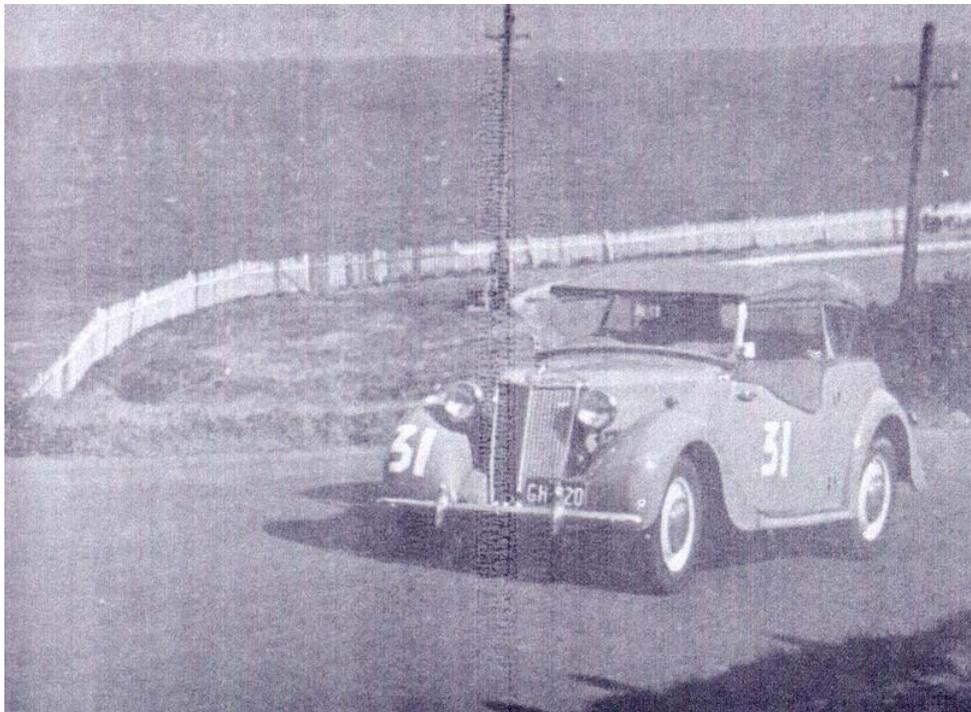


YT4067

In the days when petrol was three shillings per gallon and Duckhams Oil was about to burst upon the market in Australia, the MG Y Tourer was a high performance sporting car of high repute. On the sixth of April, 1950, Alexander Duckhams Pty. Ltd. took delivery of YT 4067 (XPAG/TR/13864), registered in New South Wales as GH 820. The Duckham's representative was Norm Hutchinson. He had made strong representations to the boss, possibly as a result of the salesmanship of Clive Cadden, then sales manager of P & R Williams, of Sydney.

Norm used the vehicle as his normal transport when making service calls upon garages in such widely separated places such as Goulbourne, Adelaide, Newcastle, Lismore and Milton. The car was used in Duchams Rallies, The National Hill-climbs and raced at various places. The long life of the motor was attributed to the constant use of high quality Duckhams Oils and lubricants.

In the first year the car clocked 17,100 miles. The roads in rural areas of N.S.W. were incredibly crude in 1951. The result was the early demise of shock absorbers. At 9836 miles the shock absorbers were replaced. At 11292 miles the car was fitted with extra telescopic shock absorbers to the lever action units on the front suspension. These additional units are still with the car. No further problems were encountered with the suspension. At 38239 miles, the heavy duty shock absorbers were removed from the front suspension. From July, 1952, the country trips became somewhat rarer, though the Duckhams Trials were the most rugged trips embarked upon.



YT4067 in action in a hill climb during the early stages of its competition history.

The first 500 miles of running in was completed on a trip to Goulbourne and back to Sydney. The next trip of note was to Adelaide. The rest of the running in was done at a fast rate. The Adelaide was undertaken with the man from Duckhams in England in tow, and the car cruising between 50 and 60 m.p.h. There was never any problems with bearings, rings or valves. Decokes were conducted at 4000, 11292, 17936 (before Newcastle Hillclimb on 28.9.1951) 24662, 32873, 47605, 55890 miles and then retired at 82000 for a rebuild.

The side curtains and hood were in for a rugged time. The perspex windows were replaced in the first time at 15814 miles. The fierce sun had taken its toll. The side curtains were replaced in early 1952. The wooden floor was also replaced. The English material were apparently not quite up to the rigors of the Australian climate.

There was a Hillclimb every two or three months and a trial or two in between. The Sporting Car Club and the Vintage Sports Car Club were the active clubs in those days. From them were spawned the range of motor clubs that we have today. In those carefree, mad dog days, no one had heard of seat belts, roll over bars, breathalysers of CAMS. If you wanted to compete you rolled along with your MG, Singer or what have you and competed. It was great fun.

YT4067 was stripped in 1959 for rebuild. This year she will finally be started along the rebuild road. The long interm is the result of her being somewhere down the list on Norm Hutchinson's list of things to do. I purchased the dismantled in December 1970, and the blow by blow story of restoration will come later.

– YT4067
Norm Richardson

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