
MG – SERIES ‘Y’

Year:	1948 – September (early type with 7” chrome-plated head lamps, etc.)
Body Style:	Six-light saloon
Color:	Duo-green, with green upholstery
Accessories:	Dual foglamp – driving lamp Lucas windtone horns Bray electric cylinder block heater Desmo outside rearview mirrors, badge bar with 1940’s MG car club badge MG hubcap medallions
Owner:	Tom Bowman 8637 Sylvan Drive Melbourne, Florida. 32901
Date of Purchase:	November 15, 1967
Previous Owner:	John Bamford, Reading, Berkshire, England.

Brief known History:

The car was owned for many years, up to 1964 or 1965, by a Mr. Harvey an enthusiast, who worked for Royal Berkshire Motors in Reading, and evidently kept it in top condition. During the years between his selling it and my buying it however, it passed through the hands of 3 or 4 different graduate students at the University of Reading, and went downhill rapidly, being used for everything from trailer towing to rum-running to ‘bird-catching’. When I bought it, it had been sitting outside on a farm near Reading for several months, with the sunroof drain tubes clogged with leaves and debris. With the result that the headliner, dashboard (facia board), and floorboards were destroyed.

We drove it around Reading and all around the south of England during 1967-1968, while I was teaching at the University of Reading. Then shipped it to New York and towed it to Denver in late 1968, where I used it to commute to work for a few months, then rebuilt the engine and re-did the worst chrome in time for our

move to Florida in the Fall of 1969.

I drove ahead in the Y and used it as sole transport for a couple of months before being joined by the rest of the family, and continued to use it on a daily basis until summer 1972, and occasionally from then until Fall 1974, when I dismantled it and began a restoration which lasted (except for engine compartment cosmetics) until April 1980. After taking it to several shows in 1980, the engine was pulled for cleaning and painting, of it and the bulkhead, during the winter months of 1980 – 1981.

Most missing parts were picked up during our year in England, when these cars were common in the Junkyards (Breakers' yards) around London, (e.g. ashtrays, door latches, original mirrors, etc.). I believe it is now complete in all respects, and original (or at least authentic) except for the accessories listed above, most of which are contemporary to the car itself, including the MG cc badge. Also, everything is now operational except the dome light switch, which I'm still trying to repair.



**INTERIOR AND UNDER THE BONNET PHOTOS
OF THE MG – SERIES 'Y' SALOON**



**THE ONE AND A QUARTER LITRE
MG SALOON**
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