

Y-Type Newsletter

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Keith & Jerry

We were sorry to hear that Keith Dillingham of Luton has not been in the best of health recently. Indeed it has forced Keith to give up motoring and sell his beloved YB MG which he has had from new.

Keith, you may remember, was the subject of an article in Jan 99 *Safety First!* '65 years with M.G.s'. The Y Register along with all members of the Car Club wish you all the very best in your enforced retirement.

On Sunday March 28th '99 this year Y Register held our Spring Gathering at Bourton-on-the-Water.

It was however slightly marred by the unfortunate accident to Jerry Birkbeck and his wife on their way to the event. Both Jerry and Jo are making a good recovery, and it is to be hoped that their YA will fare as well.

Jerry was the main organiser of the event and we all wish them a speedy return to M.G. motoring. ■

Another Y Makes it to Monte! *Andrew & Arlene Coulson*

After the War, the Monte Carlo Rally was run again in 1949 and in 1950 the first YA saloon entry was accepted for the Rally. (In those days competitors had to enter qualifying rallies in order to demonstrate eligibility for the Rally, which was limited to saloon (no tourer/roadsters, hence why no T types!). The 1950 entry was a green YA, registration OWL 543 driven by Miss Betty Haig, with Miss Barbara Marshall as Co-Driver.

The hand of fate was not kind to this all female crew, who crashed and withdrew from the event only some 100 miles after their start from Monte Carlo (a popular starting point in the 50's). Their crash between Digne and Grenoble was similar to the fate of the 1952 Y entry of Holt and Brown, this time entering from Glasgow. They crashed in mid France, leaving the sole successful entry to Major and Mrs Pownall in 1951 who entered from Glasgow and finished 45th overall!

In 1999 a green YA of 1951 vintage was entered again in order to try and make the second successful Monte Carlo completion. Crewed by Andrew and Arlene Coulson they planned the event as far as they could, remembering that competitors had to carry their own spares, would need to be driving all day/all night/ all day at some stages, and the route book was a series of road numbers... some of which were wrong and others which were changed due to re-routing in the middle of the night!

Among the key preparations was locating severely nasty weather tyres for the 16" YA wheels. Arlene located these in Northern Germany and a set of 5 was shipped over for the car. (Fig 1). The treads proved almost miraculous, there being no occasion when snow chains needed to be fitted (despite having found some Italian chains that fitted!) and "Y bird" easily cruised past lines of

frantically spinning competitors, or even some with poorer tyres and inadequate chains! A fair share of trivial as well as major incidents followed during the 1,900 mile Rally, most of which was in sub zero temperatures and large parts of which being driven on packed snow and ice. The complete table (see Box) glosses over the major problem, that of the layshaft collapsing half way down the Col de Granier (en route to Albertville). The outcome of this.. as well as having to trawl the bearings out of the gear box oil on two occasions... was that a replacement gearbox was located with Peter Edney at XPAG in Selby, Yorks, and this was couriered out to Aix-les-Bains for an exchange fitting in less than 4 hours. Unfortunately, the fitting had to wait for 24 hours due to a screw up with the courier service ("WE don't guarantee any deliveries actually sir!")

The only option still open to the Coulsons at that stage was to cut the Start Control of the

last Leg and head cross country to Monte Carlo, catching the Rally in the afternoon of the last day and arriving eventually in Monte only 15 minutes behind scheduled time.

Not to be phased by the excitement of the journey out, they spent Friday in Monte Carlo celebrating before turning round on the Saturday morning and heading back under their own steam. (Many competitors have their cars shipped back after the Monte . . . how unlike the times of old!) Fate was still holding one step in reserve however, with dynamo failure after 500 miles of the return leg. Despite the nagging thought that "My Dynamo Died in Dijon" seemed more like a Noel Coward lyric than a claim on the insurance, the decision was taken to put Green Flag cover to good use (and they were excellent!) and to recover the car by trailer while the competitors enjoyed the luxury

of a hire car for the rest of the journey back to Yorkshire.

At the end of it, you probably want to ask would they do it again? Well, despite generous sponsorship from Appleyards of Yorkshire (main M.G. dealers) the costs are not insignificant, probably around £4K all told, and although you never feel tired on the event, the exhaustion that builds up for when you get home is rather impressive. The truth is that 5 days (and nights) in an unheated car on icy roads in a foreign country was a fantastic trip. If the car, the money and the preparations can be made to work again they'd do it tomorrow.

PS One older M.G. was also running (out of



Snow and mud tyres (and a working Jackall System!).

a total of 26 M.G.s on the entry list), that being a '48 TC entered by an experienced Monte crew from South Wales (in No. 7). The TC finished 5th in the Vintageants category, having been chased by one place by the Y type for the first three legs . . . until of course they missed that rather vital Control! ■

Date/Time	Problem	Solution
Sat a.m.	Rally Plate torn off Brake light failure Leaking windscreen	Negotiate a new one Clean and reposition on contacts Get wet!
Sun a.m.	Engine dipstick tube fell off	Hammer it back in
Sun p.m./night	Rear view mirror freezes itself off the screen Windscreen inside freezes frequently Front number plate vibrates off Windscreen washer freezes on screen (OK to -10c)	Replace and pray! Try not to breathe too much Remount with bolts and wire Replace washer fluid with neat, -25c, fluid
Tue a.m.	Layshaft collapse	Obtain replacement gearbox
Wed a.m.	Door hinges dropping	Re-position and tighten all bolts
Thu p.m.	Dip switch jammed on full beam Ignition light intermittently showing	Remove interfering tunnel with tin snips Tighten slack fan belt
Fri a.m.	Exhaust blowing Off side rear light failed	Manifold/front pipe gasket gone, talk louder over noisy exhaust! Replace bulb
Sat a.m.	Increased loss of oil Throttle return spring breaks Rear rally plate threatens to fall off GB plate definitely falls off Dynamo fails	Put more oil in Make up a new one Remove plate Drive on in ignorance Car recovered from Dijon



Make Your Own Y-Type Grab Straps (also known as Arm Sling/Pulls)

A decent pair of grab straps can nicely finish off an internal trim restoration, but unfortunately they are not readily available from any of our normal sources. Unless you are lucky enough to come by them at an autojumble, the only alternative is to make your own (or have them made). This is not too difficult, although access to an industrial sewing machine is recommended.

The materials required are as follows:-

Decorative outer layer – the draft excluder material fitted over the rubber used around

the door aperture is ideal for this and is available from Woollies, Paul Beck, NTG etc.

1/8" Cork sheet, available from any of the above.

Inner layer can be any cloth of the correct colour – I found iron-on belt backing ideal for the purpose, available from your local high street haberdashers.

Edging material – bias binding works well, again from the haberdashers.

It is a simple matter to cut the materials to the correct size and shape if you have the

old ones. If not, you need to cut the cork to about 18" long and 1" wide, reducing to 1/2" for the last couple of inches at either end. Next cut the decorative material to the same shape as the cork and stick it to one side with thinly applied contact adhesive eg Evostik. Do the same for the reverse side of the cork using the belt backing material, except this is ironed on to the cork (iron on through a sheet of plain paper to avoid the wrath of the boss complaining about a sticky iron). ➤

➤ The edging is a bit more tricky. Trim the bias binding to the correct width if necessary (0.4" is about right) and then stitch it to the edges of the strap. I found it better to stick it in place first and then got a friend to run down the edges with his industrial sewing

machine. This should give a neater finish than hand sewing.

The strap is then fitted to the (re-chromed?) fixing plate, either using the original steel clip or by stitching through both ends of the strap. A small sleeve is fashioned

out of the decorative material to cover these ends. My wife did a better job than I could, with neat stitching.

All that is left to do is to fit the chromed plates to the car with 2 self-tappers into the holes provided by Abingdon Works. ■

Carburettor Needles and Modern Petrol *by Peter Arnell*

When Y-Types were first built, the only petrol readily available was "POOL" which had an octane rating far lower than today's fuel (I think it was about 80 Octane). Because of this, the late Don Jackson, who was something of an authority on all matters S.U., in an excellent booklet he wrote, suggested that a weaker carburettor needle was appropriate for modern petrol. His

recommendation for the twin 1 1/4" S.U. set up on TCs and TDs was to use a EU needle on standard tune engines or an EW needle if the compression ratio had been raised to higher than 8.1 to 1. (factory standard needle was ES). Unfortunately the booklet does not contain a recommended change of needle for the single carburettor on Y-Types. Therefore using the S.U. needle profiles booklet I set out to find a

suitable needle. As the engine on our YB is in standard tune I needed to find the equivalent to an EU, the starting point being a FI – the factory recommended standard needle.

After a fairly lengthy search – it is amazing how many different needles there are – I was not able to find a needle with precisely the correct taper but found that a DZ was a very close approximation. (See Chart below)

1/8" GRADS	TWIN CARBS		DIFF	SINGLE CARB		DIFF
	STD NEEDLE E.S.	ECON. NEEDLE E.U.		STD NEEDLE F1	ECIB.NEEDLE DZ	
1	0.089	0.089	SAME	0.089	0.089	SAME
2	0.085	0.085	SAME	0.085	0.085	SAME
3	0.0818	0.0825	+0.0007	0.0825	0.0827	+0.0002
4	0.079	0.0805	+0.0015	0.079	0.0795	+0.0005
5	0.077	0.0785	+0.0015	0.076	0.077	+0.0010
6	0.0755	0.077	+0.0015	0.073	0.0745	+0.0015
7	0.0748	0.0755	+0.0007	0.0705	0.0715	+0.0010
8	0.074	0.0745	+0.0005	0.0693	0.070	+0.0007
9	0.073	0.074	+0.0010	0.0682	0.0685	+0.0003
10	0.073	0.074	+0.0010	0.067	0.067	SAME
11	0.073	0.074	+0.0010	0.0656	0.0655	-0.0001
12	0.073	0.074	+0.0010	0.064	0.064	SAME
13	0.073			0.063	0.0625	-0.0005

The above shows the needle diameters in 1/8" increments from the top shoulder. The profiles booklet states that, with 1 1/4" carburettors, the dimensions beyond No 9 do not actually take part in the metering.

Having purchased a DZ needle I have found that the engine runs certainly as well

as before, is showing no symptoms of a weak mixture and the petrol consumption is now 33/34 mpg whereas previously I had been getting 28/29 mpg. Dennis Doubtfire has just fitted a DZ needle to his carburettor so it will be interesting to hear his findings. Finally on a different but related matter

(related because of higher octane petrol) the ignition timing may be advanced by up to 6 degrees (equivalent to approx 1/4" on the pulley) over the original factory recommendation of TDC. This I have done and the engine feels livelier and there is no sign of any 'pinking'. ■

The Y's Special Day

*I don't know what is happening, I think I'm in a dream,
He's treating me with kid gloves, and says he's glad I'm cream
Why has he polished all my paintwork, made my engine run so sweet?
Why's my inside brushed and scented? Does he think I need a treat?*

*He has spent so many hours, to make me look my best,
Perhaps I'm in a concours. I'm sure I'll pass that test,
No, it can't just be a concours, she's fussing round me too.
She even took her shoes off, the carpet looks like new.*

*She's arranging lots of flowers, along my parcel shelf,
There are ribbons to adorn me. she tied the bow herself
He's taken out my front seat, he gives my roof a pat,
He's looking very smart indeed. She's got a fancy hat.*

*There are girls in pretty dresses, they say I look just right,
The little girl I've known so long is completely dressed in white.
Of course . . . I'm going to a wedding, I am the bridal car,
I know I look quite splendid, I'm going to be the star!!!*

Em Em ■