

MG—the good, the bad



and the ugly

Thinking of buying a post-war MG 'classic'? This special guide, compiled by Jonathan Edwards identifies all the post 1945 Abingdon models and highlights the joys and pitfalls of latter-day MG ownership.

Saloons—Y-Series and Z-Series

Like the TC, the YA saloon was a pre-war design. Its underslung chassis and coil-spring independent suspension was new, but the body was basically four-door Morris 8 Series E, and the power train essentially Morris 10 Series M. It was smart, traditionally styled (with free-standing headlamps, for instance), and handled well, but slow. It had character and charm, but not much performance.

The YB which succeeded it was no faster, but had better handling, and other details. The YT was typically Nuffield—a YA chassis with TC engine power (54 instead of 45bhp), and a plain Morris Bodies Branch four-seater tourer style. In theory it was for export only, but a few are in Britain.



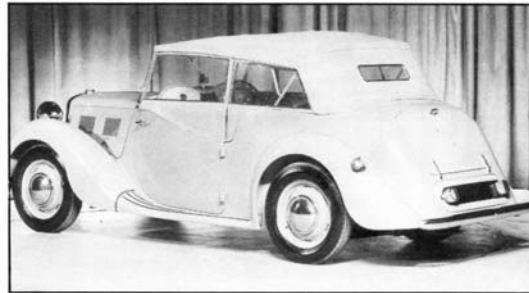
YA Saloon:

Built 1947/1951. Separate chassis, coil spring independent front suspension. Four-cyl, 1250cc engine, 46bhp. Steel four-door saloon body. Four-seater. Length 13ft 5in. Weight 2340lb. Max. speed 70mph. No. built 6158. Cost when new £525.

Based on design of Morris 8 Series E body style.

YB Saloon:

Built 1951/1953. As YA, except for mechanical updates. No. built 1301. Cost when new £565, rising to £635 by 1953.



YT Tourer:

Built 1948/1950. YA chassis, with 54bhp engine, and two-door, four-seat tourer body. Length 13ft 8in. Weight 2250lb. No. built 877. Cost when new £525.