



Welcome to the Y Type Newsletter

I have received several useful articles and photographs from you and whilst most are on our website www.mgccyregister.co.uk I have selected a few for inclusion in our half yearly spread.

Reflections on 2015

For the Y Register we arranged two specific Y events – the *Spring Weekend*, which this year was held in Staffordshire and Cheshire in May, and the *Loire Trip* in early September. Both were a great success and credit must be given to Chris and Annette Callaghan for organising the former and Peter and Gillie Sharp the latter. A report on the French excursion and photographs is included. Victor and Evelyn Rodrigues, who as you may be aware live in Switzerland, have sent a note on their last journey in the YA they own before laying her up for the winter.

John Harris advises on a simple carburettor bowl which will be of interest to not only Y owners but other MG owners.

There was also a Y presence at the Stoneleigh MG Day in March, the Practical Classics Show also in March and held at the NEC, the MGCC MGLive! weekend in June where Neil Coombes (after an horrendous journey) arrived with his under restoration YT which drew many favourable comments, and the Harrogate MG Event with ten cars on the stand and ably organised by Chris Pick. A special thanks to both Chris and Neil for the great efforts which were much appreciated by all.

All in all a few great events complemented by many shows that you may have attended.

Looking ahead to 2016

Aside from MGLive! we have two Y events pencilled in – both of which are organised with one already full up,

Spring Weekend Return to the Cotswolds Saturday May 7 – Sunday May 8 2016

After a break of several years we return to the wonderful Cotswolds, and will be based in Gloucester, Gloucestershire. We will be holding our traditional weekend with a dinner on the Saturday and a road run on the Sunday.

Chris and Annette have already arranged all the details for the weekend and these are included on the website. I have

though included a brief outline of the arrangements and which hotel you need to book up with.

The Dinner

The Dinner will be held at the Hatherley Manor, GL2 9QA (www.hatherleymanor.com), and the cost will be £25 a head for a three course meal. Menus will be forwarded nearer to the date. Please include payment for the dinner by cheque along with your entrance fee for the road run made out to the 'MGCC Y Type Register'. Any wine/drinks/extras that you order will be paid for by you to the hotel on the day. The start time for the dinner will be 7.00pm for 7.30pm. If you are intending to attend the dinner then please let me know by March 25 2016 at the latest. For those wishing to stay overnight, a special rate of £44 per person with two people sharing a double room, single supplement of £25 per room has been arranged. Please quote: MG Y TYPE.

The Run

On our traditional Y Type Spring Run as always, we try to find a place of interest for everyone to enjoy. This year is no exception as we shall be starting at the Jet Age Museum, Meteor Business Park, Cheltenham Road East, Gloucester GL2 9QL (www.jetagemuseum.org) and finishing at Adam Henson's Cotswold Farm Park, Guiting Power, near Cheltenham, Glos GL54 5UG (www.cotswoldfarmpark.co.uk). The entry fee per car for the run is £4.00. Entry fee for the Museum is FREE but we will have a bucket collection, and The Cotswold Farm is £9.25 Adult, £8.65 seniors but a group rate will be agreed. (Please check their website for all up to date information.) All correspondence will be by email. Road books and rally plaques will be available on the day

Summer Break Llanerchindda Farm – Mid Wales Friday July 7 – Monday July 11 2016

In July 2014 Chairman Peter Veilvoye organised a marvellous weekend in Mid-Wales. Before it was over many were clamouring for another visit. We have therefore arranged a return in July next year. Such has been the interest we have booked the whole hotel and every room has been taken up. If you are still interested and would like to attend then I suggest that you contact me and I will include your names on a reserve list.

A simple carburettor bowl repair

This article is a re-write of one I prepared in 1999 for the MMM Register 'Info letter', which I edited for about six years before it was superseded by the rather excellent MMM Bulletin. The carburettor was on my MG PA but this repair would be applicable to any similar SU carburettor and an appropriate small screw selected.

It was whilst out on one of my "let's take Lucky Eddie (my PA) out for half an hour's run to give him some exercise" excursions that I noticed that he was not climbing hills too well, certainly not as well as I've been accustomed to him doing.

The symptoms were similar to running with the choke half out. A quick look under the bonnet revealed a loose bowl lid on one of the carburettors. A quick gentle tightening with my old 5/16" spanner seemed to do the trick and he went well again so we continued on our way for about an hour and then home. These



sorts of things you take in your stride don't you? All part of the fun (at least I think so as long as it isn't chucking it down with rain at the time although I've got soaked on many an occasion).

Nothing more happened for quite a while until one day coming back from a good day out the same thing happened again, only this time it wasn't possible to tighten the bolt that holds the lid on. Needless to say, we got home safely but not as quickly as we usually do.

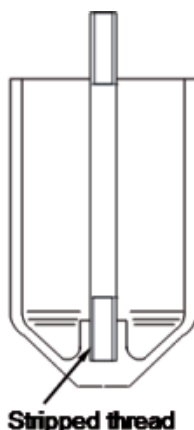
This time off came the bowl for closer examination, which showed that the 1/4" thread at the bottom of the bowl had stripped. There was sufficient thread to re-secure the central rod, even when tapped out further with a blinded tap. There was sufficient to 'locate' it so I drilled a small hole right through the bottom of the bowl from the inside Stage 1. To do this I put a small drill into a pin vice and the pin vice into my drill which enabled me to reach the bottom of the bowl. It is vital to get this drilled hole central, as you will see later.

Having drilled the pilot hole I screwed the central rod back into the bowl without damaging the remaining thread. I then turned the bowl, with the central rod in position, and marked the end of the rod using the pilot to position it centrally (Stage 2).

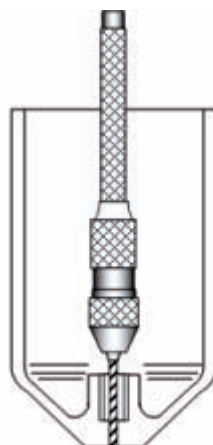
I then took the central rod out and drilled and tapped out a hole 4BA (or M4) 3/8" (10mm) deep in the centre of the rod. The pilot hole in the bottom of the bowl was then opened up to take the screw and countersunk so that the head of the screw was flush with the bottom of the bowl (Stage 3).

Having thoroughly degreased all parts I screwed the central rod back in position with a little 'Araldite' as well as the small countersunk screw (Stage 4). Needless to say it's now 2015 and still sound.

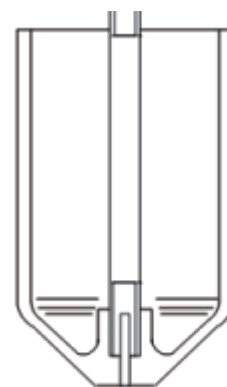
The diagrams right show the steps.



Stripped thread



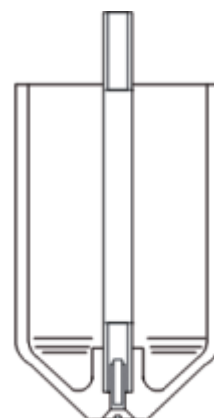
1 - Drill small pilot



2 - Drill tapping hole



3 - Open up hole for 4 BA screw



4 - Assemble with a little Araldite

John Harris

Y Types Out and About

The Loire MGCC Y Register – September 12-18 2015

This excellent event was wonderfully well organised by an unflappable Peter Sharp. Peter has written a worthy read which is now on the internet. At nearly 7,000 words it is far too detailed for me to include in this Newsletter. Please do have a look on our website, www.mgccyregister.co.uk/events

The highlights are that 24 of us travelled from Portsmouth on Saturday September 12 to St Malo on the overnight ferry: 10 Ys, 1 TD and Chris and Annette Callaghan in their modern Ford, carrying a lot of spares! (Chris' YB had not been completed following a major part restoration).

We reached Dinan for lunch on the Sunday and stayed at an Ibis Hotel in Vitre that evening. Travelling south the following day to Villandry on the Loire and to *Le Haut des Lys* where we were staying for the next three nights. On arrival it looked great – neither a chateau nor a mansion but a substantial house in its own grounds with ample parking and two hot tubs. The owner, Pascal, welcomed us and showed us to our room. The place was spotless and had been lovingly restored and tastefully modernised not long ago; there was even a lift.

Initially unknown to us and Peter, a slight hiccup had arisen. In his detailed report Peter noted:

We had agreed menus, and worked out a package that included an aperitif and wine during the meals. I went down and asked Pascal

what time dinner was, so we could all get ready in time. He said, "We have no evening meals for you." When we were in Brittany in 2012, we stopped for three nights in the hotel Au Relais du Porhoët in Guiliers. David Pelham asked the chef/owner's son what we were having for dinner, and he had said exactly the same thing; it was a little joke. So I thought Pascal was joking too and went along with it, "But I have 26 hungry tired people here who have been promised a wonderful meal, what can I tell them?" You know that expression, 'beads of sweat broke out on his forehead'? Well until that moment I had never actually seen it happen but as I watched, big teardrops of sweat slowly formed one by one on Pascal's brow. He wasn't joking, there was no dinner, either this night or the next or the next. Someone later told me that they came into reception just then and could tell by my face that something had gone badly wrong. "You looked," he said, "...quite cross."

Although we had agreed to menus and prices, this fact had somehow not got to Pascal and so he had done nothing about meals. It wasn't his fault but he instantly made a phone call and after a few minutes of conversation on the lines of, "I have a hotel full of hungry English people who are going to kick off alarmingly if they don't get fed soon, please help me", he said we could go to a restaurant a few metres down the road, the meal would cost the same as our agreement but that night we had to eat what we were given as they had no time to prepare anything else. I agreed; there wasn't any



choice really. When I told everyone they all accepted readily, Pascal's brow dried and I was much less cross, but still worried about what the restaurant and food would be like. We strolled up the hill, some went by car, and it was only a short walk. Pascal advised us to take torches; there was no light along the road, he said, and it would be very dark coming back.

The restaurant, L'Etape Gourmande, was in what had been a farmhouse. We had one room to ourselves and the rest of the place was full of diners. It was comfortable and warm and welcoming. Someone behind me said, "Bonjour. Monsieur Le President?" I turned to find a pretty old lady with her grey hair in a bun, sparkly twinkling blue eyes and a radiant smile. All the worries and anxieties I had had about this trip vanished completely. "I am Beatrice", she said, "welcome to you and your friends."

It all turned out really well, and as befits the character and quality of the Y participants we were very pleased with the outcome, and Peter and Gillie were both relieved whilst Pascal was no doubt so very pleased that everything went well.

The arrangements for the Tuesday – a visit to the wonderful Chateau at Villandry and a boat trip along the Loire – fitted the weather in timely fashion. Moreover we all enjoyed a champagne reception and a photo call under the guidance of our host Pascal. In complete contrast on the next day we 'enjoyed' some serious rain – so it was a



Ready for the off

tour either to an underground cellarage or a rather unusual transport museum.

We travelled back to Caen on the Thursday, seeing the Museum and track at Le Mans whilst staying overnight at an Ibis (after a slight detour around the city) before setting out on our last stage to the port on Friday morning.

We arrived in Portsmouth at 7.30pm after a lively exchange over Peter's Quiz which was won by Sue Silk.

We could all look back on a wonderful time, well organised by Peter and Gillie to whom we extend our thanks. Here are the closing words to his report:

So: 10 Y Types, one TD (and an MGC in France) for a week, covering an average of 900 miles each, then how many of those spares did we use? Only one, a generator replaced on Andrew's YT because its bearing was getting noisy. It was replaced at Ibis Le Mans with no problems (imagine the audience though, with all those classics in the car park!). Mike and Sue had a puncture on the way to Le Haut des Lys but Pascal found someone nearby to fix it. That's nearly 10,000 miles motoring in 60+ year old cars with only one worn bearing and a flat tyre, not bad I'd say.

Switzerland – October 2015

Victor, Evelyne and Eric travel to rural Switzerland.

Recently Eric Pfändler, Evelyne and myself drove with our lovely YAs, enjoying the fabulous landscape and autumn sunny day, to the historical Convent of Kartausen / Ittingen, just before bringing the cars back to our garages for there due 'winter-sleep' indeed! Eric always takes good care of his YA, formerly owned by our good friend the late David Pelham.

MGCC Lincolnshire Poachers Concours – August 16 2015

Only two Y types at MGCC Lincolnshire Poachers Concours on August 16 2015. Both cars won prizes in their class. Although I am sure Chris Pick would be too modest to admit it, his superb YA was the worthy winner of the Peter Best Insurance Premier Award for best in show. There were many MGs of all classes dating back to the 1930s so this was a very creditable result. My own YB came third in the Elite Class as previous class winners are upgraded to this higher level. Both these Ys attracted lots of interest, it always amazes me the number of people that say that their father, uncle, vicar, grandad etc owned one back in the day when you consider how few were built between 1947 and 1953!



View from Hotel to Car Park



Dave Jones YA and Mike Silk's YT



Peter Sharp



Y's parked outside Hotel



Our transport down the Loire



Mick Bath's YB



Chris Pick's YA