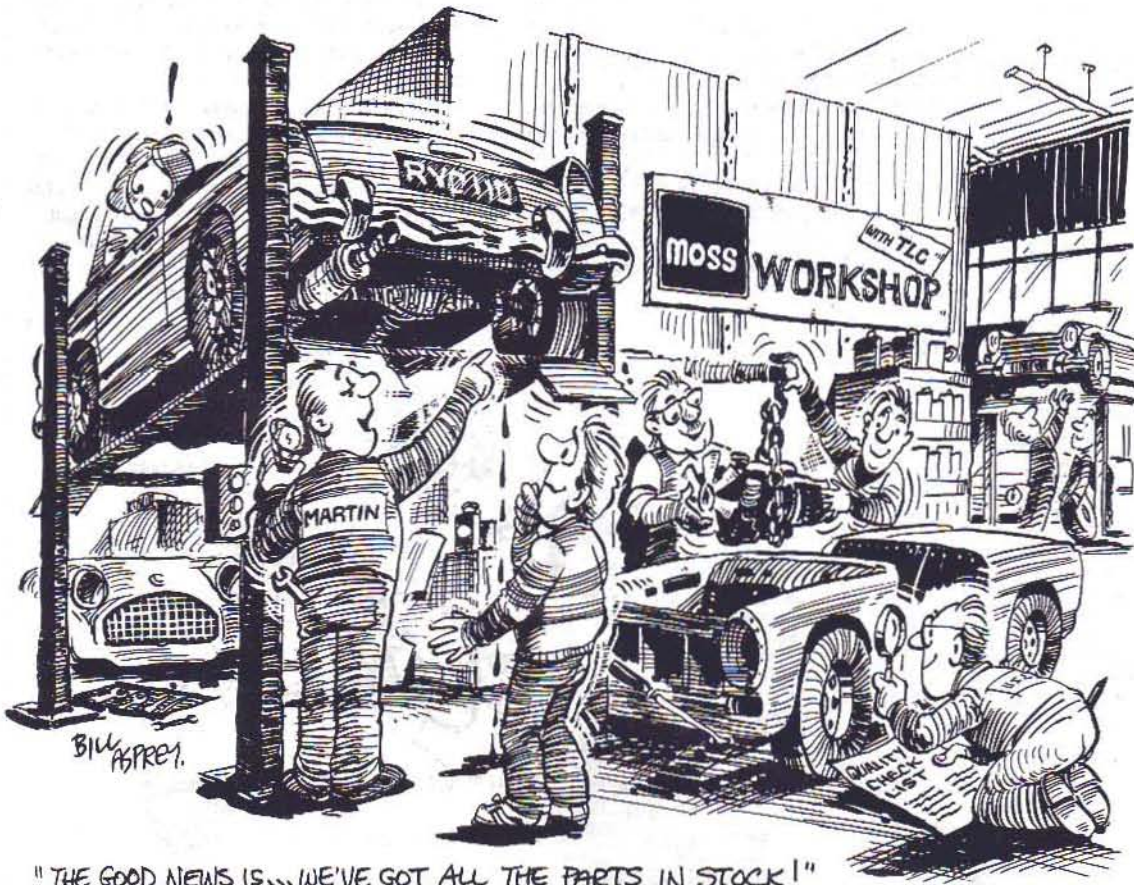
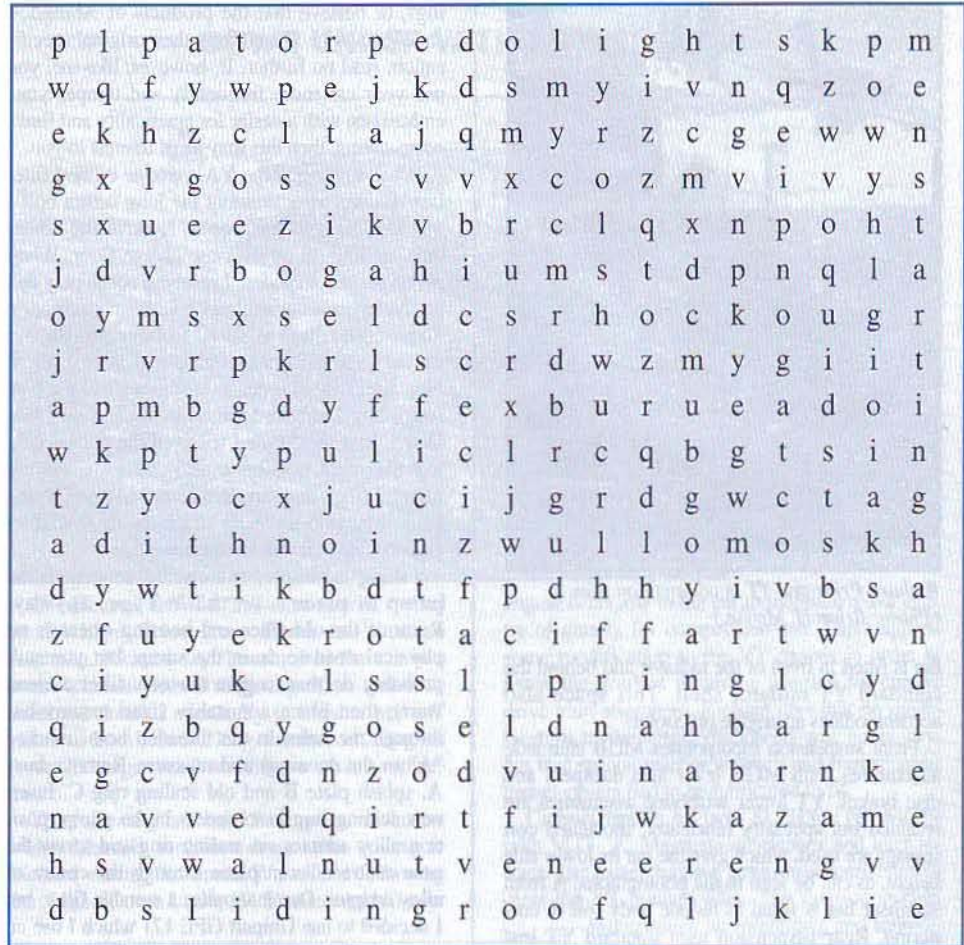
Needless to say I responded with enthusiasm to the invitation and we met up with the Riley owner who came from Uttoxeter with his very attractive and totally restored car. Brian and his photographer had already selected a large timber yard at a nearby location for the photographic sessions. Unfortunately the weather was very inclement with heavy rainstorms and strong winds which meant a day of leathering between the photographic sessions!

Although we did not drive each other's cars they were thoroughly tested and I await with interest his assessment of the two cars which were market rivals over 40 years ago. I trust that USV 420 thoroughly upheld the M.G. marque. I drove home in torrential rain and into my garage for yet another leathering. Next morning USV 420 had a flat tyre - a splinter of timber maybe? This enabled me to check the Jackall system, which I was relieved to find worked admirably."

Now here is something for those of you with brain cells in need of exercising! From EMM

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