

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 12, No. 94.

August 1989.

EDITORIAL

Some interesting news has come to me from Cyprus of a 'Y' Type with a 'shooting brake' body. Its chassis number is Y1964, making it a 1948 car. It has a canvas on wood roof section and the doors and side panels are surrounded with wood rather in the manner of the Morris 1000 Traveller. I would think that this was probably a local conversion from a saloon or that the special body was built locally onto an exported bare chassis.

Lesley and Eric Hodgson recently took their 'YA' to Denmark on holiday (see photo on page 33). The engine had been rebored and new pistons fitted last year and, after having a new speedometer cable and radiator fitted shortly before departure, the car experienced no problems whatsoever on the trip.

This month's issue is full of 'Autocar' and 'Motor' reprints found for us by Dave Mullen. The article which begins on page 28 is entitled 'Border By-Pass' (we only have this poor copy and I doubt whether you will be able to read the title once it has been photocopied). Thanks are due to the current publisher of 'Autocar & Motor' for allowing us to re-print these articles.

24th July 1989.

Newsletter Editor/Registrar: J.G. Lawson, [redacted]
U.K. Spares Secretary (new spares): A. Brier, [redacted], W. Yorkshire
U.K. Spares Co-ordinator (second-hand spares): D. Mullen, [redacted]
U.S. West Coast Contact: G.R. Skopecek III, [redacted], California
Australian Contact/Spares Secretary: M.H. Fry, [redacted], Victoria, Australia.

'The Classic Y' is published by Skycol Publications.

The content of the articles and the technical advice appearing in this magazine represent the views of the respective contributors and not necessarily those of the editor or of the publishers. The MGYR cannot be held responsible for any loss or damage resulting from the implementation of any advice appearing in this magazine.

Register Number 1053

Chassis Number Y1964
Engine Number SC/X11766
Licence Plate n/k
Body Number n/k
Sub-Type Co
Year of Manuf' 48
Owner's Name n/k
Owner Number 0
Car Location Cyprus
Exterior Colour n/k
Interior Colour -

Register Number 190

Chassis Number YT2504
Engine Number TR/12035
Licence Plate n/k
Body Number 19602-
Sub-Type YT
Year of Manuf' 49
Owner's Name Sheldrick BR
Owner Number 955
Car Location South Australia AUS
Exterior Colour O/E White
Interior Colour -

CARS FOR SALE:

977. 'Y' Type 'MLN 27' (see two-page description in issue no.93). Contact: Mr. V. P. Fuller, [REDACTED]
457. "1950 M.G. YA. 300 ml. on engine rebuilt in England, good body, no dents, all orig. equip. intact, \$5,700 OBO. Tel: [REDACTED] anytime. Moving, must let go."
- 64: "1952 YB. Sprayed vermillion. Excellent body and chrome. 10 months M.O.T. Taxed. £2,100 or exchange for estate car. Tel: [REDACTED]
724. "1953 M.G. YB saloon. 1 owner from new. All totally original & beautifully maintained. A rare opportunity. £5,500. Manor Classics. Tel: [REDACTED]."

CARS WANTED:

- "Wanted: M.G. YB in good condition. Contact: Mr. O. J. Plummer, [REDACTED]
- "Wanted: 'YA'/YB for restoration. Anything considered. Contact: Mr. Stephen Thompson [REDACTED]



THE NEW BY-PASS

By MICHAEL BROWN

"The downland of vast distances, sun-dappled ploughland and lonely farms."



MAIN ROAD DODGING AFFORDS STOLEN TOURING PLEASURES

NOW that petrol is "free" only one thing is left to militate against the pure touring jaunt in merely homely country—the high price. I do not know how others regard it, but I think 3s a gallon begins to force one to put an £ s d value on scenery. If the area chosen is famously scenic—Devon or the Lake District, the Highlands or

the South Coast—then the gallons expended may be well worth it even at three-and-something apiece. But I think that 60 miles, using two gallons and costing six shillings, may disturb the sense of values of a motorist if the route which he chooses is pleasant without being exciting. He may be disappointed because of the cost.

In order to avoid this sense of disappointment I have been turning once again to maps of familiar places. Called upon by duty to drive from A to B, I have studied the main road line, cast about for parallel routes amongst the side roads, and discovered once again how little I know of England. Those of you who have used A4 between Reading and Newbury, passing quickly through Theale, Woolhampton and Thatcham into the Berkshire market town,

what do you know of Burghfield, Three Firs, Round Oak, Baughurst and Ramsdell? They lie, most of them, on a parallel route to A4 about four miles to the south, and they made up my by-pass route from Berkshire to Hampshire on a recent sunny morning.

I had to be down in the New Forest by lunchtime, and my normal main road route would have been to join A30 as quickly as possible. If, however, I went through Reading and took the third turn to the left after crossing the railway line under A4 to the west of the town, I reasoned that I could join A30 at Basingstoke via the villages mentioned without expending more than a half-gallon of extra petrol; at 1s 6d it was more than worth it.

After leaving the Bath Road the route is wide and winding through normal Berkshire country. There were elms, willows, distant hills, and the sun rippling over the breeze-imbued young wheat. By the time the car reaches Burghfield it is climbing the once-distant hills and the scene changes abruptly. This point is Burghfield Hill, leading up to Burghfield Common, and by the time you have reached Three Firs (a public house at a cross-roads and a cottage or two) your car is in a wonderful heathland.

At least, I think so. Heathland to me is an intense pleasure, for my appreciation of hedged fields and meadows, primly secluded gardens and well-defined coppices, does not prevent a faint feeling of claustrophobia. One is shut out by them and confined to the narrow lanes. Up on the heath there is room for the soul to expand; the air is fresher, and tinged with the scent of bracken peat, Scots pines and the ubiquitous heather. Such fences as once existed have mouldered away as landlords' pockets became ever shorter, and the placing of trees is haphazard, for they "just grow'd." In such areas there are not many people—a relief in this crowded Home Counties area. So you drive up on to the heathland just south of the Bath Road with a feeling of escape from a cloying intimacy.

In the spring it is at its best. The dark green of the pines is hardly tipped with the new green of this year's needles; full honours for that colour go to the birches, newly shooting. Choose a spot when they back the pine boiler, the sun shining through them and adding to their

"But artificial or not, it is a handsome pond."





"A little stream runs down this valley, and a very pleasant little valley it is."



lustre. Sit down on the warm mat of last year's needles and survey the scene; Nature is an artist at setting a stage.

At Three Firs you may go left or right. We went left across Mortimer Common to run off the heath for a moment as the route joins the east-west Aldermaston road at 300ft. A little stream runs down this valley, and a very pleasant little valley it is. Turn right for Aldermaston.

How straight the road is, and how straight are most of its neighbours! Silchester provides the reason for this rectitude, the Roman *Calleva Atrebatum*. It is a stone's throw to the south and the roads are no doubt overlaid on the paths that Roman footprints made.

You are back on the heath again, still more open now, and with something about it that suggests the "blasted" adjective. Wind or fire has felled many a young tree in the past and its rotten bole, propped up by a spiky dead branch or two, lies starkly in the heather. The shining

white of rain- and sun-washed "lucky stones," which make up a large part of the gravelly soil, suggests dead bones on a lifeless landscape. The dark green of the more distant pines suddenly becomes sombre, and if a cloud crosses the sun you may well shiver in spite of the warm air. Heathland is like that—a moody land, mood-inspiring.

Near Aldermaston the road passes the Decoy Pond; even the map gives it that name, and the embankment which retains the water proves that it is artificial. But artificial or not it is a handsome pond, alongside which the car can be driven safely over the stones. Better take a last look at red-brick Aldermaston, one of Berkshire's prettiest villages: it is about to become an adjunct to Harwell, farther north, and will disappear in the holocaust of new towns, atom plants and development plans which is being visited on Berkshire. At the end of the war it was suddenly discovered that this reprehensibly unspoilt county, alone amongst the Home Counties, had not benefited by Progress, and this deplorable state of affairs is about to be remedied.

Desolation

You can see some of the traces of Progress—admittedly war-dictated—in the desolate remnants of Aldermaston's war-time airfield. What Yankee ghosts tumble out of ethereal aircraft on to those cracking runways in the black nights of winter? Does the sound of a juke-box record, playing, perhaps, "I'll never smile again," echo round the tin-roofed huts to disturb the melancholy owls? Deserted airfields are gloomy places when the moon is transformed into an Aldis signal lamp by flying cloud and the wind sighs for the lost years of 1939-1945.

I crossed A340, continued for one mile, and then turned left for Baughurst. The villages on this route—except Aldermaston—are not places in which to linger, though the church at Ramsdell sits prettily atop a hill. The road—now heading south—leaves the heath. Over to the left is Tadley, known locally as Tadley-God-help-us. The story goes that an aviator made a forced landing in the early days of aircraft at Tadley. He climbed down from his plane and asked a (fearful) inhabitant where he was, to receive the answer, "Tadley—God help us." As I was living in the neighbourhood at the time (though I did not see the aircraft!) the laugh is on me as much as it is on Tadley G.H.U. and I cannot be accused of taking the rise out of Berkshire's amiable neighbours over the county border.

The countryside has changed again. When the road once more climbs it is up to the downland of vast distances, sun-dappled ploughland and lonely farms. At 500ft A339 comes in on the right and soon you join John Thornycroft in Basingstoke. A by-pass indeed—for both car and spirits, for the Bath Road and A340 and A339, however good they are, do not provide the escape from everyday things which belongs to the high heathland and the milky lucky stones.



"Choose a spot where they back the pine-boles, the sun shining through them and adding to their lustre."

A New M.G. Sports Tourer

A Four-seater Open Model on the 1½-litre Chassis with Twin-carburettor Engine

ALTHOUGH, in the course of their existence, the M.G. company have produced many successful saloon models, including the present 1½-litre which is to be continued unchanged for 1949, it is with open cars that their name is more usually associated. It is not, therefore, surprising that, in addition to the well-known T.C.-type two-seater, the new season's range of M.G. cars is to include an open four-seater tourer—albeit, for export only.

The basis of the new model is the now well-proven 1½-litre chassis to which certain modifications have been made, principal among which are the fitting of twin semi-downdraught carburettors and a T.C.-type camshaft to the engine, which results in a power output of 54.4 b.h.p. at 5,200 r.p.m., as compared with the saloon's 46 b.h.p. at 4,800 r.p.m. This increase in output, coupled with a comparative reduction in weight of 3 cwt., should give the new model a notably brisk performance.

Other mechanical modifications include the fitting of an oil-bath air cleaner to cope with certain overseas conditions, moving the scuttle-mounted battery to the centre and the fitting of a slightly changed oil pump. Both the last-mentioned alterations have been made to facilitate the fitting of the steering column on either side of the chassis.

Overseas Demand

The introduction of the car is a result of numerous demands from overseas for a family version of the TC "Midget" and such demands have been adequately catered for. The new tourer is a full four-seater with inter-axle seating, the passengers being placed low in the car. Coachwork is of the two-door variety, the doors being very wide to provide access to the rear seats and with deep elbow cutaways. The overall hood has a removable rear panel for better ventilation in hot climates, the method being by operation of two zipp fasteners; when not in use, the hood folds away out of sight behind the rear seat squab. For complete weather protection there are rigid, detachable side curtains, and protection for the rear seats, when only two passengers are carried with the hood down, is provided in the form of a detachable rear tonneau cover. When occasion demands, the single-piece windscreen can be folded flat over the scuttle. A further example of careful planning on the tourer is the way in which the side hood-irons fold away into the body sides, when the hood is lowered, and are concealed by zipp-fastened flaps.

Instrumentation has been based entirely on the T.C.-type and includes a

Model	Midget series "TC"	1½-litre series "Y"	1½-litre Tourer
Engine Dimensions:			
Cylinders	4	4	4
Bore	66.5 mm.	66.5 mm.	66.5 mm.
Stroke	90 mm.	90 mm.	90 mm.
Cubic capacity ..	1,250 c.c.	1,250 c.c.	1,250 c.c.
Piston area	21.6 sq. ins.	21.6 sq. ins.	21.6 sq. ins.
Valves	Pushrod o.h.v.	Pushrod o.h.v.	Pushrod o.h.v.
Compression ratio ..	7.7/1 to 1	7.7/1 to 1	7.7/1 to 1
Engine Performance:			
Max. b.h.p.	54.4	46	54.4
at	5,200 r.p.m.	4,800 r.p.m.	5,200 r.p.m.
Max. b.m.e.p.	125 lb./sq. in.	116 lb./sq. in.	125 lb./sq. in.
at	2,600 r.p.m.	2,800 r.p.m.	2,600 r.p.m.
B.h.p. per sq. in. piston area	2.52	2.13	2.52
Peak piston speed, ft. per min.	3,068	2,835	3,068
Engine Details:			
Carburettor	Twin S.U. 1½" semi-downdraught	Single S.U. 1½" semi-downdraught	Twin S.U. 1½" semi-downdraught
Ignition	Champion L.10.5	Champion L.10.5	Champion L.10.5
Fuel pump	S.U. electric	S.U. electric	S.U. electric
Fuel capacity	13½ gallons	8 gallons	8 gallons
Oil filter (make, by-pass or full flow) ..	Own, full flow	Own, full flow	Own, full flow
Oil capacity	9 pints	9 pints	9 pints
Cooling system	Pump and fan	Pump and fan	Pump and fan
Water capacity	14 pints	13½ pints	13½ pints
Electrical system ..	12-volt, earth return	12-volt, earth return	12-volt, earth return
Battery capacity ..	51 amp./hrs. at 10-hr. rate	51 amp./hrs. at 10-hr. rate	51 amp./hrs. at 10-hr. rate
Transmission:			
Clutch	7½" Borg and Beck single dry plate	7½" Borg and Beck single dry plate	7½" Borg and Beck single dry plate
Gear ratios:			
Top	5.123	5.143	5.143
3rd	6.93	7.121	7.121
2nd	10.00	10.646	10.646
1st	17.32	18.00	18.00
Rev.	17.32	18.00	18.00
Prop. shaft	Hardy Spicer needle bearing	Hardy Spicer needle bearing	Hardy Spicer needle bearing
Final drive	Spiral bevel	Spiral bevel	Spiral bevel
Chassis Details:			
Brake	Lockheed hydraulic, hand-brake cable to rear only	Lockheed hydraulic, hand-brake cable to rear only	Lockheed hydraulic, hand-brake cable to rear only
Brake drum diameter ..	9 ins.	9 ins.	9 ins.
Friction lining area ..	104 sq. ins.	104 sq. ins.	104 sq. ins.
Suspension:			
Front	Semi-elliptic	Independent (coil spring)	Independent (coil spring)
Rear	Semi-elliptic	Semi-elliptic	Semi-elliptic
Shock absorbers	Luvax-Girling piston type	Luvax-Girling piston type	Luvax-Girling piston type
Wheel type	Wire, knock-on hubs	Vent disc	Vent disc
Tyre size	4.50 x 19	5.25 x 16 e.l.p.	5.25 x 16 e.l.p.
Steering gear	Bishop cam	Direct acting rack and pinion	Direct acting rack and pinion
Steering wheel	Bluemel's 17" three-spoke adjustable	Bluemel's 16½" wire spoke, 3" adjustment	Bluemel's 16½" wire spoke, 3" adjustment
Dimensions:			
Wheelbase	7 ft. 10 ins.	8 ft. 3 ins.	8 ft. 3 ins.
Track	3 ft. 9 ins.	3 ft. 11½ ins.	3 ft. 11½ ins.
Front	3 ft. 9 ins.	3 ft. 9 ins.	3 ft. 9 ins.
Rear	3 ft. 9 ins.	3 ft. 9 ins.	3 ft. 9 ins.
Overall length	11 ft. 7½ ins.	13 ft. 3 ins.	13 ft. 3 ins.
Overall width	4 ft. 8 ins.	4 ft. 11 ins.	4 ft. 11 ins.
Overall height	4 ft. 8 ins.	4 ft. 9 ins.	4 ft. 10½ ins.
Ground clearance	6 ins.	6 ins.	6 ins.
Turning circle	37 ft.	35 ft.	35 ft.
Dry weight	15½ cwt.	19½ cwt.	18½ cwt.
Performance data:			
Piston area, sq. ins. per ton	27.6	22.3	23
Brake lining area, sq. ins. per ton	134	107	112
Top gear m.p.h. per 1,000 r.p.m.	15.84	14.6	14.6
Top gear m.p.h. at 2,500 r.p.m.	67	61.8	61.8
ft./min. piston speed ..	3,050	2,825	2,730
Litres per ton-mile, dry ..			

5-inch rev. counter and a speedometer of similar dimensions.

The basic price of the M.G. Tourer is £525. That of the other two models is

unchanged at £412 for the T.C. and £525 for the saloon, plus purchase tax, £115 16s. 8d. and £146 11s. 5d. respectively.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Tyres

THE left front tyre on my car has worn curiously. At one point there are two small depressions—or flats, I should say—although the rest of the tyre has worn evenly. Thinking it over I do not feel that the fault lies outside the tyre. The first flat must have been a weak spot, and the second the result of the recoil as the car bounded off the first. Anyway, it has now gone to the right side back, where I hope it will behave itself and wear evenly like a gentleman. But I'll keep an eye on its replacement.

The Sluggard

THE speedometer needle had become extremely sluggish. It climbed with difficulty (and with much hard breathing, one imagined) up to the speed of the car, and returned to zero long after the driver had left his seat and slammed the door. The sluggard thus set a pretty problem.

On balance, I felt that its misbehaviour did not place my car outside the law, which demands that the instrument shall record the speed at which the car is travelling; well, it does that if it is given time to get there. I pictured the innards and working of the instrument, wondering where the sluggishness stemmed from. The drive is, of course, mechanical, a geared cable coming up to the head. Therefore this could not be travelling



Might manage it . . .

more slowly than its gear ratio would permit, however much friction there was present. At the instrument it is splined on to a revolving magnet, which revolves at the same speed as the cable. The revolving magnet induces eddy currents in an alloy armature which fits like a lid over it, but without touching, and the armature is tugged round by the magnet in proportion to the speed of the car. On the armature is mounted the needle, controlled by a hair-spring, and the needle spindle is the only place where friction might be sufficient to cause the fault (I think

you will agree that it must be friction).

But should I dismantle, or have it dismantled, in order to remove the friction? I look at my highly polished instrument panel and I wonder. I might manage it without making a mess, so might a service station. But all of us might not. What would you do?

The Wrong Idea

WELL ahead of me on a clear road a young mother left a shop, off-spring to hand, looked both ways and then ran across pavement and the road, both of them enjoying the scamper, only too obviously.

Great fun, but undoubtedly the wrong way to teach road sense. The four-year-old would remember the dash on a future occasion, and the fun that it was to dash, and do likewise. Unfortunately, the chances of his



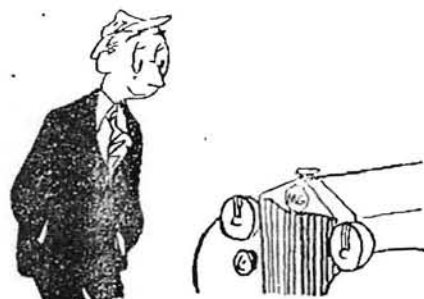
Enjoying the scamper.

looking both ways before he did so would be slim. Even on a clear road, parents should proceed slowly, stopping at the kerb-edge, and teaching their charges to look both ways at that point. *Quis custodiet ipsos custodies?*

Home Again

HOW certain well-loved cars assume a personality! Years ago, the late Cecil Kimber lent me a 1½-litre M.G. "to play around with" for a week or two (you could do it in those days), and since then I have followed the M.G. range with maternal interest. The 1½-litre met with my full approval and the other night I renewed acquaintance with it.

The experience was like going home after a long absence. I settled in the seat, groped unfamiliarly for the light switch, found it and immediately the rest of the knobs became instinctive. There was a moment's hesitation when I wanted reverse; left or right? Memory plumped for right, and sure enough it was. Before many miles were gone the little saloon was zipping round the bends in the



Backward progress to youth.

well-remembered fashion and a few more years had been passed in The Scribe's backward progress to youth again. I always feel that the 1½-litre is a young car. There is an elasticity about its progress along the road that humans lose as the joints stiffen.

Petrol

THE most fatuous argument for the increased tax on petrol was first stated by Mr. A. Robens, the M. of F. and P. Parliamentary Secretary, and it has since been repeated in surprising quarters. Let's knock this nonsense on the head quickly, before it gains more credence. When a man is balancing up his expenditure against his income, only two things matter; what he gets and what he spends. If his overall motoring expenditure has gone up it does not matter one bit if his cost per mile has gone down; he has been forced to spend more money. The Government were very cunning in permitting the increased ration at the same time as the tax was increased; the Robens school of economics can be relied upon to confuse the average man over such matters. Here it is in figures: a monthly ration of three gallons of petrol at 2s 3d costs 6s 9d; a monthly ration of six gallons of petrol at 3s costs 18s. And if you decide to use only three gallons of your new ration, they will still cost you 9s instead of 6s 9d.

Intimidation

I HEAR from well-informed sources that the other reaction to the tax is, "I hope to goodness there won't be too much agitation or they will take it off and we shall lose 90 miles a month." This inflames my British blood, for it is a sign that we are beginning to accept government by intimidation, and that is a sad state of affairs for Britain. Already something of the kind applies with red petrol offences, but if, now, we are to be prevented from denouncing injustice for fear of consequences then we are on a slippery slope.



Presented to the B.R.D.C. by the Vacuum Oil Company last Thursday (The Sporting Side, page 692), this magnificent trophy in memory of the late John Cobb is for award to the British driver of a British car who achieves the most outstanding success of the year. The trophy was designed by Mr. R. H. Hill and executed by C. J. Vander, Ltd., London silversmiths. It is 16 in. in height, with a weight of 80 oz. of silver, on Val d'Aosta marble plinth, and bears the Coronation hall-mark. A bronze medal, shown above in obverse and reverse, will also be presented to each driver receiving the award.

Why an American Buys a British Car

With British Styling Trends in Mind, Dwight L. Bidwell, an American Motorist who Changes His Car Often, Gives His Views on What the Transatlantic Buyer Looks for in Selecting a Foreign Car

OF the six new automobiles I have purchased since the war, three have been British. One was a Jaguar, the other two small but refined economy cars.

In contemplating why an American would desire to buy a foreign automobile, I have come to the conclusion that there is a definite market in the U.S.A. for two classes of British cars: the large luxurious type with distinctive styling, and the small, but practical, economical car without the touch of austerity. Both these classes are in addition to the sports car to which I shall make no reference, although I recognize the sizable market that this type commands.

I am certain that most knowledgeable Americans concede that England builds the finest motorcars in the world. Rolls-Royce, Bentley and Daimler testify to that fact. Germany's Mercedes-Benz is another car of quality with which we have nothing to compare in this country. But the majority of us cannot afford to purchase these fine motorcars, although we admire them. In seeking the nearest approach to one of these at a reasonable price, many Americans have purchased a Jaguar Mk. V or Mk. VII. There are many other British makes of comparable quality but none have attempted to set up the necessary sales and service facilities to encourage American buyers in the way that the Jaguar organization has.

In making their extensive studies of

sales projects, British exporters have found that there are sections of the United States at which foreign cars sell easiest. Generally, I believe that these places are in the neighbourhood of great cities having large foreign populations where people are individualists and do not care what their neighbours do, and also in those States where they have a migratory population. Hence we find that foreign sales are good in the New York area, in Florida, the Mid-West (Chicago-Cleveland area) and in the West Coast States of California and Oregon. In the southern part of the U.S.A. people are strongly traditional, and social approval by one's neighbours carries a lot of weight in making a decision. Hence sales are difficult except to the younger generation.

But those of us who want a foreign-made luxury family saloon want one which doesn't have the styling of a Detroit product. If we did we would buy a Detroit machine. There are today several small economical American cars on the market, among them the Auto-Willys, the Nash Rambler and the Hudson Jet. They are priced reasonably, are economical and are convenient in traffic. It is because we rebel against the current "balloon and bathtub" school of design that we purchase British cars; there are yet some of us who find no good reason for an automobile having to be named after, or look like, an aeroplane and a jet one at that.

State speed laws and traffic conditions are fast determining what type of car we will use in the near future. A small easily manœuvrable and economic car will be a necessity. But for sales in the U.S., this type of car cannot be made shoddy, with an unfinished appearance giving the impression of poor workmanship. It must have detail refinements of construction with practical worthwhile innovations, and it should have the appearance of an automobile and not a jet aeroplane.

The traditional British car of classic design exemplifies all that is best in automobile styling. Among the small British makes, the most attractive composite example of what many of us want in a foreign car is the 11-litre M.G. Saloon. It possesses refinement in every detail, has genuine leather upholstery, a sliding head, a practical parking brake, quality carpeting, walnut facia and mouldings, hydraulic in-built jacking system, traditional styling, a superior finish and a lively and adequate four-cylinder overhead-valve engine which is economical. The biggest mistake made by the M.G. Company was in removing this attractive model from the U.S.A. market. (The 11-litre M.G. Saloon has now been replaced by the 14-litre M.G. Magnette, which it is believed, maintains the traditions of its predecessor, - F.O.)

Other British car manufacturers would do well to halt the trend to "Detroitize" their products. If they continue to imitate Detroit practice, the eventual identity of the American car will completely cancel their need for purchasing a small British family saloon.

Dear Mr. Lawson,

CLASSIC CAR INSURANCE SCHEME

We have reached an agreement with a Lloyds syndicate for a new scheme which allows us to offer an attractive discount to your club members. This unique policy is available exclusively through ourselves and caters for most classic vehicles over 10 years of age for a limited mileage of either 1500, 3000 or 5000. We are usually able to waive the necessity for an independent valuation on values up to £20,000, for an agreed value cover.

Norton Insurance Brokers are registered under the Insurance Brokers Registration Act and are members of the British Insurance and Investment Brokers Association. Having been established for over 24 years, we are experienced in all aspects of insurance, and for a number of years we have specialised in arranging classic car insurance and have earned a reputation for providing an efficient and helpful service in this area.

Norton Insurance Brokers, 115 Hagley Road, Birmingham, B16 8LB



Y6421, 'OYR434' on holiday at 'Somerland', Varde, Denmark on 28th June