

# Welcome to the Y Type Newsletter

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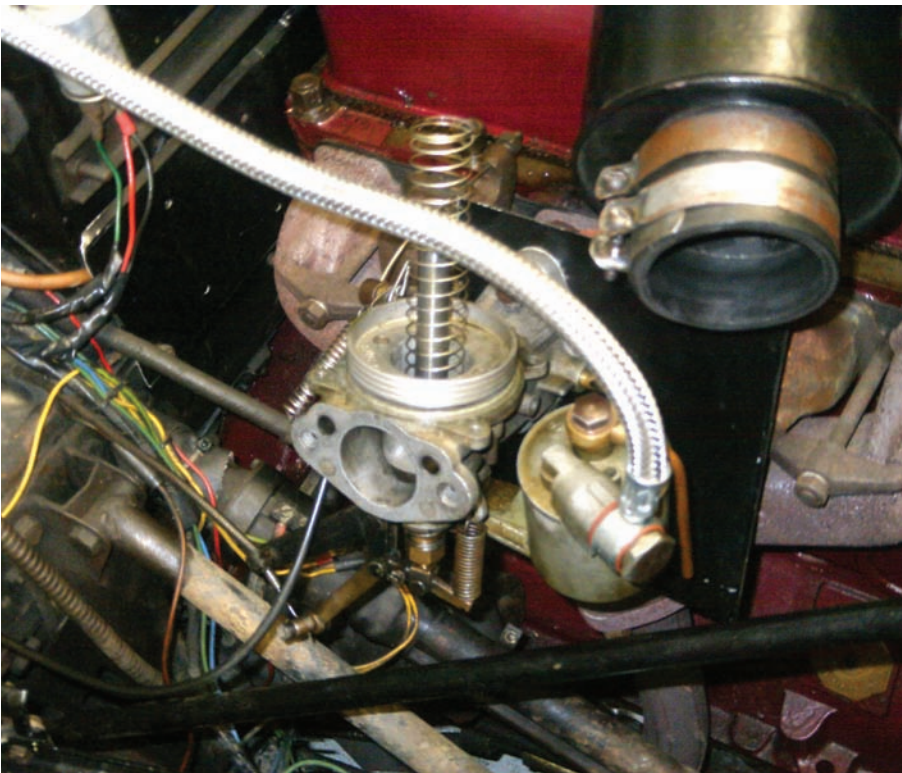


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Welcome to our mid-summer spread (the next is in December) and hopefully when you read this you will have been enjoying your cars to the full! Many of you are well organised and have planned out your event calendar already but I guess there are several of you who are looking and considering alternatives. Published on page 63 is a list of events across the UK that some of you might wish to enter. These

include activities organised by local MGCC Centres, Registers and Branches. If you have any experiences, good or bad for that matter, then please let us know by contacting me through letter, email or phone. Experiences of fellow Y owners are always of particular interest to us. We can then post these on our new website, which has finally been launched and which you can find at [www.mgccyregister.co.uk](http://www.mgccyregister.co.uk)

## Little Gem Update



I visited Kimber House recently to service Little Gem, the Club's MG YB. There had been a problem with the carburettor float chamber flooding and it had to be recovered home. I straight away thought it would be the brass float sinking through ethanol eating the tin from the solder that holds the two halves of the float together. This proved to not be the case. Read on.

I gave the car a run over to check all was OK; cleaned the points, checked the fan belt, water level, oil level (no need to change it as the mileage is tiny), greased the front suspension and steering, then pulled the carb to bits in-situ. All I found was that the dash-pot-damper was empty, all its oil had gone (common on some SU carbs, but not on others). This would cause the car

to die when accelerating due to much too weak a mixture. In the float chamber there were a lot of fine iron oxide (rust) particles. I fitted an in-line filter last year but the really fine stuff still gets through. I strongly suspect that a tiny bit of this rust had settled on the needle seating, letting the carb flood (giving a similar indication that a holed float would give). I re-assembled it all and the car ran like clockwork.

However... 18 years ago I was getting flooding carbs caused by fine rust particles, so I fitted an SU pump switch so I could switch the pump off, leave the engine running to use up the fuel left in the carb until it stalled, then switch on the pump again and the fuel rushing in dislodges the rust particle. It has a second use as an anti-theft device (the car runs out of fuel 100 yards down the road) and as an emergency switch should there be a fire. I have adapted Little Gem's stop-light switch as an SU pump switch (as I have on my own car). Anyone who is to use the car needs to know to PULL THE SWITCH OUT before trying to start the engine (you will hear the pump tick away, filling the carb). The switch is the right-lower one, under the light switch.

Other things I found but did not fix are: 1) the light switch (on the dash) is badly worn, it does not always work. If anyone has a good used one and wants to donate it to Little Gem, it will be put to good use; 2) the car's wiring is an awful mess, it really needs a new loom; 3) the clutch is engaging only just off the floor so I went to adjust the cable. Alas the bracket on the sump has been damaged (long ago) and a home-made one fitted. It has bent a bit and there is no adjustment left on the cable (Little Gem has a powerful diaphragm clutch, very heavy to operate).

Neil Cairns



# Members' Cars

I did mention last month that I would get a photo of Roy Clapham's YA included in *Safety Fast!*. Roy kindly sent me a copy of his car when it was used for his daughter's wedding last year. Unfortunately, I have mislaid (no not lost!) it. However, I have included a picture of the car which I have taken from the website. For balance I have also included Alan Chick's YB and Andrew Morland's YT.

**YA5986**

**Owner and Location**

Roy Clapham, Lancashire, England

**Date of First Registration**

December 5 1950



**YB 1274**

**Owner and Location**

Alan Chick, South Glamorgan, Wales

**Date of First Registration**

May 2 1953

**Chassis No.**

YB1274

**Registration**

HKG 16

Alan has owned his YB since 1959 and attended many Y Register meetings including an abortive and unfortunate trip to the Ardennes in 2007.

Alan's YB developed an ignition fault just prior to boarding the ferry at Dover, the others having to wave goodbye and the car having to be transported back to South Wales.

At the 2010 Spring Run Alan, who was accompanied by Mary, was awarded the 'Piston Broke' Award. This should have gone to Jerry and Jo's YT but the organisers changed the rules on the spot and awarded it to Alan (and Mary) for their regular attendance over the years. Alan has owned his YB for 52 years – something of a record and hence the award.

Alan did comment that he had won the award in the past, along with others – not least being Register President Dennis Doubtfire. However it was noted that Alan's Y like many present ran perfectly.



The above pictures from Y Register Committee sources. The lower two were taken during the 2007 Gordon Bennett Classic Run in Ireland. On the right Alan can be seen leaning against his YB in the mist of the Slieve Bloom Mountains.



**YT5037**

**Owner and Location**

Andrew Morland, Somerset, England

## Y Register Spring Weekend

For those of you who came on the Spring Weekend over May 17/18 then please do let us know how it was for you and forward us any photographs please.