

MG YT

(1948 / 1950)



History of the Y Type:

As with the other models, the origin of the Y can be traced to the Morris family. The first saloon after the war used the bodywork of the Morris 8 made between 1939 and 1948 but also benefited from an improved chassis mechanical specifications (for the record, this bodywork was an equivalent of the Wolseley 8). The YA Saloon was launched in 1947 and was endowed with an XPAG 1250cc engine and a single carburettor. Production of 6158 examples continued to 1951.

In 1948 the tourer YT appeared, with 4 seats, convertible roof and side-screens. This model benefited from the TC engine with twin carburettors and better performance than the saloon.

Production 877 examples continued to 1950.

The last evolution of the Y Type was the YB which benefited from important developments compared to the YA: new suspension, silent hypoid rear axle, smaller diameter wheels to improve roadholding and a heater. 1301 examples were made between 1951 and 1953.

The T series would be replaced in 1953 by the Series Z Magnette a monocoque body shell and endowed with the BMC B Series engine which would also grace the MG A and the MG B.





The YT model in particular:

The tourer model was launched at the Earls Court Motor Show in 1948. Designed by Gerald Palmer, the bodywork of the tourer is less elegant than that of the saloon, but was the last convertible MG 4 seater made.

The characteristic of this model was that it was destined solely for export. Consequently, from conception the direction was made that the steering should be made left or right hand drive according to needs. The position of the battery and oil pump had to be changed in order to adopt the left hand drive. Finally, to cope with dustier conditions, an alternative air filter was installed.

Although derived from the YA Saloon, the YT is very different. The doors are specific (strengthened by a timber frame) as also is the dashboard and the round instruments instead of the octagonal ones in the YA. The rev counter is in front of the driver and the speedometer is in front of the passenger. In the middle are the ammeter, oil pressure, fuel gauges and the master switch for the lights.

The colour schemes and the interior trim of the tourer are different to the saloon.

The back seat is narrower due to the mechanism for the convertible roof. The front seats fold forward to allow access to the rear.

The rear windows are removable stowed behind the back seat with the lowered roof. The windscreen also folds down to the front. This reduces the silhouette. The YT was one

of the last 4 seat tourers made after the war. In spite of the initial concept of an American market destination, the majority of cars were made right hand drive, and Australia was the primary market. Of a total production of 877 cars officially 874 were made for export and 42 were reserved for sales in the UK.

Technical Specification:

- Separate chassis of long box sections
- Metal bodywork. Engine XPAG 4 Cylinders 1250cc overhead valves.
- 54.4 bhp at 5200 rpm twin SU carburettors.
- Rear wheel drive, fixed axle. 4 speed gearbox (1st non-synchromesh) Dry clutch
- Hydraulic drum brakes diameter 228mm.
- Rack and pinion steering.
- Front suspension: Independent springs and arm shock absorbers.
- Rear suspension: fixed axle semi-elliptical springs and arm shock absorbers.
- Steel wheels, 16 inch diameter.
- Electric 12 volt dynamo.
- Speed about 74mph

Laurent PECCIA GALLETTO



The restoration of a YT by one of our members

A few lines in which I share my passion for MG cars:

As an amateur collector of popular cars, I have already restored a Juva 4 Saloon, a Fiat 500 jardinière and a convertible Renault Caravelle 1100S, these cars captivated me much because of childhood memories.

And then one day, owing to the chance visit to a professional, I came upon "a car far from common in a deplorable state, a rare model" which I had difficulty identifying. An MG YT! It was what amateurs call a "barn-find", except that it had spent a long time outside (about 30 years) before being covered up ...



Two things to do simultaneously:

- 1- find the owner
- 2- identify the car, the MG logo is easy to see, but the model is less obvious ...

Contacting the MG Club by post (and this was the first contact with the club) I decided to pursue it.

I had finally found a car of the dreams of amateurs, a convertible, (no a Tourer!), 4 seater, an English car, an MG! Persisting in negotiating the purchase, knowing the model and the value of the vehicle, and discussing the commercial value with the English ... it was clearly necessary to visit the site with the family, I never had a doubt about buying the car and undertaking the restoration!

The purchase was concluded in November 1999 and by the next week the car was at my house in the Côte d'Or.



My first job was to make an inventory to ensure the car was mostly complete, following the past years in a field and as a nest for squirrels which were very evident ...

After the first contact with the professionals to know what bits were easily available and trying to set an initial budget ... which would inevitably rise during the course of the restoration ... but the model is worth the penalty!



First photographs also attempt to report the breadth of the damage as well as probably the work that will be required. After two years and not a few hours later... the frame is like new, the engine (with a new block) as good as new, the tin bearings changed, and many sheets of metal replaced but the task is not finished! As for the upholstery, it is unusable and will be used as a pattern to remake each piece like the original.

This is how in a short space of time one becomes impassioned for a model, but above that, for a logo, a mark, with only one regret, I cannot drive this vehicle and still have to wait a few more months before making any meetings and enabling others to share in my



passion!

Christian LECOUR

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