



MODEL: MG YB

PRICE RANGE:

£150 - £2,000

Although they were clothed in conservative, pre-war style bodywork, the MG 'Y' saloons were technically advanced underneath with independent front suspension by coil springs and rack and pinion steering (designed before the war by Issigonis, incidentally, and which were to have featured on the Series III Morris M 10 in 1939 but for the outbreak of hostilities). The YB of 1952 was, however, a better car as it incorporated a number of useful MG TD features, the sports car based on the 'Y' series chassis having been introduced in the meantime.

These included 15-inch wheels (which means cheaper and easier to get tyres), a hypoid rear axle, stronger dampers, and a front anti-roll bar. External appearance changed in detail (rear wing valances were deeper, for instance) but otherwise the car retained its traditional MG radiator and wing-line. Interior furnishing is also an attractive aspect of the car, with its leather upholstery (expensive to replace) and octagonal instruments set in a wooden dashboard.

Bodywork is one of the first items to check of course and start with the body mountings themselves, especially at the rear — the condition of the bolts can be ascertained through examination of the spare wheel compartment. Also look inside the car in front of the rear seats where there's another pair of mounting bolts. Rust also

The first MG with independent front suspension, the MG 'Y' saloon was introduced in 1947 powered by a single-carb. version of the MG TC engine. A few touring versions (the YT) were built in 1948 but in 1952 came the YB saloon, with the TD's 1256cc twin-carb. engine giving around 74 mph and 28 mpg. Also, 15 inch instead of 16 inch wheels were fitted. Production ceased in 1953.

attacks the rear inner wing and the front bulkhead, and check where the running boards attach to the body. The separate chassis frame on the YB should be examined for rot, particularly at the rear and under the axle.

Mechanically, the sharing of components with the MG sports car of the period means that there are a good number of specialists who can supply virtually any part, although the price of engine bits is inevitably rising. The four cylinder engine should give around 50 lbs oil pressure (worry if it's below 40) at around 2500 rpm and should provide the car with a willing if not stunning performance aided by a pleasant (also TD) gearbox. Front suspension design uses the damper arms as the top wishbone and is of a similar pattern to that used by BMC right up until the MGB; it suffers from the same faults too, the worst being wear in the bottom wishbone arm where it accepts the suspension upright. Parts are available though.

The MG 'Y' series was neglected for a long time but prices are rising now, as people find the TDs and TFs too expensive. You now need approaching £1000 to buy a worthwhile car, although expensive-to-rebuild runners can be had for half that. 'Concours' examples can fetch over £2000. An increasing range of mechanical and body spares are available though. □