

June already! I hope it is better weather than when this was being punched out on my keyboard in late March. The MAIN news is that the Registers IT Expert has up and running the 'Y' Registers own WEB SITE. This can be accessed via <www.mgytypes.org> Paul Barrow has been very busy with it, and the end result is very professional. (See his introduction at the end of this one.) He has been trying to drag the rest of the grey haired, balding committee into the 21st century for ages, and can now proudly claim he has succeeded. It is full of goodies, and you can even contact the committee direct.

Please take note of the committee's addresses and contacts list displayed. You can use this, or email direct from the web site.

Events that are Register supported, or just interesting to attend are; The Old Speckled Hen Run, June 2nd, contact Dave Smith on 01235 529109; June 9th Ardens Heritage Run, Warwickshire, contact Lech Zakrzewski on 01789 294753; Wings Run by the Octagon CC, 9th June, Harry Crutchley on 01889 574666; South East Centre Summer event, 16th June, Derek Edwards on 01737 765891; SW Centre Somerset Tour, 22-23rd June, Dave Mothersdill on 01179 638102; Midland Centre Mid-Summer Gathering on 26th June, run to Kimber House, Brian Osborn on 0121 453 3380; the Anglia Summer Picnic 30th June at Blickling Hall, contact Roger Latham on 01268 754360, details on <www.mgccangliacentre.org.uk>

Also worthy of mentioning is the Stanford Hall near Lutterworth meeting on 7th July. Martin Woods is organising a large 'MG Saloon Rally', and this will cover ALL MG saloons from 1923 to date. Martin can be contacted on <Martin.Woods@gbr.xerox.com> or by phone on 01256 603446. The SVW's will be there along with 'Zd's and Farinas, plus the FWD, so if any of you want to accompany myself there with a 'Y' please come. It will be interesting to see a decent cross section of MGs Other Cars. Some other dates to note are 1st September for the Norfolk Memorial Run. This is run by the Norwich MG Owners Club, visiting WW1 & WW2 airfields in the area, of both the RAF and USSAF. It is to remember those who gave their lives for the rest of us. Contact T.H. Elvey on 01603 738093 evenings. And should you be after a few spares that were used on the later BMC MG cars, contact Mick & Barbara Clarke on 01476 572124. On the 4th of August there is a huge autojumble and car show for this at Ferry Meadows, Peterborough.

The 19th-21st of July is the MGCC Silverstone event. This is always a good day out, even in the rain. Do visit us at the register stand, for a chat, advice, and regalia.

Bert Keuren has given me his contact email address for the 'Y' Type speedometer Clock Kits. He is on <mg@beekaa.myweb.nl > They are £35 each. Looking at the 'T' types, this may fit their speedo as well.

If you are wondering where the Spring Run photo's are, when this was being written the Run was still two weeks away. It is all down to the lead time required for publication. I should have something to show you in the July issue.

Jack Murray, our Registrar, has updated me with the following new members. We extend a welcome to them and hope they will join our small but very keen band of enthusiasts. To own and drive a 'Y' type is exclusive, you just cannot go out and buy one as you can with those common old 'T' Types, or the MGB. (there is enough of those for sale to get one for each foot!) Peter Insley from Manchester owns YA 3832; James Lunn from Hertfordshire owns YB 1048; Kevin Poole from Derby has YB 0942, ( is that the Kevin Poole of Z & Farina fame I wonder? ) Frank Russell of Ontario in Canada has YA 1336; Ian Robottom of Victoria in Australia has YA 1344; Sven Ljungtegen of Sweden has YA 4899; Francis Smith of Surrey has YA 6658; Freda Matthewson has YB 0655 in Hampshire; Don Ace of Swansea has YB 0292; and finally Ian Robottom has YA 1344 in Australia. Welcome to you all, and remember your committee are all committed to assisting you where they can, and that David Hague has a super list of items on offer to support you.

Not only house prices are roaring away at almost out of control speeds. Bits of MG 'Y' types also seem to be commanding prices beyond belief. For those of you who invested in the 'Y' Type Jubilee Badge, take care of it. One of the committee has found a lucrative market for them. No soon had he advertised one, than it went for £50. These are of a limited issue, so make sure yours is well secured to its badge bar. Current Register records tell us to whom each was issued originally. Then Keith Herkes told me of a battery box lid, a simple bit of flat sheet steel lined with a insulating layer of Paxaline, and two rivetted clips hooks. One went recently for £72 . I have two totally worn out 15" cross ply tyres in the garage, now I wonder.....

Talking of tyres. I fitted two new cross ply tyres to my YB in January. I did it all myself, with tyre levers, and balanced them on a free running front hub. They were just £35 each from Vintage Tyre Supplies down in Hants, at Beaulieu. The old ones had little tread left, but the main worry was the side-walls. The sun had badly crazed them to the point the canvas could be seen through the cracks. They were just 6 years old. Now, with the current pollution laws, how do I dispose of them? At a tyre fitters you pay a pollution tax for your old tyres now. ■

## THE NEW MG Y TYPE WEBSITE

Almost 49 years after the last of the MG 'Y' Types rolled off the production lines, and 55 years since the first, at last there is an entire website dedicated to the MG 'Y' series. The new website www.mgytypes.org, was officially launched on 14th April 2002 during the Register's annual Spring Run held this year in the grounds of Broughton Castle, Oxfordshire, the home of Lord Saye and Seale.

The website has the following pages; News, Monthly Picture, a link from the classified 'Y' type advert from www.mgcars.org.uk Register your 'Y', a dedicated 'Y' events pages, Regalia Catalogue with pictures, a link-page to the 'Y' Type Bulletin Board page, a history of the MGCC 'Y' type Register, complete with downloadable pages of

historical document extracts from the MGCC records, a History of the 'Y' type, an opportunity for your moment of fame to add your 'Y' to a page of 'Y' pictures, and a Contact Us page of contacts for your committee by email. And all of that is just for starters.

This is your website. It will be as vibrant and dynamic as you care to make it. Send your suggestions, ideas, desires, and input to the Webmaster using the links provided and we will try to incorporate them. This is not designed to substitute or duplicate what you will get in *Safety Fast!*, but to enhance your enjoyment of your 'Y' type. We hope that you will find it useful, informative, enjoyable, and easy to use. Please visit us soon. ■

# JIM MACKANNES. 1925 - 2001

Quite a large percentage of the 'Y' type MG saloon car production was exported; whilst no where near as large as that of the numbers of TD's to the USA, our Commonwealth friends did seem to like the 1.25 litre saloon down in Australia. In the antipodeans there is a thriving group of MG enthusiasts, one group being based in the Sydney area. You cannot have failed to notice that quite a good proportion of articles for this magazine are submitted from that other side of the world.



Jim Mackannes lived out his retirement in Australia, having spent his life working first for the Nuffield Organisation, then BMC in the 50's and 60's. He was involved in the design and development stages of the 1947 Morris Minor, and other subsequent BMC and MG models. His interest in Little British Cars followed him out to Oz, and there he became a very well known and respected character in MG circles. His motoring career was mostly in the development and testing stages of new models, and the first photo of him taken in his workshop shows he carried on his interest. Back in the 1950's he married the boss's secretary, an English rose named Sybil. His boss conceded the victor by lending him a MG 'Y' type for their honeymoon.

The next photo is of Jim on the left standing next to his white YA, with Alf Rushman at the 2001 Canberra National. On Jim's white 'YA' (registration number 'MGY 125,') can be seen two large 'flame thrower' driving lights. These Jim obtained from the 803cc Morris Minor Series Two used in a 24 hour endurance test, running non-stop. The lights were 'liberated' by Jim after the tests, following him to Oz, and still live proudly on the front of his 'Y'. It transpired the manager of the endurance run had wanted those lights, but Jim beat him to them.



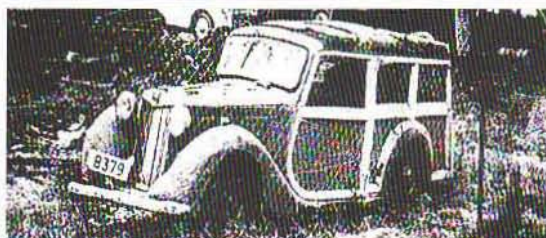
James Bellamy Mackanness was one of the three 'Y' men of the Sydney MGCC who took part in the CMC Federally Go-west Kangaroo Tour in April 2001. Jim and his car were unique, and he was a main contender in the local MG Saloon stakes. The above photo shows Jim with a 7 litre 'MG' on which he is about to put a '50 Years of the 'Y' ' badge! Taken in 1997.

Jim passed on in December 2001 at the age of 77, having had cancer. The funeral was accompanied by a fleet of immaculate 'Y' types, as shown in the third photo below Jim's white YA is leading with those two driving lamps next to Steve Brompton's black YT, behind is the maroon YA of Alf Rushman, (who took all the photo's,) with the last white YA of Phillip White. We all extend our sympathy to his family and friend. ■



## ESTATE CAR-SHOOTING BRAKE 'Y' TYPE?

Some issues ago I posed the question over MG estate cars. The current Rover MG range does indeed have an estate car in its MG line up. Such models have not normally been seen as one to fit a sports car and sports saloon line up. So I asked you all if anyone had any knowledge of a 'Y' type being modified as such a model. Many of us will have seen the green 'pick-up' (or 'UTE' in Oz language,) sporting a Morris Marina 1275cc 'A' series engine. This is based on an accident damaged YA where the rear end was too far gone. It is currently in use by a company as



mobile advertising.

But, this has been beaten by MG 'Y' expert and author, John Lawson. He sent in a picture of a 'shooting-brake' YA seen residing in a scrap yard in Cyprus, in Nicosia. The original photo was taken by none other that David Mullen. The date is about 1982-83, so I suspect the car no longer exists. Such cars were also known as a 'woody' due to the construction of the rear load area. The best examples still running about our UK roads are the Morris 1000 Travellers. Such woodwork is part of the Mot as it is structural. ■

# THE RESURRECTION OF 1948 MG 'YA', Y2313 " AGL730".

The 'Y' type is not a common version of the MG. In the 21st Century there will not be very many restored, as the majority of those so capable have been done. So it is with great pleasure we show you a feast of photos of a very, very good looking car, the property of its proud owners, Ken and Kathy Jones. Virtually every town in the UK has a 'T' type under restoration, and every village and hamlet an MGB, but when it comes to a 'Y' type, it is time to bring out the flags. Over to Ken Jones:-



"Just twelve months ago the thought of owning a classic British automobile was nothing but a dream. Other than the obligatory 1967 Cortina Mk2, a 1963 Austin Mini and an old Hillman Avenger back in the early seventies, I have had the luxury of driving company cars ever since, and the dream remained just that. Maybe one day....

Back in late July 2001, following my older son's car breaking down in Highbridge, Somerset, I went in search of a local garage that could hopefully assist us with a quick repair, and, low and behold, I happened to come across an engineer who restored older vehicles. Tony Walters, the owner of the workshop, arranged for the failed car to be towed in while he proudly showed me around his workshop which had two customers MG 'Y' types in for restoration. Well, it is fair to say, my dream car was there before me...the 'backward' doors, the wind out windscreen, beautiful body styling, and chrome galore, as well as just a smidgen of bakelite, a material I have collected for many years. Everything I had ever dreamed of, but sadly neither were for sale.

Our conversation continued with my appetite well and truly wetted...and then Tony announced he was considering selling his own car, which just happened to be a 1948 YA model, Y2313, hidden away in another room within his workshop, which he had purchased some eighteen years prior from a farm in Axebridge, Somerset. As soon as I saw her my mind was more or less made up. Finished in BRG and cream, with most of the work complete, we discussed a possible price and a time scale for completion and agreed to part company giving us both time to think about things before taking the plunge. And that was ALL I could think about over the coming days and weeks.

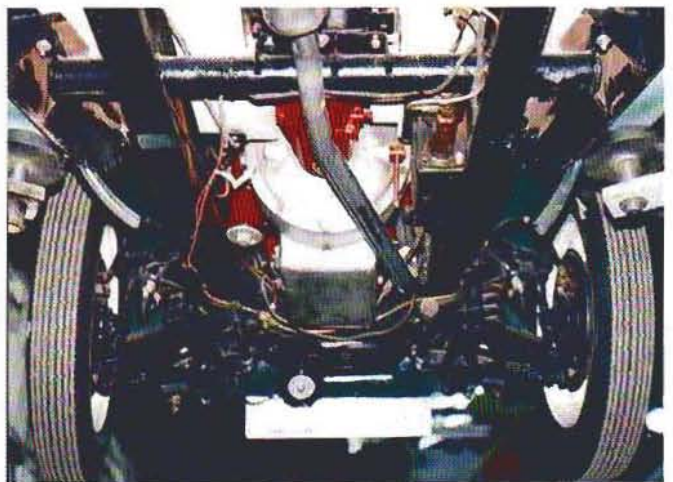
I did what I always do when I am about to make a major decision, which is to read everything I can get my hands on about the given subject and, as a result of my swotting, made contact with Dennis Doubtfire, a local 'Y' type owner mentioned in the club magazine. (Mentioned! The man is an Icon. Ed.) During a short telephone conversation, he kindly invited my wife and I to an Exmoor Run the 'Y' Register had organised for the following weekend. The gathering was all I could have hoped for with a great bunch of people, some terrific One & a Quarter Litres, and a show of friendship and enthusiasm that really made my mind up for me, so the following day I rang up Tony and did the deed. The dream was about to become reality.

Now things do not always go according to plan with classic cars as I am sure you are all well aware. What was originally meant to be an eight week timescale for completion eventually became seven months of frustration and occasional anguish. With some terrific support from Register members, and in particular David Pelham, Paul

Barrow, and Jack Murray, missing interior trim was located, (and donated, thank you David,) as well as the sourcing of a replacement gearbox, all within a couple of hours of emails going out asking for help. David and Paul even moved the gearbox around the country for me just to get it closer to home during a period of illness, which was more than I could ever hope for from club members, and for which I will always be truly grateful.

By March 2002, the car was taxed and Mot'd and running, albeit with a few technical problems still to be solved, which is where I am to at the time of writing...the proud owner of a beautiful British classic sporting saloon which looks and drives like a dream, (when it wants to!) two more weeks or so to wait and, with the help of Ye Olde Compass Garage in Bridgewater, Somerset, the now christened 'AGATHA' and I will be out regularly on the open road for the first time in nearly 40 years. You see, dreams can come true....■

**Ken Jones**



# RADIATOR OVERFLOW TANK

**F**or 'Y' owners who reside in hot dry climates, the un-pressurised cooling system of the XPAG engine as fitted to the 'Y' types, (and the majority of pre-war cars,) can lose a lot of water by evaporation and expansion. The header tank of the YA, YB and YT is designed for more temperate climates such as that in the UK. But out in hot and dry Australia the engine can lose quite a substantial amount of water in a very short time. Add to this the huge distances they travel, giving extra time for that water loss, it can be seen that things could get a little 'hot'. For those of a less technical mind, the early versions of the XPAG did not have a pressurised cooling system. Under that nice chrome radiator cap, a pipe permitted excess coolant to overflow outboard once the water had expanded. This is why, no matter how often you fill it to the brim, after a run and once cool, the radiator level will be down. Here in the UK, it settles at about 2" below the cap. Even so, one needs to keep an eye on the level, as it continues to evaporate away once hot. The 'Y' has no water temperature gauge fitted, so an overheated engine may be missed until untold and expensive damage is done. 'After market' radiator-cap temperature dials fitted need their feet in the water, if this level falls below the bulb, readings will not indicate the heat.

Once the XPAG, XPEG and XPAW versions were fitted with a 4psi pressurised cooling system, water loss was minimal. The raising of the cooling systems working pressure to 4psi above atmospheric meant the system became partially sealed. It also raised the boiling point of the coolant, thence the evaporation rate. Both of these seriously reduced water loss. Modern owners of old MGs are often worried by their TA, TB, TC, TD, YA, YB and YT 'losing' water as it seems to them. These youngsters have been weaned upon car cooling systems with 8, 12, 14, and now 16 psi pressurised cooling systems, and today they are completely sealed. This means the system does not need checking more often than perhaps once a month. Old open air systems as fitted to our cars need checking daily, and even more often on hot, long journeys.

If you need a comparison, put a pint of water in an open saucepan, then a similar pint of water into a pressure cooker. Put them both on the oven hob on similar heat settings. Note which one boils away its water first. The chances are the pressure cooker will still be working away safely long after the other saucepan has a hole in its base.

So, whilst we in the UK keep a watch on our water levels, with the odd topping up required, (with the correct anti-freeze mixture,) those MG drivers in Oz often fit extra coolant expansion tanks. This is really a straight copy of modern sealed cooling units. Water will expand out into the tank, then upon cooling it will be sucked back into the system. Peter Foggarty has carried out a very well engineered version of this expansion-tank system on his YA, by feeding the overflow pipe from the header tank in a nice copper tank. The overflow tank is bolted to the side of the radiator, as shown in the photo. Such a tank extends the need to top up the water on long journeys in hot climates. The header tank remains fuller longer. The overflow tank also has its own overflow which also acts as an inwards vent, when the cooling engine system sucks up the water back into the header tank.

The other choice is to modify the system similar to that of the TF, Wolseley 4/44, and fit a cap with a 4psi valve in it. This is rather a drastic modification as it makes the octagonal cap on the radiator redundant, and requires an expansion tank to be fitted with the pressurised cap, (just like your modern air-dryer sounding euro-clone car.) I hear Morris Marina and Austin Metro plastic pressurised, overflow tanks are easily obtained for this. (Warning, they work at 15psi, so ALL your hoses will need to be upgraded.)■



## DEVILS NUMBERPLATE



The above photo comes from the Daily Mail and was submitted by a Mr M.J.Freyer from Pershore in response to correspondence about Devil's number plates with the letters 666. Mr Freyer comments that the 666 plate on his 1952 Y Type does not seem to have any adverse effect on his life other than a nasty bent front bumper and the fact that his labrador has lost all of the hair from his tail!

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