

THE CLASSIC 'Y'

Volume 8. No.69.

The Magazine of the M.G. 'Y' Type Registrar.

June 1985.

THE 'ENTERPRISE' RESTORATION.

by J.G.Lawson.

In this issue and those following, I want to go on to talk about the attention we gave to the interior of my 1953 YB, 'Enterprise' from around Spring 1982. Now there was no doubt in my mind that I would never be able to contemplate wrestling with the headlining. I never did have the patience for fiddly little jobs which demanded perfection. I wanted, however, to see how far I could go towards getting the interior reasonably complete and, in this regard, after talking things over with my mother (for, make no mistake, it is in the area of interior trim that the ladies' particular talents come into their own) I decided that we might have a go at fitting new carpets (notwithstanding the fact that years ago I had thrown the originals away - they would have made useful patterns). The upholstery of my car is green and this had been renovated some years earlier and stored (see issue no.15). Though it would not be original I decided to have dark green carpets. I also thought that green snap-on door surround edge trim would go well in the general scheme of things (original carpets, of course, were black and door edge trim beige). The carpet, and 'Plush' Snap-on Edge Trim, plus, of course, carpet underlay were ordered from Woolies (I & C Woolstenholmes Ltd), off Blenheim Way, Northfields Industrial Estate, Market Deeping, Peterborough, PE6.8LD. I have remarked before on the efficiency and pleasantness of dealing with this supplier and I might add that they supply good quality merchandise. To be exact, here's what I ordered:

38 feet	Plush Snap-on Edge Trim (green)
2 yards	Green Carpet (40" wide - rubber backed)
2 yards	Underfelt (54" wide; ½" thick - not waterproofed)

The above gave us enough carpet to cover the length of the floorboards both sides of the propshaft tunnel. I had fortunately acquired, in a batch of second-hand spares I'd bought, a seemingly brand-new, original and completely unworn black carpet section to cover the gearbox and front section of the propshaft tunnel. After removing the front seats, patterns were made using newspaper pinned to the floorboards and then taped together and cut to shape. The pattern was to extend rearwards as far as the wooden cross-pieces against which the two trim pieces which fit under the seat pan rest. Don't forget at this stage that you have to make cut-outs for the four front seat runners and the brake and clutch pedals. As the underfelt was 54" wide whereas the width of the carpet was only 40" there was sufficient underfelt to also cover the boot floor, but insufficient carpet - so it might be worth buying three yards of carpet if you can afford to. The patterns were transferred indoors and the underfelt and carpet were marked out with chalk. A tip here is to cut the felt and carpet shapes outside the chalk mark so that there is possibly some excess material if the pattern wasn't quite accurate in the first place. If you undercut the material the final effect could be spoiled. The felt and carpet should fit under the outboard retaining strips and but up against the propshaft tunnel in such a way as to not need tacking down. You should make sure when refitting the front seats that the runners do not foul the carpet - if they do, trim the carpet back. This carpeting work was all done over Easter 1982 in a flurry of activity which befits the return of Spring.

(to be continued.....)

REGISTER NEWS:

Recent Discoveries:

<u>Chassis No.</u>	<u>Year.</u>	<u>Type.</u>	<u>Engine No.</u>	<u>Reg'n No.</u>	<u>Colour.</u>	<u>Owner's Name.</u>
Y 4629	1950	YA.	XPAG/SC/14483	KYU 457	(primer)	P.Watts
Y 5393	1950	YA.	XPAG/SC/D08164 (GS)	UMG 226	Brown/Tan	G.W.Allen
Y 5403	1950	YA.	XPAG/SC/15165 (orig) LPX 484		O/E White	I.H.Kemp
			XPAG/SC/B44215 (GS)			
Y 5660	1950	YA.	XPAG/SC/15420 (orig) GKW 886		Green	R.Jesson
			XPAG/SC/C82064 (GS)			
YB 1216	1953	YB.	XPAG/SC2/18099	TNU 166	Black	M.N.Overs

Total cars on the Register as at 23rd May 1985: 1,034.
Made up as follows: YA: 551 YB: 238 YT: 174 YRC: 3 Composites/Specials: 10.
Unknown (mainly saloons): 58.

New Owners:

719. F.Chau, [REDACTED], Victoria, Australia.
720. G.E.Dean, [REDACTED], Leicestershire.
721. P.Watts, [REDACTED], California, [REDACTED], U.S.A.
722. I.H.Kemp, [REDACTED], Hants, [REDACTED]
723. G.W.Allen, [REDACTED], Berks, [REDACTED]
724. R.Jesson, [REDACTED], Merseyside, [REDACTED]
725. M.N.Overs, [REDACTED], Staffs [REDACTED]
726. M.R.Lee, [REDACTED], Hertfordshire.
727. T.R.Wilks, [REDACTED]
728. Mrs.V.Smart, [REDACTED], Cambridgeshire.
729. P.Ward, [REDACTED], NSW, [REDACTED], Australia.
733. D.Housley, [REDACTED], S.Glamorgan, [REDACTED].

Total number of known current owners as at 23rd May 1985: 649.

CARS FOR SALE:

17. YA. "For restoration or spares. Tel: [REDACTED]."
54. 1949 YA. "VGC.Many useful spares,£200 worth. £1,795 ono. Tel: [REDACTED]"
58. 1948 YA. '1775 MG' "MOT to May 1985. Spares include engine less head, rear axle, gearbox, radiator grille, propshaft, jacks. £1,500 ono. Tel: Gregory on [REDACTED] [REDACTED]"
689. 1949 YT. "Sound; new hide trim. £3,750 or part-ex for pre-war van. Tel: [REDACTED]"
957. 1949 YA. "Complete. Contact: Mr.Michael Coan, [REDACTED]"
958. 1949 YA. "Some work done. Body removed and partly welded. Contact: Mr.Michael Coan, [REDACTED]"
439. 1951 YA. "Purchased in 1981 for restoration. For sale as purchased. Contact: Mrs. Virginia Smart, [REDACTED], Cambridgeshire."
427. 1951 YA. 'HOW 131' "Part rebuilt. Chassis blasted and painted. Engine rebuilt. Some welding done. £450 or nearest offer. Tel: [REDACTED]"

Late news concerning No.427 above is that it has been purchased by Mr.Cook of [REDACTED]. Mr.Cook is now breaking the car and all parts except the engine and gearbox are now for sale.

PARTS FOR SALE:

'Y-Type Instruction and maintenance manual. £20. Contact: John Monkman on [REDACTED] (after 4.30pm and at weekends)'.

'YA radiator core (sound) £12.50; radiator slats £9.50. Write to: [REDACTED], Sussex. Tel: [REDACTED]'.

'Starter motor and generator; various XPAG engine parts; tyre and tube; radiator. Contact: Mr. J.H. Foster [REDACTED] Herts. Tel: [REDACTED]'.

'YB Head gasket set. £25. Tel: [REDACTED]'.

'Complete rear seat assembly - very good condition (green), £20; radiator £10. Contact: Mr. David Mullen, [REDACTED] [REDACTED]'.

CARS WANTED:

'Y or YB. Prefer in reasonable condition but don't mind some work. Can afford around £1,000. Tel: [REDACTED] (Glasgow), Allan McKean.'

MEMBERS' TIPS

David Mullen: It is worth noting that the entire radiator grille is made of brass and over-tightening, cross-threading or forcing fixing bolts can crack the metal around the fixing hole so, if you are removing or refitting your grille, take care; there is a temptation to force things in order to get the alignment right.

Len Thorpe: When refitting rear springs, make sure that the longer part of the spring is towards the rear of the car. The manual shows the distance between front shackle and the centre of the axle as 20 1/8" whereas the distance between the rear shackle and the axle centre is 22 3/8". If by any chance you fit the springs the wrong way around, the propshaft will foul on the chassis cross-member.



A 14-litre M.G. in Canada (see letter opposite).

CARS FOR EXPORT

British Cars Popular in Western Canada

[61802.]—I was interested to read Mr. John Panks' [61695]. I had always thought that Victoria boasted the 1928 M.G. in Canada, a 14-40 two-seater with dicky, has an aluminium body, a Morris-Oxford radiator and end, and is still going strong.

It looks as if British cars are here to stay in Canada. In British Columbia all the popular makes are well represented. I am the proud owner of a new 14-litre M.G. saloon, that exemplifies all that is best in British engineering.

Many of the 1949 models have arrived here now and the Standard Vanguard appeals as the model that is ideal for the Canadian motorist.

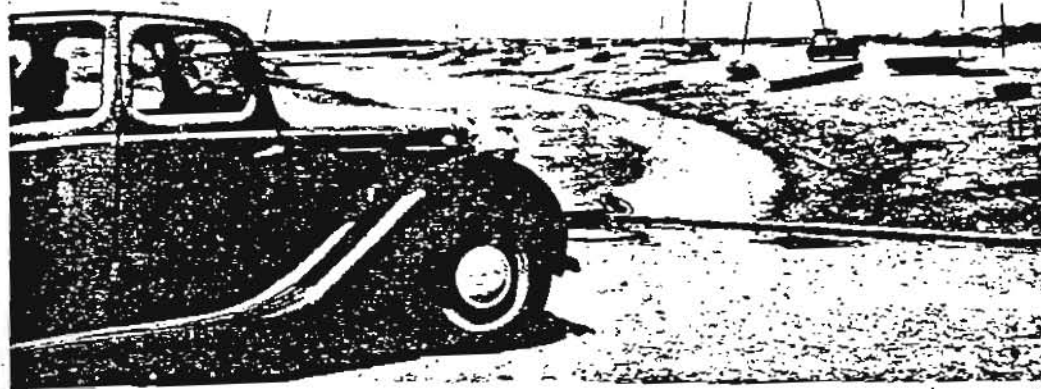
Spare parts are still the British car owner's chief bugbear and I think all the British companies should endeavour to work out more parts so that their products may be kept running in tip-top shape.

The Autocar is becoming increasingly popular in Canada and is a continual source of enjoyment and information to myself and friends.

R. A. YELLOWLEIGH
Victoria, B.C.

The letter above and accompanying photograph were published in "The Autocar" for 11th March 1949. They are reproduced with that journal's permission and were found for us by David Mullen during his continuing search of the archives !

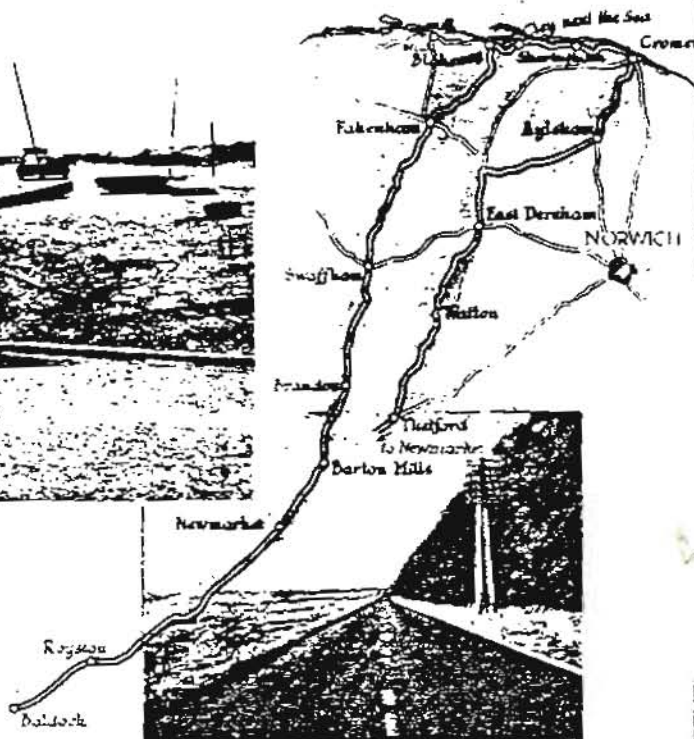
EAST COAST TONIC



"Sailing boats lie on the shores of the creek"—Blakeney.

DAYFUL OF MILES—AND OF SEA
AND SUNSHINE

by MICHAEL BROWN



ANYONE suffering from traffic cramp should follow this East Anglian route for a cure. After a dozen miles of straight highways, little and sensible traffic, you forget the metropolitan maelstrom, the gear box, and red, amber and green. A great lift of the spirits takes place, and only a sense of misapplied gentility prevents your (tuneful) hum from becoming a bathroom bellow.

A few figures will show what I mean. The car was a 1½-litre M.G., the owner of which would not "cane it" if you paid him. Yet from East Berkshire to Fakenham, in Norfolk, the average speed was 40.8 m.p.h.—and until the Barnet by-pass (A555) is reached, the route is north orbital and very much influenced by London. From the A555 junction to Fakenham the M.G. showed 42.3 m.p.h. and when it sensibly turned east at Baldock, it covered the 41½ miles (R.A.C. Handbook) to Barton Mills at an average speed of 55; hand on heart, I can vouch that the speedometer needle did not go above 65 m.p.h.; that the speedometer, recently checked, is quite fast at this point, and that there was less strain to the driver in those miles than there

was during the 30 m.p.h. limit circuit through Watford and Rickmansworth.

Total mileage during the day exceeded 400, yet we arrived home with a sensation of elation and an absence of tiredness that puts East Anglia on top of even the run to Scotland as a mile-eater. But what is there to go for, you ask? The answer is sunshine, pines, Blakeney Point, vipers bugloss and East Dereham. Others might reply Norwich, King's Lynn and Sandringham, with Newmarket Heath in the early morning; the answer, in fact, is capable of infinite variation.

These roads—the East Anglian As—have the old Roman directness of purpose. Many times they vanish on the horizon, often without a single car between you and vanishing point. Such junctions as exist are clear, with visibility going a quarter-mile either way, and surface is irreproachable. Your right foot takes up a position of permanency with the needle where you want it; the engine sings, the tyres tear their calico out there on the tarmac, and all's right with England. All's right with your fellow-men, too.



Main street
parking at
East Dereham





East Anglian drivers seem to be conditioned to higher speeds than their compatriots elsewhere; there is a swish as you meet at 120 m.p.h., but driver B has not deviated an inch from his line, and proudly you have emulated him. A Lagonda overtook us along Six Mile Bottom into Newmarket, travelling, I should say, at 75 m.p.h. We followed a Jaguar in the evening from Thetford to Baldock at a cruising speed well above normal. Yet it seemed the most normal procedure. What motoring it is!

Just where such a tour begins is difficult to say, but I think at Baldock, for the Great North Road is a "service" road to this route. To Newmarket the highway (A505 and 11) plunges up and down over the long gradients, with great distances visible on all sides, and humanity sparse and busy. A tractor sends up a syncopated plume of exhaust as its driver opens and shuts the throttle; three tiny figures are etched against the sky atop a hayrick (incidentally a disappearing feature of the English landscape); where still more space exists—upwards—an aircraft defies the winds of heaven and remains within sight for a long time. It is a landscape of distance, from which the enchantment stems.

In the heathland area the Forestry Commission is busy and the effect is as yet outlandish. Nicely so, however, and we shall get used to our forests. But the roadsides in July are a picture, for in Norfolk grows in profusion that most admirable of wild flowers, the vipers' bugloss, and its blue spikes are interspersed with the pink of the common mallow. "I must have some of those," said my passenger, "and for once you must stop before the last has disappeared." So we stopped, and a great bowlful of vipers' bugloss, mallow and wild mignonette graced our table for many days after, to remind us of colourful miles.

Our objective was Blakeney Point, the National Trust bird sanctuary at the northern tip of Norfolk. After Fakenham the road meanders, with Blakeney adequately signed, and at a certain rise in the road you feel convinced that the land's end is near, for the sky has an extra hard brilliance as the light is tossed back at it from the sea. "We shall see the sea over that rise," I said; and my

passenger nodded. The M.G. climbed up, and sure enough the land on the other side gave place to sand dunes and shore, while away beyond, the North Sea was blue as only a clear sky could make it.

Now the space has really caught up with you. A tiny atom, your car drifts down to Blakeney on the shore, crosses the coast road (A149) and pulls up on the quay. There is ample parking space; the National Trust sign is on your right, sailing boats lie on the shores of the creek, and the path out to the point sets off along the top of a grey-green dyke. For to reach the point you must walk.

I would not wish to do otherwise, for such places as Blakeney Point have a unique appeal. With the wrong temperament, it could be "just a stretch of shoreline." For the discerning it is a scene of great delicacy, for between the blue of the distant sea and the green of the coarse grass whispering all about you are tideflats, pools, mud, sand, and coastal vegetation; and, of course, the birds. At such a combination the water-colourist's eyes would light up, for it spells colour—fugitive, ethereal colour, so slight that the brush is loaded almost entirely with water and the paper must be white for it to be truly rendered. But the combination is exquisite.

Splatter-dash Colours

There are stronger tints. The sea-lavender is notably blue, and the heads of the sea pinks, which the gardener grows as thrift, scatter pink beads in your path. Dark stems and succulent leaves indicate the shrubby sea-blite, which grows only between the Wash and the Thames, and ranks, therefore, as Something to See. Sit quietly in the grass and the birds are all around you. Flocks of starlings wheel and turn against the blue; seabirds cry as they come slithering down on the mud in search of food, and the larks fill even this great auditorium with song. There are, of course, great rarities for the ornithologist to sight at Blakeney, but, alas, I am no bird expert. Look back at Blakeney, a great church tower and a few roofs, now far distant.

"Hard by are Bonner's Cottages."

"The Fisherman's Arms presents the traditional county style"—Cley-next-the-Sea.



This spot is full of an immense but friendly loneliness, if such a contradiction can be permitted. I saw Blakeney under a hot sun; with an easterly gale and the sting of spindrift in the air the mood might well be different, and it is a place of moods. This is one of the National Trust's most interesting properties, and they show a rare imagination in acquiring such areas. A companion is Wicken Fen, quite close in East Anglian terms.

After a picnic lunch on the dunes we followed A149 along the coast. At Cley-next-the-Sea the Fisherman's Arms presents the traditional county style of building, with cobble and brick, in a perfect study pattern; the end of the building is unwashed, the front cream-washed, and the straggle of roofs down the curve of the village street is delightful.

Not until you near Cromer is the sea really close again, but just before Sheringham it can be viewed through a wood on the hillside with a Mediterranean effect. But there were no schooners with a cargo of Tunisian dates to grace the blue, only a "flat-iron" from the London gas-works plodding up to Tyneside. The sound of practice gunfire recalled other experiences in E-boat Alley, but the ocean today was serene.

East Angles' Royalty

Both Sheringham and Cromer are attractive, the latter decidedly so. A good seafront has its complement in the narrow streets of the town, and when you think of East Anglia's weather record it goes down on the list of possibilities for a summer stay. But for guidebook interest you should go to Dereham, or East Dereham, towards which the M.G. turned through Aylsham and Reepham. The countryside here is "close" in the farming sense, smaller fields, tree-dotted, and hedges, replacing the wide Suffolk and Cambridgeshire sweeps farther west.

Parking space is ample in the main street of the town, to the west of which is the detached bell tower of the Perpendicular church. The date is 1367. Round in the churchyard is the tomb of St. Withburga.

"youngest daughter of Anna, King of the East Angles, who died A.D. 654. The Abbot and Monks of Ely Cathedral stole this Precious Relique and translated it to Ely Cathedral, where it was interred near her three Royal Sisters."

Hard by are Bonner's Cottages, quaint, well-thatched, and bearing the date MDII. Above the doors and windows, and plainly visible in the photograph, is an unusual example of pargetting, for it is coloured. This work is peculiar to Suffolk and Essex, although odd examples such as this occur on the fringes of adjoining counties; most of the surviving work is found in Suffolk, however. In the recollection of an expert who gave me this information, a fine example at Prittlewell, Essex, was also treated with



"Look back at Blakeney, a great church tower and a few roofs now far distant."

colour. Pargetting is discussed in Basil Oliver's *Old Houses in East Anglia*, also Bankart's *Plasterwork*, and in works by Lethaby and Lawrence Turner. The best-known examples are Crown House, Newport, Essex; Sparrow's House, Ipswich; and a house at Clare, Suffolk. It is often, says my informant regretfully, wantonly destroyed.

The occupant sat on the cool doorstep, for the front of the cottage is on the shady side at 6 p.m. "Good day," he remarked, at the sight of the camera. I returned his greeting and opined that it was fine weather, to which he agreed, thereupon resuming his contemplation of the tranquil street. He has probably posed for his photograph many times; anyway, he has hit on the secret of the good result. He takes no notice of the camera, and the result is splendid. It is the self-conscious model who spoils the print.

Temperature and sun were declining, but only by a few degrees. At this time of the year one must be really late to need the head lamps. The roof stayed open, and the driver's jacket remained on the back seat. Both front windows were down. At 10.30 p.m. the ventilatory status *quo* had been preserved, and as I put the car away I needed the head lamps merely to see if the garage wall was in the same place. I peered at the trip, somewhat surprised to see it over the 400 mark. As circumstances were, I might have been driving to Glasgow the next day instead of to Norfolk on the day which I have just described. I am sure that the 400 miles to Glasgow would have seemed much farther, although north of the Border there is a hint of East Anglian spaciousness in the mountain air. Ah, yes, but the mountains insist that it can be only a hint. For the real thing you must go to Blakeney Point.

"Viewed through a wood . . . with a Mediterranean effect"—the North Sea near Sheringham.





Department of Transport
Driver and Vehicle Licensing Centre
Longview Road Swansea SA6 7JL

Telex 48102

Telephone 0792-

M.G. Y TYPE REGISTER.
c/o SECRETARY
JOHN G LAWSON ESQ
[REDACTED]

Your reference

Our reference POLVPS2/3/O35

Date 27 March 1985

Dear Mr Lawson

WARNING TO BUYERS OF OLD VEHICLES

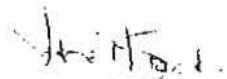
The Department has become aware of a number of instances where a motorist has acquired an old vehicle only to find that it cannot retain the registration mark displayed on it. This is because when applying to DVLC for a registration document in his name it was found that the previous keeper of the vehicle had not registered it at the Centre before the computer record closed on 30 November 1983. In these circumstances the vehicle cannot normally be recorded under the number being claimed and an alternative has to be allocated. Whilst every effort is made to ensure that the replacement numbers allocated are appropriate to the age of the vehicle concerned, it is appreciated that the loss of the original registration mark might be of concern to the individual particularly if the number on the vehicle was an important part in the reason for the purchase.

In order to help combat this problem the Department has issued a Press Notice. The text of which is attached.

In addition to this a warning note is to be included on a new version of the application form for a Cherished Transfer (V317) being introduced on 1 April.

I hope you will find this information helpful.

Yours faithfully


N M BROCK
Policy Vehicles Branch

WARNING TO BUYERS OF OLD VEHICLES

Motorists who are interested in buying an old vehicle with an attractive registration mark displayed on it should ask the seller for the vehicle's new style registration document (V5) to ensure that the registration mark is still valid.

- Vehicles registered or licensed since September 1974 will have automatically been recorded on the computer records at the Driver and Vehicle Licensing Centre. A computer produced registration document will have been issued and should be available. However some old vehicles still in existence may not have been licensed since that time. Unless the owner applied to record the vehicle on the computer before November 1983 the mark displayed on the vehicle may be no longer valid.

Prospective purchasers of vehicles with attractive marks are being advised to contact DVLC's Vehicle Enquiry Unit (0792 72134) if the seller of the old vehicle cannot produce a new style registration document for the vehicle. The Enquiry Unit will be able to say if the mark is still valid.

Details of the transfer rules are set out on Form V317 (Application to Transfer a Registration Number) obtainable from any Department of Transport Local Vehicle Licensing Office. Anyone wishing to transfer a number from one vehicle to another should make sure that they can comply with all the conditions mentioned on this form before any money changes hands.

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