



# WELCOME TO THE YTYPE NEWSLETTER

It always seems strange writing the Christmas Issue of the Newsletter in November! Though if you were recording a Christmas Special for the telly in midsummer then my concerns are minimal. Nonetheless, let me wish all Y Type owners a very Happy Christmas and New Year from the Register!

This month we have five topics of interest for you. First, an introduction to the MG Y Type Round Britain Relay to celebrate the 70th Anniversary of the Birth of the Y. Second, an article by YT owner Anton Piller on Improving an Aftermarket Rear Crank Seal Kit. An update on YA Saloon XMY 55 which was referred to in the Summer Newsletter. Then a recollection of two significant Y owners who died earlier this year. Finally, a list of events to celebrate the MG Y Type's 70th Birthday.

## MG Y TYPE ROUND BRITAIN RELAY

Over the last couple of years, we have been considering different ways in which the 70th Anniversary of the Y Type might be celebrated. Julian Bosworth wrote initially to me about his idea for a Y Tour of Britain. Such events are not that unusual; however Julian's idea was perhaps a little wacky – not just a tour but more than that, a relay!

We invited Julian to a committee meeting to elaborate further on his idea.

The concept was accepted and Peter Vielvoe outlines it in more detail.

### *Y Type Round Britain Relay*

The Y Register Spring Run is our annual premier event and attracts between 20

and 30 cars each year. We have found that entries are maximised when it is held in the Cotswolds area, but this of course excludes many cars that find the distance from home just too far. So when one of our members, Julian Bosworth, came up with the idea of a Round Britain Relay for Ys, it offered a solution that would give all Y owners a chance to participate in a Y national event. We asked Julian to put some meat on the bone and he came up with a detailed plan which he describes as follows:

"The route around Britain comprises 37 stages. Each owner should choose one (or more) to complete. Each stage is approximately 50 miles but in some areas of the country they are longer. The longest being 66 miles.

The proposed start is at the Lakeside Shopping Centre, east of

London, just north of the Dartford Crossing. The finish is at Kimber House, the home of the MGCC, in Abingdon. The total distance is 1,834 miles. To make the challenge more manageable, it is proposed to start two cars from Lakeside, one in a clockwise and the other in an anti-clockwise direction. The route avoids motorways and the checkpoints are located at Tesco, Sainsbury's or Morrisons store car parks. Wherever possible the stores provide petrol, café and toilets, but there are a few locations where some of these services are not available.

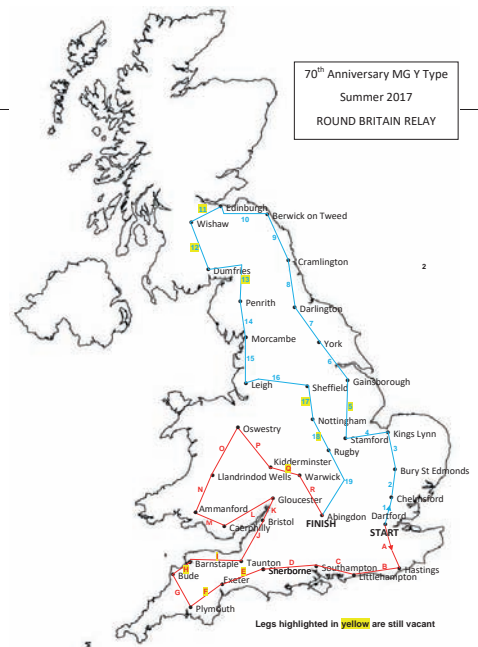
Choose the stage, from those listed below, that you wish to undertake. Once all stages are allocated we will advise you who your handover partners are and it will be up to you to arrange mutually convenient times and dates to meet at the designated location in

Clockwise		Anticlockwise	
A	Lakeside to Hastings	1	Lakeside to Chelmsford
B	Hastings to Littlehampton	2	Chelmsford to Bury St Edmunds
C	Littlehampton to Southampton	3	Bury St Edmunds to Kings Lynn
D	Southampton to Yeovil	4	Kings Lynn to Stamford
E	Yeovil to Exeter	5	Stamford to Gainsborough
F	Exeter to Plymouth	6	Gainsborough to York
G	Plymouth to Bude	7	York to Darlington
H	Bude to Barnstaple	8	Darlington to Cramlington
I	Barnstaple to Taunton	9	Cramlington to Berwick-upon-Tweed
J	Taunton to Bristol	10	Berwick-upon-Tweed to Edinburgh
K	Bristol to Gloucester	11	Edinburgh to Wishaw
L	Gloucester to Caerphilly	12	Wishaw to Dumfries
M	Caerphilly to Ammanford	13	Dumfries to Penrith
N	Ammanford to Llandrindod Wells	14	Penrith to Morecambe
O	Llandrindod Wells to Oswestry	15	Morecambe to Leigh
P	Oswestry to Kidderminster	16	Leigh to Sheffield
Q	Kidderminster to Warwick	17	Sheffield to Nottingham
R	Warwick to Abingdon	18	Nottingham to Rugby
		19	Rugby to Abingdon

order to pass on the baton.”

We decided to go with Julian’s plan and back at the beginning of October launched his idea of running a Round Britain Relay in 2017 as part of our celebration of 70 years since the first Y Type rolled off the production line at Abingdon. By the end of the month we had entries from 38 Y owners willing to cover 28 of the 37 legs. For a small Register with very limited numbers of cars on the road this was a great start. Some owners were willing to cover more than one leg and for some legs we had multiple entries.

As can be seen from the map, we still have nine legs highlighted to cover, so if you live in these areas, or indeed any of the others and think your Y can make the journey, please contact Maggie Grafham who is coordinating the entries. yrelay2017@gmail.com phone 07582 691575. If we can attract multiple entries for all legs, we could ensure a great event with convoys of Ys driving all round Britain. Once we have all the legs covered we will be able to decide on a starting date and run a virtual relay to establish times and dates.



## IMPROVING AN AFTERMARKET REAR CRANK SEAL KIT

It must have been about 20 years back when I first saw an ad and read an article about these kits. Since I liked the idea and appreciated the engineering skill behind it, I bought two of the kits – one for my TD and one for my long-term project, YT 4220. Both kits were fitted and what struck me at the time was how close the lip of the oil seal was to the edge of the crankshaft’s shoulder and that it was not spring-loaded.

My expectations were running high and the TD was up and running soon, while the YT engine is still waiting to be fired up for the first time. Well, my high expectations were not really met and the engine still ‘lost’ oil at the bottom hole of the bell housing (something that prevents the car from passing the very strict government-controlled Swiss MOT).

By coincidence, I realised that the big spares suppliers nowadays include a round white plastic box with those kits. On enquiring, I found out that the box contains a so-called speedy sleeve that extends the crankshaft’s shoulder. Apparently, the kit’s manufacturer had found out, over time, that the seal’s lip runs too close to the crank’s edge and in some cases cannot function properly (dependant on how big the shoulder of the chamfer is).

I decided to take the engine out of the YT, fit such a speedy sleeve and have the crank and flywheel balanced at the same time. Because of limited space in my garage, I asked the owner of my engineering shop if I could strip the engine at his shop, which he agreed to. The man is very knowledgeable and did his own Group two, Sport 2000 and racing Mini Cooper engines. When he saw the ‘in situ’ rear crank seal kit, he nearly had a fit and told me that the kit could not function properly. Here is his reason why:

1. The seal’s lip being too close to the crank’s chamfered edge (which of course will be overcome by fitting a speedy sleeve).
2. The lack of a spring within the sealing lip that would prevent the engine’s internal pressure from blowing out oil past the lip.

3. The nondescript type of seal that looks as if designed for slow-moving shafts of a machine, but not for use in high-revving engines. The correct seals for car engines are of the Viton (FPM) type. These FPM seals withstand temperatures of up to 220° Celsius, whereas standard oil seals only withstand 100°C, which is the boiling point of water. In addition, FPM seals withstand a circumferential speed of up to 40 metres/second versus the 14m/s of ‘normal’ Nitril (NBR) seals.

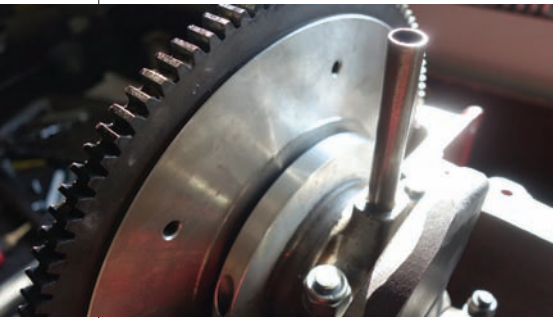
Since I could not find out what type oil seal is used with the aftermarket kits, I decided to make sure and use a FPM-type seal together with a speedy sleeve, to hopefully get the results I expected in the first place. Here is what I bought:



Crankshaft and flywheel removed and con rods secured by piece of round wood



To the left, the kit’s seal that lacks a spring-loaded lip. To the right, the FPM seal with its spring-loaded lip.



Two millimetres had to be taken off the raised section in the centre of the flywheel in order to allow for the 2mm wider oil seal

- SKF Speedy Sleeve 95mm, order number CR 99369
- Oil Seal 95-120-12, order number CR 99369

Because the newly acquired seal is two millimetres wider than the kit's seal, two millimetres were skimmed off the flywheel's raised front section and the seal was glued into the aluminium clamping-ring of the kit with black silicon sealant.

In theory, I have done everything right to keep my racing engineer happy and I look forward to testing the upgrade sometime early next year. Keep your fingers crossed...

Anton Piller, Switzerland

## EVENTS TO CELEBRATE THE MG Y TYPE'S 70TH BIRTHDAY 2017

May

Annual Spring Weekend  
Organiser: Chris Callaghan

June

MG Live! at Silverstone  
Organiser: MG Car Club

June/July

Y Type Round Britain Relay  
Organiser: MGCC Y Register Committee

September

Isle of Wight Autumn Break  
Organiser: Peter Sharp

## YA SALOON XMY 55

Alan Davis provided us with information about his ownership of XMY 55 during the 1970s. He contacted me recently with not only a photograph of himself and the family at Hausach in 1979, but also of the same car participating in an MG South Western Run in 2016. I apologise for not confirming the present owner. All parties look in good fettle, despite the 37-year time gap!



Alan Davis and family at Hausach in 1979



Alan competing in a run in 2016

## TWO SIGNIFICANT Y OWNERS

2016 saw the deaths of two well-loved Y Type owners, each of whom contributed something very special to the Y Type scene.

### JACK MURRAY

Jack Murray was 'Mr Y' for 25 years from 1991, when he became Registrar until his passing in May 2016. His artistic ability is well-known, although a number of us who were honoured to be close

friends received very special Christmas cards depicting their Y Types in seasonal garb. One such individual is Malcolm Hardy and he kindly forwarded his selection of Christmases with Y as perceived by Jack. These are shown in the Newsletter. It was very typical of Jack to spend time in creating these wonderful and unique images. Moreover, it reminds one of just what a kind and thoughtful man he was – thank you, Jack. We will all be thinking of Mollie and their daughters Charlotte and Rebecca and the wider family at this difficult time for them all.



Christmas cards designed by Jack Murray

### ALAN CHICK

Alan died in April this year. He had owned his YB since 1959 and it was his everyday car for many years. He eventually bought a more modern vehicle for daily use but kept the YB. He retired around 1983 and had the car restored in 1997. He was a great supporter of the Y Register and attended every Spring Run from the inception in 1997, and most Y Tours in France, Belgium and the UK. We all feel his loss and no-one more so than his long-term friend Mary Jackson. Our thoughts go out to her and to his nephew Alan who was 'willed' the car by his uncle. Alan Jnr continues the good work by using the YB and maintaining it to a high standard.