

The Classic 'Y'



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REGISTER NEWS

I received some news recently from Australia concerning the fortunes of Y/3534, a 1949 "YA" saloon. This car has been known to us since at least 1980 and was once owned by Bill Hancock in N.S.W. It made the journey over to Western Australia in the late 1990s and passed through the hands of a Mr. Arnott and a Mr. Marshall before being purchased by its current owner, Ron Mitchem, of Dalglish, W.A. this year. The car has had at least four other owners in its time (it does not appear on our database of cars imported into N.S.W.). The engine number is SC/X/13339 and the body number is 2392/2773; it was last known to be maroon in colour with a beige interior.

Sadly, Dennis Sears, who had owned Y/0303 since only November 2002, died on 30th May this year. Dennis lived near [REDACTED] in Hampshire and bought the car for restoration (he had been a very active member of the Morris Register for many years). I don't know what progress, if any, was made with the "Y", but I do hope he had some pleasure from ownership of the car before he died. My condolences go out to Dennis' widow Avril and their sons. (Thanks to Terry Cathcart for passing on this information to me.)



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Famous Y-Type Owners

(No.4: Helen Bashford - racing driver)

As a student in London in 1978, Helen Bashford owned a "YA", registration number "LTA546", for a year or so. Y-Type M.G.s were pretty much regarded as "old bangers" around this time and were a favourite transport of impoverished students.

Helen started out in racing after spectating at Oulton Park in Cheshire and being inspired by the performance of the British lady driver (and former skier) Divina Galica driving a Formula 1 car competing in what was then a major British series (1976 or 1977). Helen started modestly in a Chevron Clubman's car (by then very dated) which was followed by a Formula Ford McNamara, and then she had a try at Formula Ford 2000.

Helen met and later married former works' Chevron engineer Vin Malkie, who was also from Sale, Cheshire. Now competing as Helen Bashford-Malkie, Helen raced a Thundersports (Sports-Racing) Chevron, the B19, and achieved third place in the Oulton Park Gold Cup of 1985, sharing the car with Vin. She subsequently raced an ex-Formula 3 Chevron in Toyota Formula 3, achieving a sixth place at Oulton Park in 1986.

Helen then moved on to racing an ex-Formula 1 Shadow in the F.I.A. Thoroughbred Grand Prix Championship, famously leading at Spa before losing control.

In more recent times Helen has been taking part in speed events (hill-climbs and sprints) - rounds of the B.W.R.D.C. Championship - with the B19. The originally black Shadow is due to appear again in 2005/2006 with a red and white colour scheme.

Helen is currently chairman of the British Women Racing Drivers' Club and co-owner of Chevron Racing Ltd.

Graham R.Heath

(There is unfortunately no trace of "LTA546" on the Register - JGL.)

RECAP:

No.1: Gene Tierney (film star)	TCY 83
No.2: Sir Gordon Richards (champion jockey)	TCY 95
No.3: Sidney J.Perelman (script-writer & journalist)	TCY 125



*In this issue and the next few I am pleased to be able to bring you the results of the latest researches into Y-Type originality by David R. Lawrence of [REDACTED] South Africa...
- JGL.*

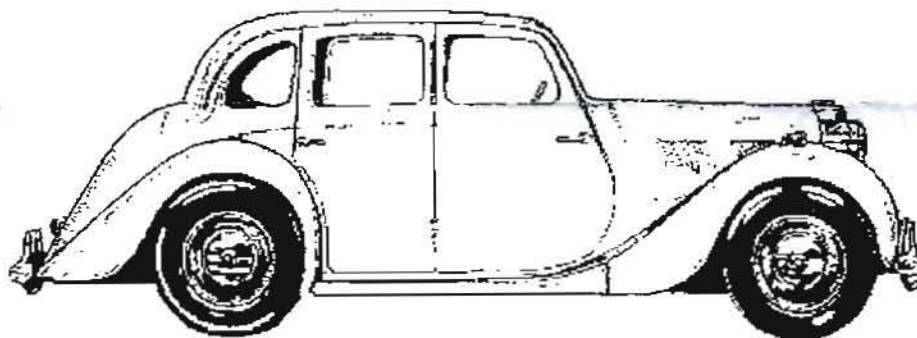
The "Jackall" System

(a). In addition to the top surface of the Fluid Supply Tank being painted "pillar box red", the outside edge of the top rim (lip) was also painted the same colour. The red colour was, of course, to indicate that Red Jackall Fluid should be used.

(b). The statement that the Fluid Supply Tank was identical on the "Y", "Y/T" and "YB" needs qualifying. Recent research has shown that very early "Y" Saloons used a longer Tank than the one that was normally fitted. These longer Tanks were 7¼ inches (18.415 cm) in length, while the normal Tank was 6 inches (15.24 cm) in length.

Two early "Y" Saloons have been noted with the longer Tanks, Y/0330 and Y/0363. In addition, a longer Tank has been found at an auto-jumble in South Africa, although there is no record of what type of car it came from.

There is no indication of why, when, or at what Car Number the factory changed to the normal (shorter) Tank, although it would appear to have been very early in production. Approximately August 1947 is thought likely. A reason for the change might be that initially the complete pre-war system, as used in earlier M.G. (and other) cars such as the SA, VA and WA, was used, but it was quickly found that the longer Tank (assuming the pre-war system used the longer Tank!) was unnecessarily big for the "Y" Type engine bay and also the "Y" Type did not need so much fluid.



cont'd...



These two photographs, of Y/0363, show the the longer "Jackall" System Fluid Supply Tank as fitted to very early cars, together with a normal length Tank held next to it for comparison.

to be continued...