

## Proud Owners

*Another Eligible M.G.* Having read of the merits of the 1½-litre Riley and M.G. Magnette, so well described by their proud owners, I am tempted to put forward a claim on behalf of the 1¼-litre M.G. model Y Saloon; I am a very satisfied owner of this model.

There can be few cars of comparable price and size offering so many refinements as standard fittings. The car's appearance is neat and businesslike and free from uncalled-for chromium decorations. On opening the boot (the lid of which opens downwards to take extra luggage) a really useful amount of space free of spare wheel and tools is revealed. These are below in a separate locker.

The radiator is still blessed by a convenient, external filler cap, and the car is fitted with hydraulic jacking, which is an invaluable asset. A thoughtful maker has also fitted a sunshine roof as standard. Inside, the comfort of driver and passengers is catered for with a telescopic steering column, a rear window blind controlled by the driver, and a central folding armrest for rear seat passengers. There are no fewer than four ashtrays to meet the smokers' needs.

The roof light switch is over the driver's door, and the door cappings and facia are of polished wood; instruments are well lit and do not reflect on the windscreen at night. The driver, however, can see at night the red lenses of his side lights. Twin sun visors and screen wipers are further items of equipment, and the windscreen will wind open wide for fog or summer driving. Hand straps and fitted pile carpets are added comforts.

Maintenance of this car is easy: the greasing and oiling points are few, and the engine is very accessible. The centrally hinged bonnet can be removed when carrying out a top overhaul. However, no car is perfect, and two criticisms can be made: why, for instance, should one have to dismantle both exhaust and clutch assemblies, merely to drop the sump to clean the oil filter? And again, why have the manufacturers used sponge rubber in the locker lid channels which, owing to their sloping position, trap rain water causing rust formation? Fortunately, these faults only recur at fairly long intervals, but are not in keeping with the otherwise excellent little car.

With a maximum speed of a little under 75 m.p.h. the 1¼-litre M.G. cannot perhaps be called a fast car, but owing to its liveliness and good handling, creditable averages can be put up in comfort.

By a stroke of luck my first experience of the car came when I was invited to drive a friend's 1¼-litre M.G. for a few miles. I was immediately pleased by its excellent rack-and-pinion steering, combined with an exceptionally good driving position and a splendid gear box with a good sturdy central lever.

These points made me decide that when the opportunity occurred, I would get this model, and as it turned out, I had not long to wait.

On one rainy December evening, I went to Oxford to collect it. The body was finished in light green with dark green wings, and cream coloured upholstery. Now, with over 52,000 miles behind it, I have never regretted my choice. The steering is still just as accurate as new; the general handling and brakes are as good as ever.

At the recent Silverstone meeting of the M.G. car club, there was a concours d'élégance contest; among the entrants were some really beautifully turned out examples of the 1¼ which were a real credit to their owners.

After careful study of 1956 models of comparable size, I could find nothing to tempt me to part with my present car. Unless I win a really fat cheque on the football pools, MWL 280 will stay with me for many miles yet.

I should perhaps make it clear that I have no connection with M.G.s, other than as a satisfied owner.

Witney, Oxfordshire.

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