



November 2022 Newsletter

Update From President Bill

As I write this, I realize that it is only 53 sleeps until Santa comes, where has the year gone?

I must say how wonderful it has been, to be able to go to work and not have to wear a mask, I only hope this new variant does not get a strong hold and put the country into some form of lockdown again.

Well, your committee has been working away at many things, looking at trying to promote the club to new purchases of MG'S., though the dealer ships here in Dunedin and Invercargill. Fortunately, with the magnificent work done by Graeme it is getting closer for us to find out if the dealers will take it no and give the purchases of new MG'S the info about our club. We will keep you all up to speed as it unfolds.

We have a work in progress to get our website up to speed which will not happen overnight, but thanks to Ross M for all the work that he is putting into this.

The committee is always trying to put together our monthly Sunday Car runs, so if any of you out there have got some ideas for a Sunday run, please get in touch with one of the committees.

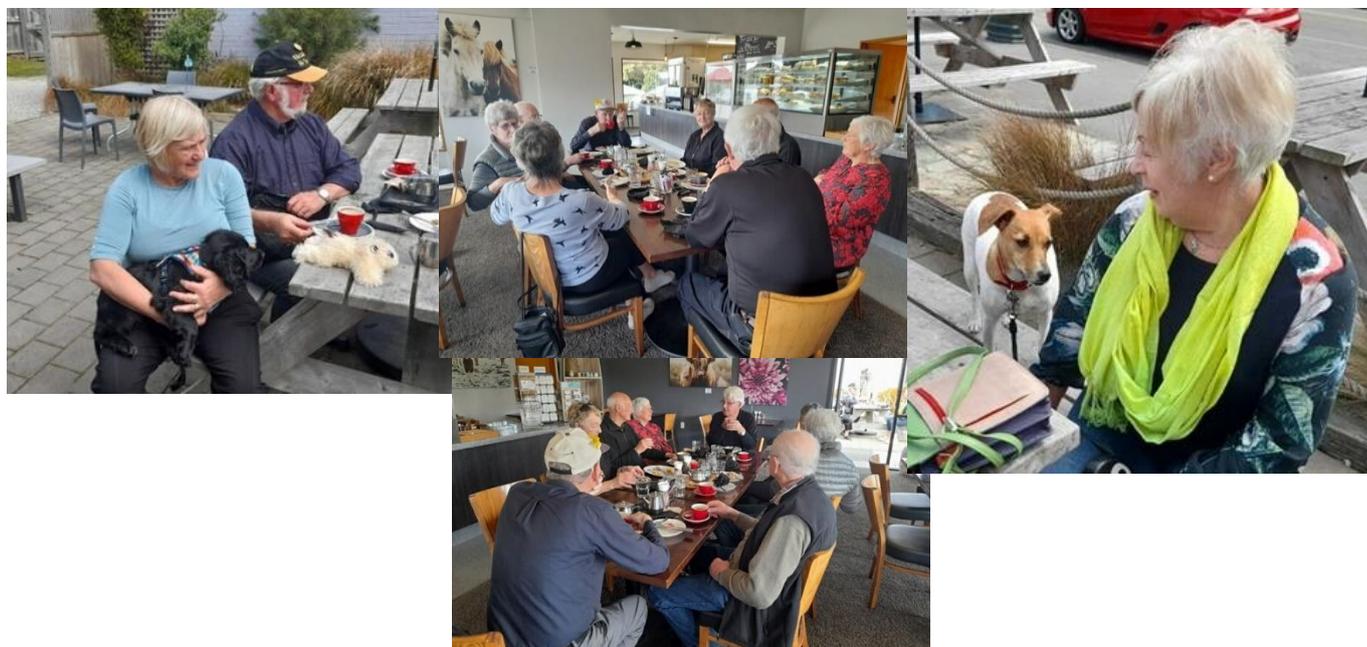
As I said at the start that Xmas is not far away, we still have a couple of events beforehand, which is covered in this new letter so take the time to read through it and I hope to see as many as possible on the runs.

I have some Photos from our recent Garden Run which was organized by Sue and it was a great simple run thoroughly enjoyed by all that went on it thanks Sue. There is a full report of the garden run, by Graeme, in this newsletter.

Photo 1, Kate Rice with Puppy Tess Busking outside The Outpost café or are they practicing for a spot in the Moscow Circus next time it's in town.



The other photos are of some of the members that were on the run, enjoying lunch at the Outpost Café.



The last photo is Don Carter being presented with the concourse cup by myself, the last time I was down South working, Brenda and I had a lovely catch up with Karna & Don over a coffee and some beautiful homemade shortbread in their home, and I must admit I am very envious of the look of Don's lawn as well as their manicured garden.



Well, that's about all from me for now and for those of that I don't see between now and Christmas,

Please keep safe and drive safely over the festive season.

Bill.

Recent Activities

Sunday 16 October – Garden Run

Mary's October Garden Run.

If one was to misquote George Orwell, author of the novel 1984, one would say: "We gathered on an overcast, bright morning, calm, except for the gentle breeze and sunny where there were gaps in the clouds, which later released a few drops of precipitation, rather than be accused of floating around in the heavens doing nothing." The crazy clock, meanwhile, struck 13. Symbolic, but in pre social media times a clock striking 13 was a sign of something going terribly wrong. But what could that be on this occasion?

So, the tour started from Dowling Street, where two frisky dogs almost outshone the cars for attention, and one would certainly display a talent for marshalling geese, (or was it swans) in the Hawkesbury lagoon. But before that the fleet would enjoy a pleasant run north on the Motorway, turning left at Leith Saddle and quietly gliding down the unsealed Waitati Valley Road to link up with the Motorway again at Donald Hill Road.

For anyone who hasn't take the extra few minutes to detour down this road its worth a bit of dust and the extra time. In places it's the most picturesque route, offering expansive views of Blueskin Estuary and idyllic spots where trees arch right over the road, giving the impression of driving though an undiscovered landscape.

Another few minutes north brought us to the Hawkesbury Lagoon, full of geese, swans and the occasional heron. Surrounding by gravel walkways it's an ideal place to relax, take a stroll and chat to other members. As well as working up an appetite for lunch.

I was lucky to fall into line with MG VA owning member Ray, an acquaintance from my VCC and Pirelli Mainland tour days. We happily chatted about his restoration of a very early 1924 Chrysler. One of the few that hit the market without front brakes. I'm sure a number of people, on hearing this riveting anecdote (and there is an interesting side to it) chose to overtake us for juicier conversations, like the plants and birds.

But there was a surprise in store. As we returned to the car park, we spotted a lively person dancing about on the shoreline of one of the houses. At first glance it looked as though the geese or swans had transgressed, made a mess, and were being shoo-ed off the lawn. But the performance kept going, and one of the geese turned back, honking ferociously. It was then we realised a dog's head

was bobbing along in the water and we could hear the words “Mary” and ‘come’ being shouted by none other than our esteemed President.

Finally, the energetic Jack Russell did “come” and was summarily sentenced to life preventive detention in the car.

Lunch at the Outpost was delightful. There is a choice of indoor or outdoor dining. Prompt service. Tasty dishes, and plenty of choice for those with dietary needs, all at a moderate price.

Now, your reporter is not a botanical expert. Generally, he succeeds in telling a flower from a tree, a succulent from a hawthorn and a rose from a daisy. If pushed. Despite this the petite garden we were shown around was delightful. Plenty of colour and variety, and some unusual specimens that only flourish at the hands of the dedicated and knowledgeable gardener. And, as always, cheerful conversation. After thanking Ian and Shirley and watching the grey clouds threatening from the south this happy band of MG friends departed for their run home.

So, once again, a very satisfying day. Relaxed, easy, but enjoyable motoring, good food and conversation and one of the best impromptu solo man, dog and goose acts any of us have seen for a long time!

Thanks Sue – well done!

Coming Events

Sunday 20 November – Victoria Week Celebrations Oamaru Run

Organised by Clive and Ngaire Donaldson

Have you been to the Oamaru Victorian Historic Celebrations?

Well now is your chance, come with us to the Fete, explore the Oamaru Victorian Precinct after a nice lunch and have a lovely Sunday run in your MG as well

Meet at the Unity Park Lookout 116 Eglington Rd Mornington at 9.45am for briefing etc, 10.00am departure.

We have a lunch venue booked so need confirmed numbers participating to advise the cafe.

Please confirm your entry to Clive or Ngaire before 12th Nov.

Clive: clived049@gmail.com

Ngaire: leidon220@outlook.com

Saturday 3 December – Christmas BBQ Lawrence

Being arranged by Kevin and Doreen.

Destination is Lawrence and venue the Goldpark Motor Camp 1 Harrington St Lawrence.

Make your own way to Lawrence to meet at Goldpark at 11.00am for the BBQ at 12.00 noon.



heresy he questioned the need to celebrate the 60th anniversary of the MG B.

Quite right, as long as those of us who are 70 something are aware we'll be knocking 90 in another 15 years when the "B" finally celebrates its 75th birthday in 2037. Even a semi-auspicious 70th anniversary won't be celebrated until we're in our mid-eighties.

Meanwhile, there is a 75th anniversary we could have celebrated. The YA Sports Saloon. Why? Simply because car it was the model that laid the foundations for a new generation of postwar MG sports cars and saloons.

So what about the YA Saloon, YT Tourer and facelifted YB?

While the Y type may not appear to be the most illustrious example of the "Safety Fast" marque, it possessed the first independent suspension used in a production MG, along with rack and pinion steering. These two design features alone laid the foundation for the 1949 MG TD, the Wolseley 4/44, the MG ZA Magnette, the MG A and the world's biggest selling sports car until the advent of Mazda's MX-5, the MG B. Finally, a modified version was used on the short-lived MG RV-8.

Unlike two of its Nuffield stablemates, the Riley 12hp and the Wolseley 10, both of which were introduced just before the outbreak of World War 2, the MG YA didn't make it into production before Britain's car factories switched to wartime production. It would be seven years before the YA would be launched onto the market in 1947. Would it suffer from being a model already past its best before date? Unless we labour the point about its pre-war styling, the answer, most emphatically, is no.

Pedigree & Breeding.

Its pedigree was what saved it.

Firstly, a number of top designers had a hand in its gestation. Alec Issigonis, Syd Enver, Jack Daniels and a young designer Gerald Palmer.

Together, they produced a nimble, sporty, but very practical saloon, aimed at MG enthusiasts who required an "all weather" business and family saloon that could also claim Post War Thoroughbred status.

Motoring Journalists singled out the MG Y as being well suited to the austere post-war world of petrol rationing and ease of



maintenance along with what was, in the mid-1940s, a reasonable turn of speed.

Secondly the YA brought the racing and record-breaking heritage of MGs to a wider range of post war customers, whose growing families had made open two-seaters impractical.

It's third strong point was the retention of conservative looks. Headlights standing proud of the upright radiator grille, the



woodgrain dashboard, its unique octagonal instruments, individual leather front seats, a central handbrake and gearlever. A car which proudly snubbed its nose at the modern marshmallows, to quote Lord Nuffield. A car you could place to within half an inch in traffic courtesy of the red domes on top of the park lights.

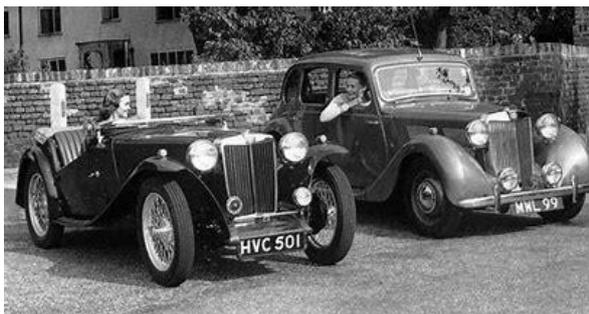
Plus, you could still open your windscreen in foggy conditions, and use the Jackall four-point jacking system when cursed with a puncture.

Limitations

It did have its limitations. Frustratingly everything around it, the TC, TD, Riley 1½ litre, and the Jowett Javelin had their power outputs boosted by a second carburetor. Even the YT drophead had a second carburetor giving it 54.4bhp -8.4 more than the saloon's 46. If that doesn't sound much it is in fact an 18.8% increase.

In October 1948 Autocar motoring journalists thought the twin carb tourers could reach 80mph, 10mph more than the saloon's struggling 70. So why didn't MG's bosses give the YA a second carburetor and a maximum that would have eclipsed its competition?

It seems they were happy enough with getting an unmodified pre-war saloon onto the market as quickly as possible. Even better as it shared body panels and mechanicals with other Nuffield products.



Advanced though it was, the big push was on the TC and the development of its successor, the 1950 TD.

An argument could be put up that that was the right thing to do. The figures speak for themselves. Between 1947 and 1952 MG sold a total of 8336 Ys. 6703 YA saloons, 1301 YBs and 877 Y Tourers.



In just four years, MG sold 10,000 TCs. More importantly the Americans adored the quaint but competitive little Pommie and snapped up 2000 of them. This was the era when Brits were being exhorted to "Export or Die."

Even the controversial MG TD would eclipse the Y series, with sales of 29,664 between 1950 and 1954.

Performance

Weighing in at one ton and having just 46bhp to call on, the 1250cc YA was still faster than the Hillman Minx, Austin A40 and Lanchester 10, but slower than the Riley 1½ litre a, the Jowett Javelin, the Sunbeam Talbot 80nd the MG TD Midget

Described as a pleasant and well-mannered saloon the YA could unsettle the uninitiated as it suffered from a sudden switch from understeer to oversteer. Great fun for the competition driver, but not

reassuring for a lot of suburban commuters.

Fitting an anti-roll bar, stronger shocks and smaller 15-inch wheels to the YB seemed partly cure this annoying habit.

The accompanying table clearly shows that the MG Y was able to hold its own in terms of engine efficiency, maximum speed, fuel economy, acceleration both through the gears and for overtaking and rapid point to point motoring in a highly distinctive manner due to its advanced suspension and rack and pinion steering.

The End

By 1950 the small, luxury saloon, for all its per-war charm, was simply a hard sell at £880.

Specialist makers struggled against the new, cheaper moderns with their ohv six-cylinder engines, spacious interiors and luggage space, reliability and price. For around £800, buyers could have a Ford Zephyr, or a Vauxhall Velox or a Standard Vanguard. All £100 to £150 cheaper than the YB.

That was it for MG's saloons until they could access the newly merged British Motor Corporation parts bin and field the svelte Magnette towards the end of 1953.

Verdict

Weighing it all up, the verdict has to be that the Y was a very advanced and successful car which had input from some of the greatest minds in British design.

It just didn't get much of a look in, and mores the pity, still doesn't



Performance Table. Notes.

All figures, except for the MG TD Midget, are sourced from the 1949 Motor Road Test Annual and The 1949 Motor Yearbook.

The maximum speed quoted is the best speed achieved.

Where there are gaps in the 30 to 50 mph acceleration figures in 3rd gear mean those cars couldn't achieve 50mph in 3rd.

All speed related figures are quoted as MPH. No attempt has been made to re-calculate KM/H.

Measurements are expressed in a way that show my age 15'10" is 15 feet 10 inches.

