

This YA, chassis no. Y 0672, was supplied new in the non-standard colour scheme of Elizabeth Grey with British Racing Green wings. Also to special order were the twin chromed WT614 horns mounted either side of the radiator grille.

*Pic: F.J. Blick*



It should also be borne in mind that shades of, for instance, Shires Green will have varied somewhat from year to year throughout the production run as new bulk quantities of the paint were made up and used. There was not at that time the strict control of paint specifications which exists in the motor industry today.

Type B281 bodies (those for the saloons) were assembled at the Nuffield Metal Products plant in Birmingham. They were, after all, basically Morris 8 Series E bodysHELLS and vast numbers of these were built both before and after the Second World War. Saloon upholstery in all probability originated at Cowley and it is thought that the sunroof panels were already trimmed when they arrived at Abingdon.

When private car production resumed after the Second World War the emphasis was very



One of the very best original Y-types still in the UK is this 1950 example owned by Trevor Austin, from Purley, Surrey. The 'UMG' registration number is evidence that the car was supplied by University Motors.

*Pic: T.J. Austin*