

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 12, No. 95.

October 1989.

EDITORIAL

May I please ask overseas subscribers to this newsletter to help in our efforts to keep subscriptions pegged at their current rates (which have been in force since June 1984) by making all remittances to the Register in the form of International Money Orders made out in Sterling to 'J.G. Lawson', please. We regret that due to clearance difficulties, overseas cheques are no longer acceptable. This practice is in line with that adopted by several other old car clubs who have a high number of overseas members.

A gem of perhaps useless information which I recently came across in the Summer 1989 issue of 'Collectors' Car Price Guide & Auction Review' is that in today's terms, the purchase price of a new 'YA' in 1947 of £671 (including Purchase Tax), is now equivalent to £9,096!

Finally, I must thank the publishers of 'Autosport' and 'Autocar & Motor' magazines for permission to use items which appear in this issue of 'The Classic Y'. In addition, the item on Gerald Palmer first appeared in 'Special Interest Autos' and then in 'The Wind Machine'.

23rd September 1989.

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Register Number 775

Chassis Number	Y1508
Engine Number	SC/11289
Licence Plate	GBR567
Body Number	n/k
Sub-Type	YA
Year of Manuf'	48
Owner's Name	Addison S
Owner Number	966
Car Location	Cheshire ENG
Exterior Colour	n/k
Interior Colour	-

Register Number 1027

Chassis Number	Y5304
Engine Number	SC/15124
Licence Plate	EFE359
Body Number	n/k
Sub-Type	YA
Year of Manuf'	50
Owner's Name	Deans DE
Owner Number	961
Car Location	Falkirk SCO
Exterior Colour	Autumn Red
Interior Colour	R

Register Number 811

Chassis Number	Y5640
Engine Number	n/k
Licence Plate	ZE9351
Body Number	n/k
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Burrows H
Owner Number	964
Car Location	Co. Dublin EIRE
Exterior Colour	n/k
Interior Colour	-

Register Number 908

Chassis Number	Y6701
Engine Number	352332
Licence Plate	GSV436
Body Number	5338/5297
Sub-Type	YA
Year of Manuf'	51
Owner's Name	Emery-Barker Dr J
Owner Number	894
Car Location	Fife SCO
Exterior Colour	BRG
Interior Colour	-

Register Number 1007

Chassis Number Y7076
Engine Number SC/16895
Licence Plate JSP813
Body Number n/k
Sub-Type YA
Year of Manuf' 51
Owner's Name Perry TP
Owner Number 959
Car Location Dorset ENG
Exterior Colour Sun Bronze
Interior Colour B

Register Number 1026

Chassis Number YB0853
Engine Number n/k
Licence Plate FST587
Body Number n/k
Sub-Type YB
Year of Manuf' 52
Owner's Name MacDonald J
Owner Number 962
Car Location Argyllshire SCO
Exterior Colour Black
Interior Colour B

Register Number 283

Chassis Number YB1434
Engine Number SC2/C78571
Licence Plate MDG504
Body Number 7041/1243
Sub-Type YB
Year of Manuf' 53
Owner's Name Cornelius PCR
Owner Number 963
Car Location Hertfordshire ENG
Exterior Colour Black
Interior Colour M

CARS FOR SALE:

598. "M.G. YB 1953. Black with green interior, immaculate, very well restored, engine rebuild 1988, very reliable, a real head-turner! Taxed and M.O.T.'d. £4,000. Tel: [REDACTED]

Ex-Dick Jacobs M.G. Special 'SHK7' (see following pages for full description). Contact: Mr. Masae Sawada at [REDACTED], California, [REDACTED], U.S.A. Tel: [REDACTED]
Fax: [REDACTED]

Autosport

IN THIS ISSUE

A 4200 BRITISH NATIONAL
500 c.c. CHAMPIONSHIP

Le Mans & Goodwood Entries

THE NORRIS SPECIALS

Report on a Riley

TRIALS IN ENGLAND, SCOT-
LAND, NORTHERN IRELAND
AND EIRE

The New Cromard Special

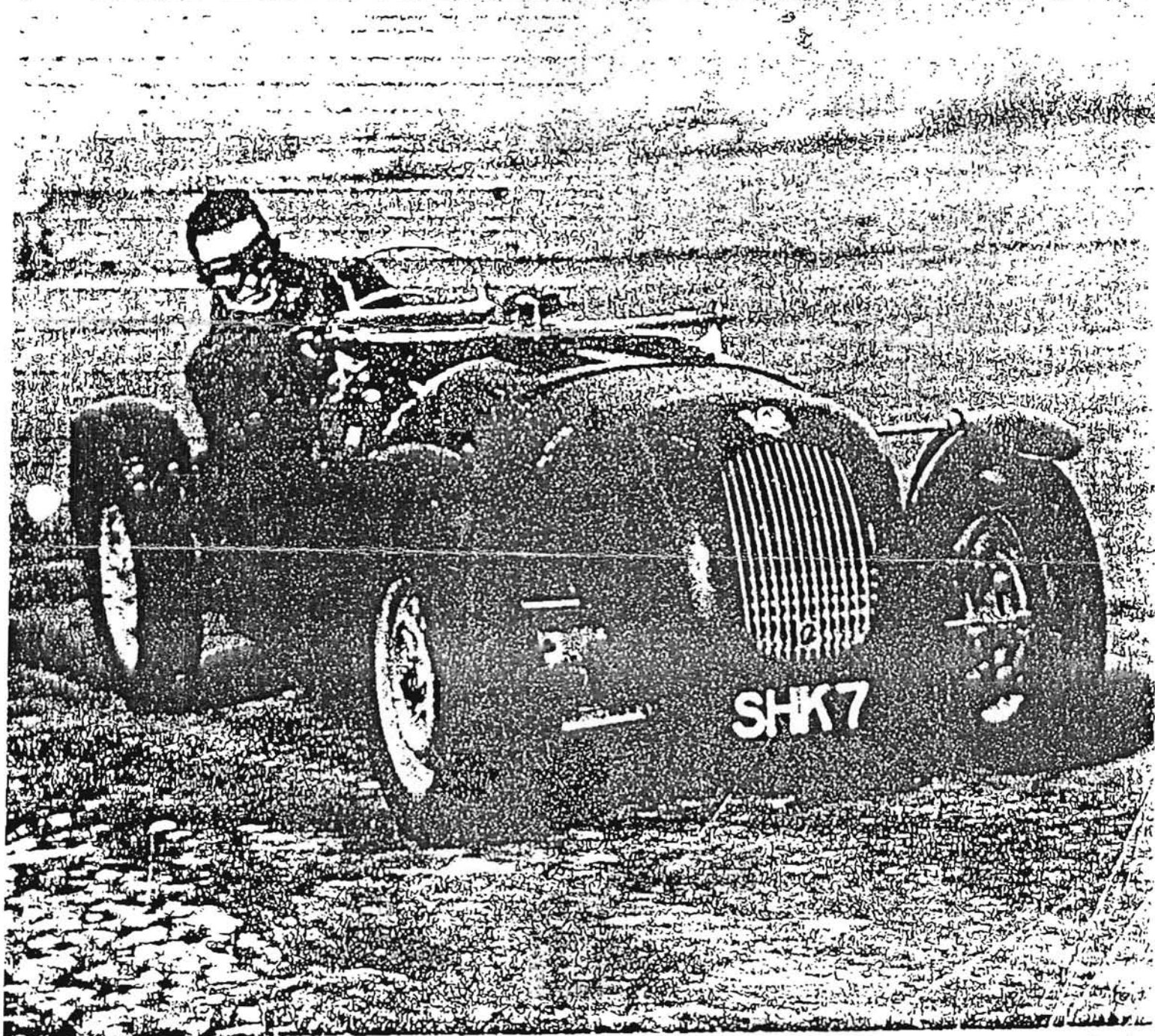
Russell Lowry—John Bolster

Wilson McComb

H. A. O'Brien

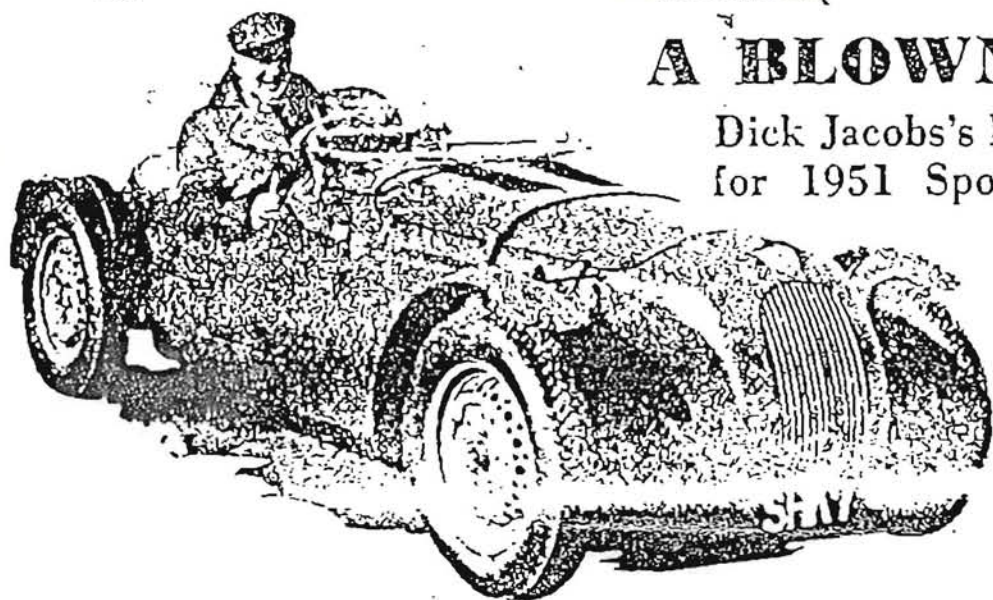
Vol. 2 No. 11

March 16, 1951



A BLOWN "1,100"

Dick Jacobs's Interesting M.G.
for 1951 Sports-Car Racing



blowing at 8-10 lb. per sq. in., takes its mixture from a single, 1½ ins., S.U. carburetter. The inlet manifold is of Dick's own design, and there are, of course, many secrets inside the power-plant. A "bunch of bananas" exhaust system is a feature.

Cooling is of the sealed pattern, the radiator itself being 1950 Morris-Oxford. A Gallay oil-cooler is carried behind the front grille. Ignition

DICK JACOBS has been faithful to the marque M.G. for many years, and his consistency won him a place in John Thornley's very successful 1950 team of TD Midgets, which he repaid by winning the 1½-litre class in the R.A.C. Tourist Trophy, and securing second place in his class in the B.R.D.C. One Hour Production Car race. For non-production sports car events, Jacobs favoured a very fast supercharged 1,100 c.c. machine, built up from various Midget and Morris parts. The car bore a strong resemblance to one of the original Mille Miglia Magnettes.

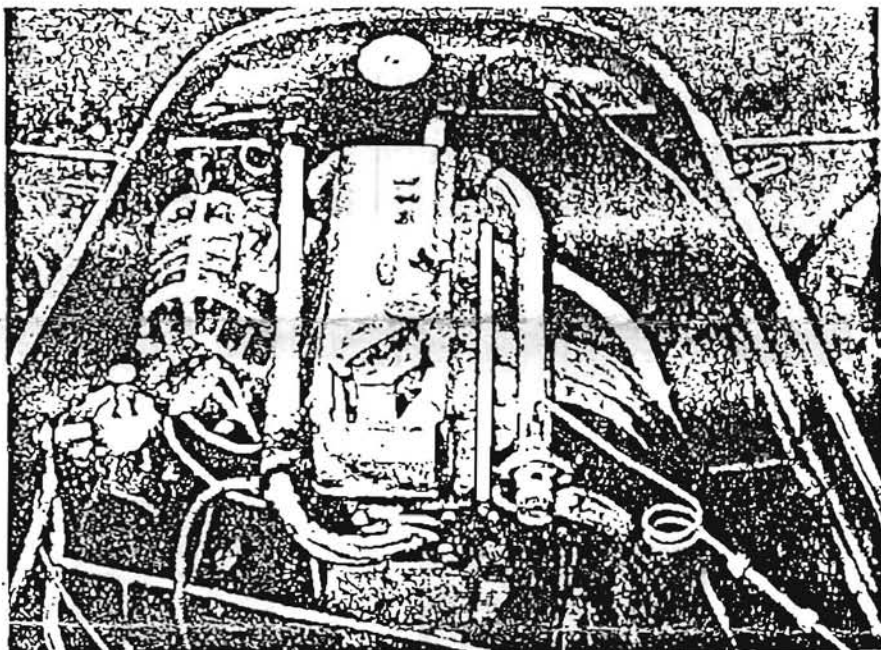
For this season's racing Dick has produced an entirely new sports car, with a chassis built up on the TD frame principle. Most of the detail work was carried out by the Mill Garage, South Woodford, and his mechanic Ken Keener was in general plumbing.

Front suspension is partly TD and partly Y-type, the bottom wish-bone plates being drilled for lightness. Wheels (much-ventilated) and brakes are Y-type and consequently are not of the 2LS type.

Helical Rear Springing

The rear suspension is a complete departure from established M.G. practice. The axle is supported by slightly inclined helical springs, and located by short, pivoted radius arms. A Y-type axle is used. Girling dampers are fitted front and rear.

The neat light-alloy body is carried on a superstructure built up of



POWER-HOUSE: The 1,100 c.c., push-rod engine has a Marshall supercharger. A "bunch of bananas" exhaust system is a feature.

light-gauge steel tubes. It conforms fully with F.I.A. sports car regulations, and is fitted with hood, fold-flat windscreen, aero screen, driver's door and light-alloy bucket seats. The engine compartment cover is secured by four clips, with a bonnet strap added for extra security. An 11-gallon fuel tank is carried between the axles, in the tail. Tyre sizes are 16 ins. by 5.25 ins. (front) and 16 ins. by 5.50 ins. (rear).

The o.h.v. (push-rod) power-unit is basically similar to that used on Jacobs's 1950 car. Capacity is 1,087 c.c. (90 mm. by 62 mm.) and a belt-driven Marshall supercharger

is supplied by a British Scintilla Vertex magneto, and twin S.U. petrol pumps are employed. Transmission is via a TD gearbox.

Dimensions are identical to the standard TD, but the Jacob machine is very much lighter. The actual weight is, well, it wouldn't be fair to give it away!

The car will be seen at Goodwood next Monday, and will be run in stripped form. It is also Dick's intention to enter for the B.R.D.C. Manx Cup race in the Isle of Man next June, as well as running in many sports-car events as business commitments will permit.

COOK'S AUTOTRAVEL CONTINENTAL RALLY

MESSRS. THOS. COOK & SON LTD. are organizing a motoring rally to France, Switzerland and Southern Italy, provisionally leaving England on 25th August and returning on 15th September.

Participants, on landing at Calais, proceed across the Plain of Picardy to Soissons, then through France's Champagne country to the Vosges, and thence to Switzerland. They will

then cross the St. Gotthard Pass into Italy, and will visit Bellagio, Florence, Tuscany, Rome and Naples, will cross by boat to Capri, and return via Naples, Rome, Siena, Pisa and Rapallo, into France by the Mont Cenis Pass and then to Aix-les-Bains, Autun, Soissons, through the battle areas of two wars, and then home by Calais and Dover.

Prices and details of what promises to be a splendid opportunity of sightseeing in Europe can

be obtained from the Autotavel Dept., Thos Cook & Son Ltd., at 45 Berkeley Street, W.1.

THE JAGUAR MONTHLY FIGURES

WHEN Leslie Johnson drove his XK120 Jaguar at Montlignon 12th March for a one-hour's high speed test attendant F.I.A. official recorded the following interesting figures:—

50 kms. in 15 mins. 30.56 secs.; average speed 128.46 m.p.h.
50 miles in 23 mins. 8.3 secs.; average speed 129.68 m.p.h.
100 kilos in 28 mins. 38.23 secs.; average speed 130.19 m.p.h.
100 miles in 45 mins. 51.32 secs.; average speed 130.85 m.p.h.
One hour, standing start at 131.2 m.p.h.
One hour, flying start at 131.83 m.p.h.

BOLTON-LE-MOORS RALLY AND DRIVING TESTS

Provisional Results

Best Production Car: R. Robert Oakes (M.G.).
Best Special: Ken Bailey (Bailey Spl.).
Best Bolton-le-Moors C.C. Member: B. L. Glaister (ex-Cream Cracker Spl.).
Class A, Open, under 1,500 c.c.: B. J. Warr (M.G.).
Class B, Closed, under 1,500 c.c.: K. Bancroft (Ford).
Class C, Open, over 1,500 c.c.: Ian Appleyard (Jaguar XK 120).
Class D, Closed, over 1,500 c.c.: R. Holt (Allard).
Class E, Specials, under 1,500 c.c.: C. Corbishley (C.C.S.).
Class F, Specials, over 1,500 c.c.: A. J. Lilley (A. W. Spl.).

A full report of this very successful event will appear next week.

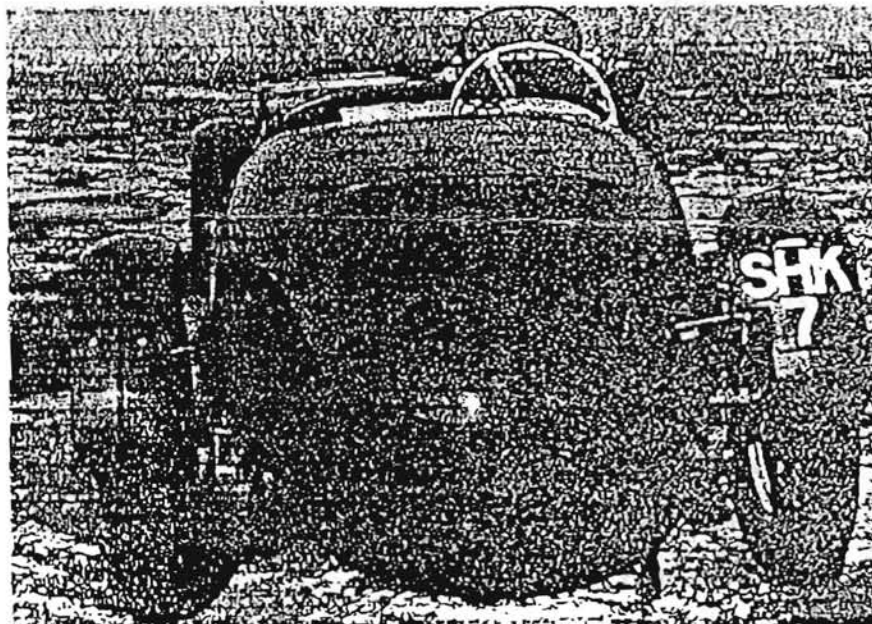
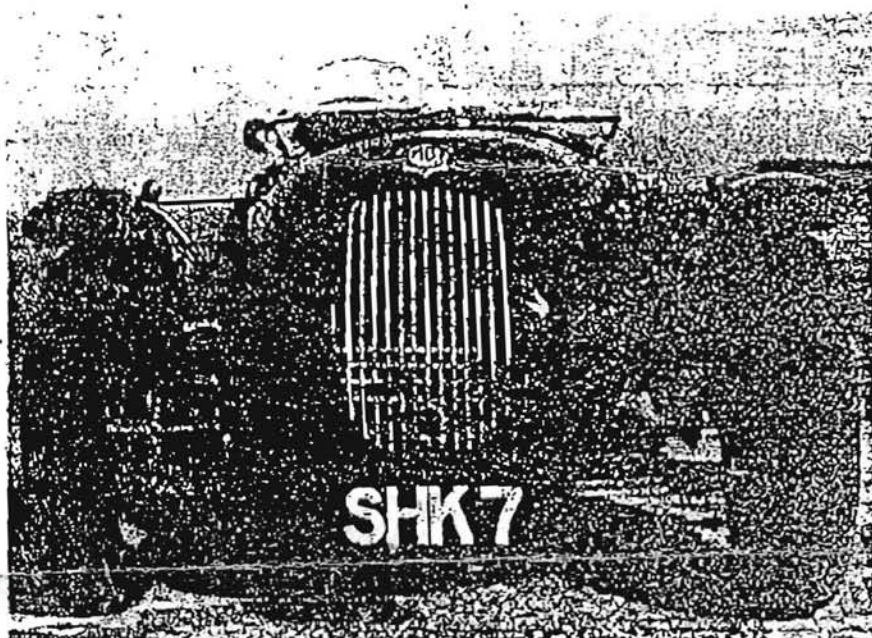
N.W. LONDON M.C. COVENTRY CUP TRIAL

Results

Coventry Cup: E. B. Spence (Spence Spl.).
1,100 c.c. Class: L. Onslow-Bartlett (Bartlett).
Unlimited Class: K. E. O. Burgess (Allard).
1st Class Awards: A. G. Imhof (Imhof).
R. Faulkner (Paul Spl.).
2nd Class Awards: G. Pentony (Cyclops).
J. Clayton (C.C.S.).

BROUGH "500" ENTRIES

To date, 27 cars have been entered for the 500 c.c. car event at the Brough Aerodrome meeting on Easter Saturday, including many of the top-liners. The motor-cycle racing will begin at 2 p.m. and the car event will be held later in the afternoon.



NOTHING SUPERFLUOUS: From any aspect the Jacobs M.G. presents a neat and functional appearance.

Designer's View

The general public may just about know who Gordon Buehrig is, or Alec Issigonis, but not Gerry Palmer. Yet, among British car designers, his name was one of the most respected in the period just after the Second World War, and when I talked to him about his career some years ago (he was then approaching 70 and living in retirement near Oxford) he placed the Z-series MG Magnette high on his own personal list of achievements.

Though born in England, Gerry Palmer grew up in Africa "surrounded by Model T Fords — it was the universal car". Indeed, the first car he owned was a Model T, soon converted into a two-seat "racer." Coming back to England while still a teenager, he worked for the Seammell truck company, then designed an almost unknown sports car called the Deroy, which featured i.f.s. and de Dion rear suspension. It failed, but led to a meeting with Cecil Kimber and, in 1938, a position in the Cowley drawing office of the Nuffield Group, which owned MG. Palmer was one of the team (Issigonis was another) who designed the Y-type MG sedan before war broke out in 1939, but in 1942 he was appointed chief designer of that strange little Yorkshire company, Jowett Cars of Bradford.

Thus he made his name, for the Jowett Javelin sports sedan, first seen by the public in 1947, earned worldwide praise. "It was what I call a total concept, just as the Issigonis Mini was a total concept: everything fits in and it can't be any different." Starting off with a class-win in the Monte Carlo Rally, Palmer's brilliant lightweight sedan also won its spurs in



courtesy of the author

long-distance racing at the likes of Spa and Le Mans.

But by that time its designer had gone back to the Nuffield drawing office. There he produced a TF Midget replacement in the form of another conventional sports car intended for the US market, but the project died when the choice fell on Syd Enever's rival MGA design.

Instead, Palmer designed a new small sedan to be powered by the familiar 1,250 cc MG T-series engine, and badged as both an MG and a Wolseley. The MG was meant to be announced first but a change of policy made it the Wolseley 4/44 — which was powered by the MG engine, whereas the MG Magnette was delayed until after the Austin/Nuffield merger and then came out with a non-MG engine! "Originally, the two cars were one project," says Palmer. Asked about the coin-

cidence that the Javelin, Wolseley 4/44 and MG Magnette all had strong vertical radiators, he said: "That was deliberately done, as part of my styling I never liked the VW Beetle type of front: I liked a good strong prow — something with a punch to it. To me it looked a more balanced design that way."

And in designing the MG/Wolseley, was Gerry Palmer influenced by such cars as the latest Fiats and Lancias? That is one question he did not answer directly, but he did say: "When the Javelin came out the Italians praised it, and that really pleased me, because I always thought the Italians were damn good car designers." Perhaps that does answer the question...

When I also asked which of his cars gave him greatest personal satisfaction, he replied: "Naturally, the Jowett Javelin comes first, but then I think it has to be the Magnette. I considered it a better shape than the Wolseley. Maybe not today, but...well, tastes change all the time, don't they?"

The intense political maneuvers that characterized the BMC period were not at all to Gerry Palmer's taste — he was ever an honest car designer rather than a politician — and in the mid-1950s he again moved out of Cowley to spend the rest of his working life with General Motors, as assistant chief engineer to the Vauxhall company in Luton, England. All right, he never made it to the really big time, but his name is not forgotten by those who have a soft spot for well-designed, high-performance, small-displacement sports sedans.

Anyhow, just who is Gordon Buehrig??



Mr. Richard Dick, who used to own the 1952 YB, 'PKJ570', featured in issue No. 93, today owns this 1953 YB 'USV420' and its modern equivalent (?) an M.G. Montego Turbo.

FAMOUS 'Y' TYPE OWNERS

No.2 in a series of 3.

SIR GORDON RICHARDS

jockey & trainer

Gordon Richards was born in 1904 at Oakengates in Shropshire; he was the son of a miner. His first Ascot win was on 16th June 1925 and he went on to win three races at Ascot in 1931. On 7th July 1943 he won on 'Ujiji' which was trained by J. Lawson(!). From 1925 onwards he was Champion Jockey many times. In 1943 he rode 65 winning horses and was champion jockey on the flat. He had ridden 42 winners at Ascot up to the outbreak of WWII, rode another 40 there during the war, and 96 after. He won the Ascot Gold Cup in 1934 & 1952 and by 1952 had established a world record of winning rides (over 4,500). He was knighted in 1953 and retired from riding the following year. His career as a successful trainer then began. It was around this time that Sir Gordon took delivery of a 1953 M.G. YB registered 'YMG231'.

Sources of information:

'Royal Ascot' by Dorothy Laird (published by Hodder & Stoughton).
'Sir Gordon Richards (Knight of the Turf)' by Michael Seth-Smith.
'Chambers Biographical Dictionary'.

The cutting below was taken from the 'Motor' of 23rd September 1953 and appears by kind permission of the current publishers of 'Autocar & Motor'. It was discovered by David Mullen and we apologise for the poor reproduction quality, this being the best copy we could obtain.

University Motors, Ltd., of Piccadilly, London, recently supplied this M.G. 1½-litre Saloon to Sir Gordon Richards, the famous jockey. In the picture, his son, Mr. Jack Richards, is seen handing the car over to Sir Gordon on behalf of the suppliers.

