

The Classic 'Y'



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The Newsletter of The M.G. "Y" Type Register

The M.G. Y-Type Register of
South Africa,

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Republic of South Africa

The M.G.C.C. Y-Type Register,

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CIRCUIT OF IRELAND

As long ago as August 1987 (TCY82) we featured a photo of Dr.Dorman and his Y-Type having come to grief during the 1954 Circuit of Ireland rally (or more properly the "1,000-mile Circuit of Ireland Trial" as it was then known). I also briefly mentioned this example of the use of a Y-Type in a competitive event in my book (which was published in December 1988). Around that time, David Mullen was fortunate enough to be able to contact both Dr.E.S.Dorman (owner of the Y-Type) and his co-driver/navigator on the rally, Jimmy Knowles. What follows is a distillation of what Dave managed to find out from driver and co-driver:

This team competed in numerous touring-type rallies in the 1950s. Typically, twenty or thirty cars would be entered and the emphasis was on a leisurely, friendly, social get-together amongst people with an interest in cars. The only competitive aspects were navigation and manoeuvring tests. Most of the cars were unmodified in any way (sometimes there was a separate class for modified "specials"). The cost of entry was minimal and there was no such thing as prize money or sponsorship. Typical cars used were M.G. and Triumph sports cars, Dellow trials cars and saloons such as the V.W. Beetle, Austin A.30, Hillman Minx, Ford Anglia, Jowett Javelin and Sunbeam Alpine etc.; but very few pre-war cars were entered.

Dr.E.S.Dorman entered his M.G. YB "OZ5708" in the 1953 & 1954 Circuit of Ireland Trials. The car was red in colour with a beige interior. His co-driver was Jimmy Knowles who also maintained the car for Dr.Dorman during its time in his possession. There were never any major problems with the car during the time Dr.Dorman owned it and it was not modified in any way for the Circuit of Ireland rallies.

The "Autocar" photo we published in TCY82 showed the car after a crash, supposedly in the Killamey district. Dr.Dorman remembers the incident as follows: He was driving down a steep, narrow road in the Wicklow Mountains following a V.W. Beetle. The Beetle driver passed a road junction on his left and suddenly realised that perhaps he should have turned left at the junction; he therefore braked hard. Dr.Dorman had looked down the road to the left as he passed it and when he looked up again, in front of him was the Beetle, almost stopped, a few yards ahead. He thus managed to run into the rear off-side of the Volkswagen. As well as on-the-spot repairable body damage, the Y-Type, alas, had also suffered sufficient steering and suspension derangement to put it out of the rally there and then. Contrary to what was said in "Autocar", then, the accident did not happen in the Killamey area. This was the only event they entered which the pair did not finish.

The Circuit of Ireland route was typically down the eastern half of Ireland to begin with, then back up the western side, around the northern coast and back down to Bangor, Co.Down. The rally started on Good Friday afternoon, driving through that night and then arriving for an overnight stop in Killamey on the Saturday evening. Sunday was usually spent navigating the lanes and bye-ways of Cork and Kerry, followed by another night stop in Killamey. On Monday morning the competitors would again set off and drive through that day and night before finishing at around mid-day on Tuesday after a total of about 1,500 miles.

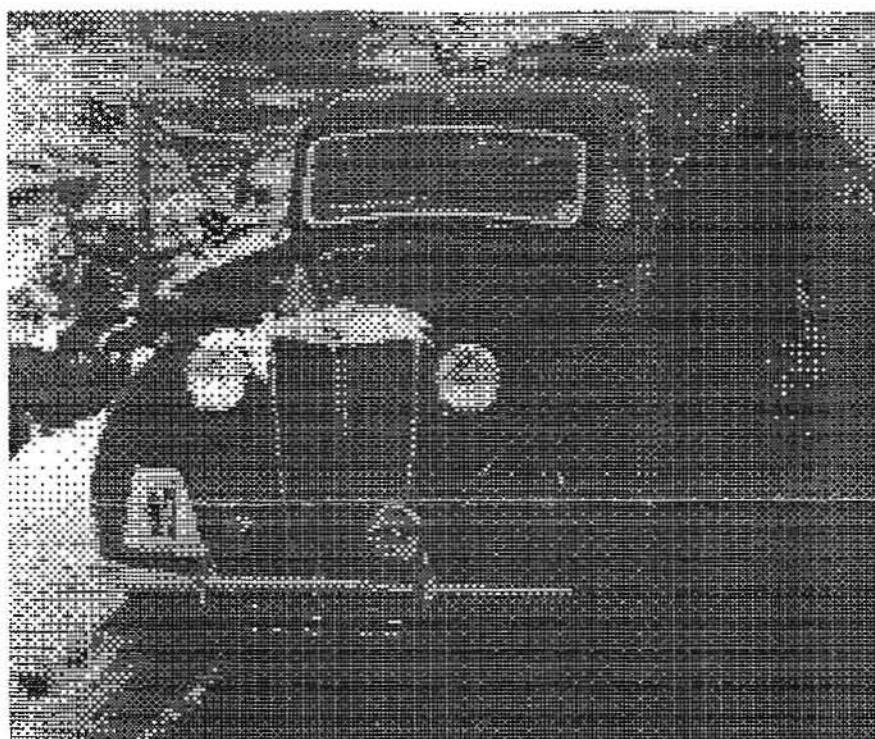
The roads varied from unmade tracks to main roads, such as they were. The rally usually took place over the toughest terrain that was available without reverting to the modern day forest-type "stage".

"OZ5708" was eventually sold in March 1955 to R.E.Hamilton of Belfast in part-exchange for a Ford Anglia. The Anglia was used on Circuit of Ireland Rallies in 1955 and 1958. Before the YB, Dr.Dorman had owned a Singer 10.

Jimmy Knowles remembers that the Y-Type was considered amongst the elite of saloons of its day. The front suspension gave good roadholding but was very harsh on the rough, unmade, roads of the "Circuit". It had good steering, a precise gear change but suffered from a very poor power-to-weight ratio. It was a very well-furnished little car, though, even by today's standards and was admired by many. Knowles had owned Morris 8s, 10s, 12s, 14s and a Riley Pathfinder in his time, so was used to enjoying the benefits of an opening windscreen, sunroof and Jackall system. His favourite car of all, though, was a 1956 ZB Magnette he once owned.

Today, of course, the Circuit of Ireland Rally is a much more professional and competitive event.

Dave Mullen & John Lawson.



Mr. Knowles

This photo shows ~~Dr. Dorman~~ and the YB during the 1953 Circuit of Ireland Trial

REGISTER NEWS

So, we have come a full twenty years, and I never thought in my wildest dreams (nightmares?) back in 1978 that I would still be logging details of newly-discovered 'Y' Type M.G.s in 1998, least of all at the rate revealed by those included in this issue of "TCY". On with the data, there is much to get through....

Register No.920 surfaced recently (last September) at the N.E.M.G.T.R.'s Y-Type rally at [REDACTED], New York. It is YB/0549 and was/is registered in this country as "KRK75". When I first heard of it, this car was in this country so obviously it must have been exported relatively recently. It is surprising sometimes how cars I've lost track of for many years sometimes (only sometimes, mind you) emerge again in unexpected places. YB/0549 currently sports a somewhat gaudy bright red and maroon two-tone colour scheme.

A 1947 'Y' (Y/0398) has recently been imported into Jersey by Mr.Denis Jean. This car is new to me and so has been allocated the Register number 1275. It has engine no. SC/10160 and used to be road-registered in this country as "MG7250" (yes, another one!). The registration number has now unfortunately been separated from the car, so where has it gone? Mr.Jean also brought news to me of another car which I'd briefly heard of once but which had "gone underground". This is Register No.749 (YB/1465). This was last heard of with a Mr.L.Jennings, but he apparently lost interest in the rebuild and abandoned it. Mr.Jean now has this YB, less engine - where did the engine go, then?

I will now have to abandon my narrative form and revert to tabular form, partly as a result of his visit to the Binghampton gathering, Jim Hunter of [REDACTED], Georgia, came up with an up-to-date listing of North American Y-Types for me, and this list contained no fewer than 22 cars which I'd not come across before (in 20 years of searching!). The newcomers are:

Register No.1276	Y/6812	
1277	Y/5843	
1278	Y/T 4268	
1280	YB/0538	
1281	Y/5784	another LHD saloon
1282	Y/T 4123	
1283	Y/T 3550	
1284	Y/5903	N.Z.
1285	Y/4702	Punta del Este, Uruguay.
1286	Y/1472	
1287	Y/6883?	
1288	Y/T 3825	
1289	Y/T 2025	
1290	Y/T EXR 2430	
1291	Y/T 4914	
1292	YB/0919	
1293	Y/6757	
1294	YB/0794	
1295	Y/T 2952	
1296	Y/1714	

The missing two (1279 and 1297) we only have "possible" body numbers for as yet. You will note the second Uruguay car (what a find!) - see TCY141 p.7., and the sixteenth left-hand-drive saloon (Roy Jacobson please take note!). The early Y/T in there looks interesting too.

As if all that wasn't enough, Frank Neumann of our Danish "branch" then came up with some Scandinavian importers' stats:

	<u>Denmark</u>	<u>Sweden</u>	<u>Norway</u>
1947	1	-	2
1948	1	-	-
1949	10*	-	-
1950	13	9	-
1951	1	5	1

* nine Saloons and one Tourer.

These figures came originally from Jack Valentin of the Swedish M.G. Car Club (Sweden & Norway) and Danish importer Vilhelm Nellemann (Denmark). It's a shame we've not been able to obtain more data from importers' records over the years. The Australian (N.S.W.) records I received back in 1982 have proven extremely valuable over the years as one of the few sources of original production data. The figures Frank has now provided (above) complement well those on page 86 of my book which set out the number of "CKD" cars exported by Abingdon. The table in my book was regrettably misprinted by the publishers/printers, so bears repeating in full below:

1947	16
1948	68
1949	124*
1950	104
1951	76
1952	28
1953	8

* 108 'Y' plus 16 Y/T.

All the above cars were RHD examples. Total 424. Many went to the Irish Republic. A total of 11 cars (including two YBs), all RHD, were exported by Abingdon in rolling chassis form (nine in 1948, and one each in 1952 and 1953).

These figures were supplied to me by Hagen Nyncke of Germany and he obtained them from the Abingdon Works Export Statistics. This documentation represents only one of the (mostly partial) sources of original production information which still exist, the others being the Guarantee Plate Issue Ledgers, the Production Control Department statistics and the Nuffield Exports stats (different again from the Abingdon Works Export stats). Confused?

Of course, it wouldn't be February without our own annual digest of statistics, so here goes..... Don't get indigestion!

	<u>1998</u>	<u>1997</u>
YAs on the Register (of which 16 are left-hand-drive)	706	687
YBs on the Register	261	256
YTs on the Register	253	223
Reinbolt & Christé-bodied cars on the Register	3	3
Keller-bodied cars on the Register	1	1
Other Specials/Composites/Hybrids on the Register	14	13
Unknown (mainly saloons) on the Register	59	59
Total number of cars on the Register	1,297	1,242

Cars identified by chassis number:

1947	70	67
1948	110	106
1949	308	287
1950	218	202
1951	104	101
1952	94	90
1953	99	98
TOTAL	1,003	951

Number of cars in each country: (35 countries - same as at 20/2/97)

	1998	1997
England	577	574
Australia	327	316
U.S.A.	153	121
Republic of South Africa	46	46
Scotland	34	34
Wales	25	25
Switzerland	21	19
Canada	17	15
Eire	16	16
Netherlands	12	10
New Zealand	12	11
Northern Ireland	9	9
Denmark	7	7
Singapore	5	5
Belgium	4	4
Germany	4	4
Channel Islands	4	3
Sri Lanka	2	2
Malaysia	2	2
Portugal	2	2
India	2	2
Norway	2	2
Uruguay	2	1
Madeira	1	1
Japan	1	1
Zimbabwe	1	1
Cyprus	1	1
China (Hong Kong)	1	1
Bangladesh	1	1
Macau	1	1
Namibia	1	1
Austria	1	1
Finland	1	1
France	1	1
Sweden	1	1

And, finally, just because it's the 20th Anniversary, here are a few more statistics which readers may find interesting, and even maybe amusing.....

A short history of "TCY":

It was published monthly from February 1978 (No.1) to January 1982 (No.48).
It was published bi-monthly from February 1982 (No.49) to October 1994 (No.125).
It was "irregular" between February 1995 (No.126) and February 1997 (No.136)
It has been published bi-monthly since April 1997 (No.137).

What does the future hold....?

In twenty years I have issued 12,888 copies of "The Classic Y" and have written 4,375 letters on Register business. For those out there who like my letter referencing system, the first Register letter was 8J/01/77. And we currently have around 1,000 photos of Y-Types in the Register collection..... O.K., that's enough stats for now!!

L e T t e R S

Dear John,

I enjoy reading the bulletins, and one of these days will put some of the tips into practice. I still have no idea when I will start the restoration (if at all).

I keep the 'Y' fully registered, so can crank it up and take it out at any time. I try to do 2/3 rallies a year. Last year I traileered it to Mount Gambier (300 miles each way) and clocked up about 200 miles in the 'Y'. Next outing will be the Annual Nuffield Day/25th Anniversary of the Morris Register of South Australia on 18th January 1998, then the All British Day on 8th February 1998. That's far enough in front for me to plan, but the bi-annual Bay to Birdwood will be on in September. Would not miss that for quids!

One of these days I will actually find some spare photos of the old girl for your files. Regards and happy touring,

Allan Trenerry (Y/0840),
[REDACTED]
South Australia.

C A R S F O R S A L E

101297: "1953 YB Saloon (Chassis No. YB/0686). Near complete - needs running boards, rear wings and spare wheel compartment cover. Needs restoration but not for the faint-hearted. Sensible offers. Contact: J.F.Cochrane, [REDACTED], Co.Durham, [REDACTED]. Tel: [REDACTED]."

S P A R E S W A N T E D

100697 YB anti-roll bar and assoc. fittings; Y/T front side curtain frames. J.Byrne, [REDACTED] [REDACTED] [REDACTED] Queensland [REDACTED] Australia.

(Dave Mullen says: "the MGB anti-roll bar is very similar to that of the 'Y' and can be fitted with a few minor modifications. Drill a couple of holes in the spring pan and use MGB bits".)

S P A R E S F O R S A L E

101297: Spare bonnet and radiator grille. Contact: J.F.Cochrane, [REDACTED] [REDACTED], Co.Durham, [REDACTED]. Tel: [REDACTED].

181297: Pair of YB rear wings, front panel, complete bonnet and a pair of running boards. All in fair condition. Contact: Denis Jean, [REDACTED] [REDACTED], Jersey, C.I., [REDACTED]. Tel: [REDACTED].

Send your Spares For Sale & Wanted lists to:

Dave Mullen. [REDACTED] [REDACTED] [REDACTED] Liverpool. [REDACTED]

G U A R A N T E E P L A T E I S S U E L E D G E R S

THE YBs - Pt.VIII.

Chassis No.	Engine No.	Completion Date	Chassis No.	Engine No.	Completion Date
YB/0779	SC2/17681	10/10/52	YB/EXINA/0794	ID3/20216	23/09/52
YB/0780	SC2/17680	10/10/52	YB/0795	SC2/17635	29/09/52
YB/0781	SC2/17679	10/10/52	YB/0796	SC2/17624	24/09/52
YB/0782	SC2/17683	10/10/52	YB/0797	SC2/17634	29/09/52
YB/0783	SC2/17682	13/10/52	YB/0798	SC2/17506	16/10/52
YB/0784	SC2/17672	13/10/52	(see YB/0651 & YB/0706)		
YB/0785	SC2/17684	13/10/52	YB/0799	SC2/17685	17/10/52
YB/0786	SC2/17678	13/10/52	YB/0800	SC2/17687	17/10/52
YB/0787	SC2/17675	14/10/52	YB/0801	SC2/17686	17/10/52
YB/0788	SC2/17669	14/10/52	YB/0802	SC2/17693	17/10/52
YB/0789	SC2/17657	14/10/52	YB/0803	SC2/17689	17/10/52
YB/0790	SC2/17662	15/10/52	YB/0804	SC2/17690	17/10/52
YB/0791	SC2/17688	15/10/52	YB/0805	SC2/17694	17/10/52
YB/0792	SC2/17673	15/10/52	YB/0806	SC2/17691	17/10/52
YB/0793	SC2/17671	15/10/52	YB/0807	SC2/17696	17/10/52