

# YT Tourer

Up until 1935 the MG Car Company and Morris Motors were essentially separate companies although both were owned by Sir William Morris. Following a takeover in 1935 the two concerns were incorporated under the umbrella of the Nuffield organisation which also owned other marques such as Wolseley and Riley. From then on the derivation of MG models was to be from several camps in order to rationalise and to introduce a common parts policy. Two years later the MG model range included two saloons, the SA and VA and a year later the larger WA saloon appeared which sported a 2,561cc engine. These saloons were introduced to compete with the large saloons on offer from S.S. Cars (who later became known as Jaguar Cars Ltd) In the Morris camp, there was a Ten Series M saloon on offer during 1938 to be followed by the launch of the Eight Series E at the October Motor Show. MG needed a compact size saloon to compete with the cars offered by Singer, Riley, Triumph and Sunbeam-Talbot and to compliment their 'S', 'V' and 'W' range. The MG 'Y' Type Saloon or one and a quarter litre MG Saloon as it was better known was on the drawing board between 1937 and 1939 ready for introduction in 1941. Codenamed EX 166, it was really an MG version of the Morris Eight Series E and was designed by Syd Enever and Alec Issigonis in the Morris design studio at Cowley. The war put paid to plans for a 1941 launch and the car did not see serious production until 1947.

The all steel body closely resembled the Morris, but had suitable modifications to the front and rear to give the traditional appearance of its MG forerunners. With its specially swept tail and rear wings together with the distinctive vertical chrome slatted front radiator grille, this was definitely from the MG camp. Alec Issigonis was a suspension design specialist and he was able to introduce for the first time on a British production car, an independent front suspension system which consisted of a coil spring and wishbone. Another first was the employment of rack and pinion steering instead of the Bishop cam type and the 'Y' type was the first Nuffield car to be so equipped. The separate chassis was completely new and differed from the Morris equivalent with the frame being of welded box section with four cross members and it was underslung at the rear with leaf spring suspension. Damping was effected by means of Luvax Girling double lever arm, piston type dampers at the front with single arm dampers at the rear. A very worthwhile addition to the chassis design was the fitting of a Jackall hydraulic jacking system. This system had been incorporated on the larger pre-war

MG saloons and was fitted as standard on the Y type.

Solid and robust the 'Y' Type chassis was to form the basis for many future MG sports models, however like so many pre-war designs the car was too heavy for its engine. Powered by the XPAG engine of 1250 cc as used in the 'TB' Midget, the unit only had a single carburettor and thus the power output was a meagre 46 bhp @ 4,800 rpm. With the car weighing in at nearly 21 cwts, it was some 440 lbs heavier than the TC, therefore performance was far from brisk. It was however an ideal cruising car with a high degree of comfort and luxury. Power was transferred to the rear wheels via a four speed gearbox with synchromesh on second third and top. Transmission to the banjo type back axle was through a Hardy-Spicer tubular propshaft with needle roller universal joints. Braking was by means of a Lockheed hydraulic system acting on 9" diameter drums front and rear.

The whole car was extremely well appointed by post war depression stan-



dards and was very much in the style of the pre war 'S', 'V' and 'W' saloons and tourers. With a luxury leather interior and walnut dashboard, it received a warm welcome from the motoring press and public alike when it was announced in the spring of 1947 at a price of £671 including purchase tax. The car enjoyed very good sales both on the home market and abroad and although of compact dimensions and not particularly roomy the 'Y' type gave a smooth ride with excellent roadholding and at the time was considered exceptionally comfortable compared to its rivals. Such features as an opening front windscreen, telescopically adjustable steering column and rear window blind all enhanced the specification of what was already a luxury vehicle.

It is believed that the conversion of the 'Y' type saloon to an open tourer by a Swiss coachbuilder may have influenced MG into producing their own version. The 'YT' as it was to be known, was launched at the 1948 Motor Show at an asking price

of £525. For this sporty 'Y' type, the power was increased by the addition of twin semi-down-draught SU carburettors and the fitting of the camshaft used in the 'TC' Midget. Power was up by 8.5 bhp from 46 to 54.5. Thus top speed was increased from 70 mph on the saloon to 76 mph on the tourer. The 'YT' was to be offered for export only and as a result the body was adapted for easy conversion to left hand drive specification. The tourer was quite different to the saloon as not just a saloon with the roof removed. The doors which were reduced to only two, were larger and deeply cut away to give the sporty look, whilst the interior was still able to accommodate four seats easily. There were changes to the dashboard and fascia which resembled that of the 'TC' with a large rev counter in front of the driver and the passenger facing a similar sized speedometer. The use of leather for trim and seating was standard with the front seats tilting to allow access to the rear seats. The windscreen folded flat in true MG tradition, whilst the hood folded neatly away behind the rear seats with a close fitting cover.

The 'YT' was one of the last four seat open tourers to be produced by MG and was in production between 1948 and mid 1950 with only 877 examples leaving the Abingdon factory. Of those, it is recorded that 874 were intended directly for export, however 42 cars remained in Britain. One such car that did not remain in Britain was the beautiful black 'YT' that we feature this month. Now in the ownership of David Bryant from Stockbridge, the car was re-imported from the United States some five years ago before David purchased it in a restored condition with the car already converted back to right hand drive before being shipped back to the UK. David's family are converts to fresh air motoring and the MG marque having accompanied him on several Regency runs in the 'YT'. "It was one of the reasons that I bought the car, so that I can take my wife and three children out in reasonable comfort and style" he says. The car has also been put to good use as a wedding car for friends as evidenced by the tell tale confetti on the carpets! David is pleased that he has an MG that is quite a rarity as it becomes a talking point wherever it goes, he says that it is certainly more sedate than the other MG's that he has owned which include a Midget and an MGC. I did promise David that I wouldn't mention the Triumph Spitfire!

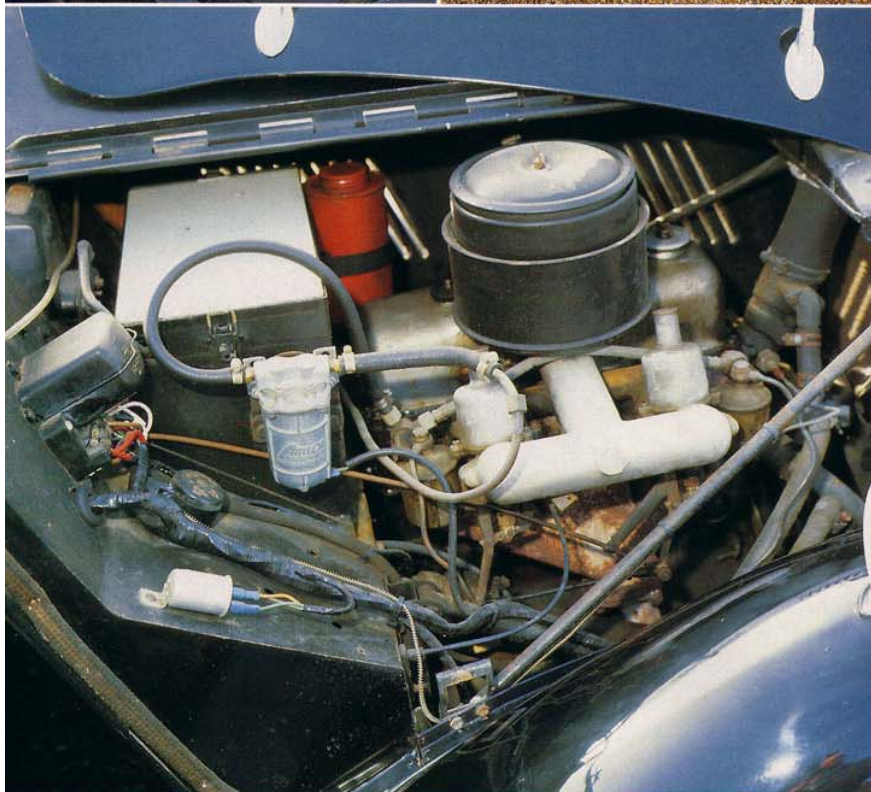








# YT TOURER



## SPECIFICATION

### Engine

Type: XPAG 4 cylinder in line, water cooled

Bore & Stroke: 66.5mm x 90 mm

Capacity: 1250 cc

Valve gear: Pushrod overhead

Compression ratio: 7.2:1

Power output: 54.5 bhp @ 5,200 rpm

Maximum torque: 765 lb/ in @ 2,600 rpm

Carburation: Twin SU type H2 1.25" dia

### Transmission

Clutch: 7.25" dia

Borg & Beck single dry plate

Gearbox: 4 speed, synchromesh on 2nd, 3rd and top gear

### Suspension

Front; independent with coil springs

Rear; half elliptic leaf springs

Brakes: Lockheed hydraulic, 9" dia drums

Steering: Rack and pinion

Wheels and tyres: Bolt on ventilated disc 5.25 x 16"

Weight: 18cwt 3qrs

### Performance

Max speed: 76 mph