

1947 MG  
1953 YA/YB

POPULAR



Great Britain



## MG YA/YB

The late-1930s lines of this attractive little post-World War 2 saloon are not misleading, for it started life as a project for an MG Ten, to appear in 1940 or 1941. Little revision was called for, or felt necessary, before it was put into production in 1947, and contemporaries did not find its styling dated.

### Morris body, MG engine

In the body many pressings from the Series E Morris Eight were used, with minor restyling by Gerald Palmer to give the car an MG identity (most noticeably at the nose). The i.f.s. was a Nuffield group design by Alec Issigonis. The body, with its four doors hinged on the centre pillar, was not roomy, but it has heavy for the single-carburettor version of the 1½ litre TC engine used. Centre-hinged bonnet, separate wings and lights and a bottom-hinged boot lid were outward 1930s features. The YB (1952-53) had hypoid rear axle. The YT tourer which was built 1948-50 was fitted with a twin-carburettor 54 bhp engine.

### Fully equipped

Inside there was leather and wood trim, while standard equipment included an opening

windscreen and sliding roof. Road-holding was rated 'good', with firm suspension and light steering. The YB gave way to the ZA when 8,236 of the three types had been built. The saloons are recalled as nice small period cars.

### SPECIFICATION

**Engine:** four cylinders, in line; 66.5 x 90 mm, 1250 cc; pushrod ohv; max power, 46 bhp at 4800 rpm (YT, 54 bhp at 5200 rpm).

**Transmission:** four-speed manual gearbox.

**Suspension:** front, independent by wishbones and coil springs; rear, live axle and semi-elliptic springs.

**Brakes:** drum.

**Dimensions:** wheelbase, 99 in (251 cm); track, front, 47.4 in (120 cm); rear, 50 in (127 cm).

**Max speed:** approx 70 mph/112 kmh.

*The MG Ys were neat saloons, but distinctly dated by the 1950s, when production priority was in any case given to the TD sports car.*

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