

This YT, pictured before restoration commenced, shows the basic body shell arrangement.

THE MG YT



This beautiful 1949 YT, finished in Regency Red, belongs to Mr. C. McManus of South Australia.

The MG 1½ Litre Saloon (Series Y) was introduced into production at the Abingdon factory at the beginning of 1947 and, mechanically speaking, was quite innovative. It wasn't long, then, before some thought was given, to producing an open-topped version of the car more in keeping with the public's idea of what a proper MG should be. In Switzerland, the coach building firm of Reinbolt & Christie S.A. had produced stylish convertible bodies for three early 1948 Y chassis, thus proving that the concept was sound. So it was that in October of that year the MG YT was launched, a four-seat tourer version of the popular Y Series saloon.

The YT was intended exclusively for export and because, from the outset, it was intended to produce left-hand-drive versions, the battery box had to be relocated on the bulkhead from its more convenient off-set near-side position to a more inaccessible central location. The XPA engine fitted to the YT was to TC specification (it had twin semi-down draught SUs plus a different camshaft to that of the saloon). The instrument panel also was very similar to that of the TC sports car and the wiring loom was thus made up by connecting a TC dashboard loom to a conventional saloon-type loom for the remainder of the car. To facilitate sales in certain states of the U.S.A. the wiring of some cars had to be modified so that the rear lights and sidelights would act as direction indicators and flash on and off (this was one of the very first applications of this system to a British car. It was a system which seemed quite novel to the motoring

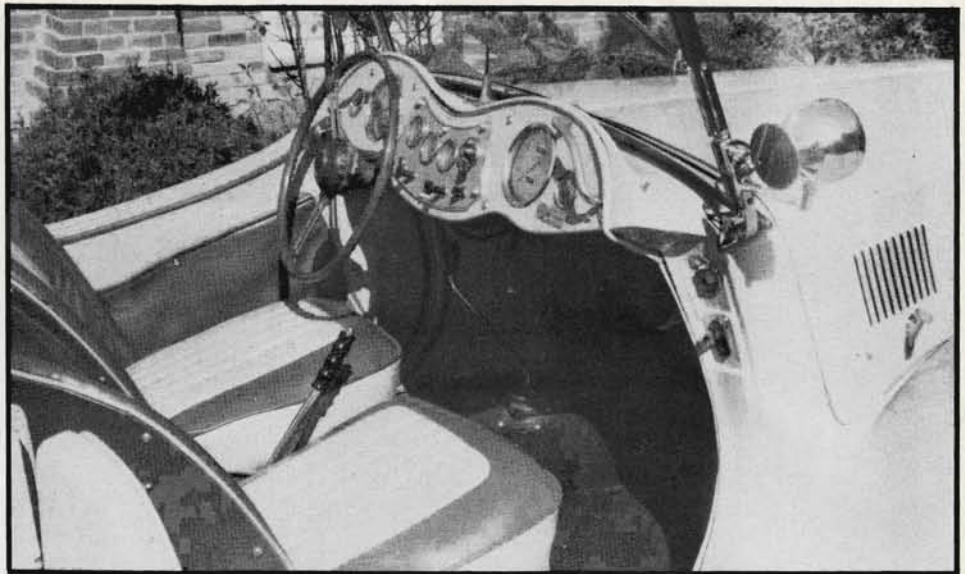
press of the time but was, of course, to become de rigueur throughout the world in years to come).

The YT's body (Nuffield Type B282) differed from that of the saloon not only in the most obvious respect that it had no roof but also because, in place of the four door arrangement, there were two very wide 'coach-built' doors (that is to say, the doors were of wood frame construction with metal skins). To further facilitate access to the rear seats the front bucket seats were modified so that they tipped forward. The rear seat squab was unique to the YT in that it was narrower than that fitted to the saloons so that there would be room for the trimmed compartments which held the folding side irons of the hood. The end result left something to be desired aesthetically when the hood was raised and, with hindsight, it is a pity that MG could not produce a tourer version of the 'Y' Type to match the beauty of the Reinbolt & Christie version.

Fitted with the TC engine which gave 54.4 bhp at 5,200 rpm and weighing 84lb less than the saloon there is no doubt that the YT's performance was more lively than that of its completely enclosed counterpart. However, despite the fact that we are told by the motoring press of 1948 that the YT was launched in response to a sizeable demand for such a car, sales were very disappointing and, in the event, only 877 cars were built. The first car (possibly chassis number 1922) was produced in September 1948, whilst the last (chassis number 5158?) arrived in Australia on 29th September 1950. The reasons for the car's poor sales are still very much a mystery, but in the writer's opinion anyway, the styling was rather more to blame than any disappointment in performance.

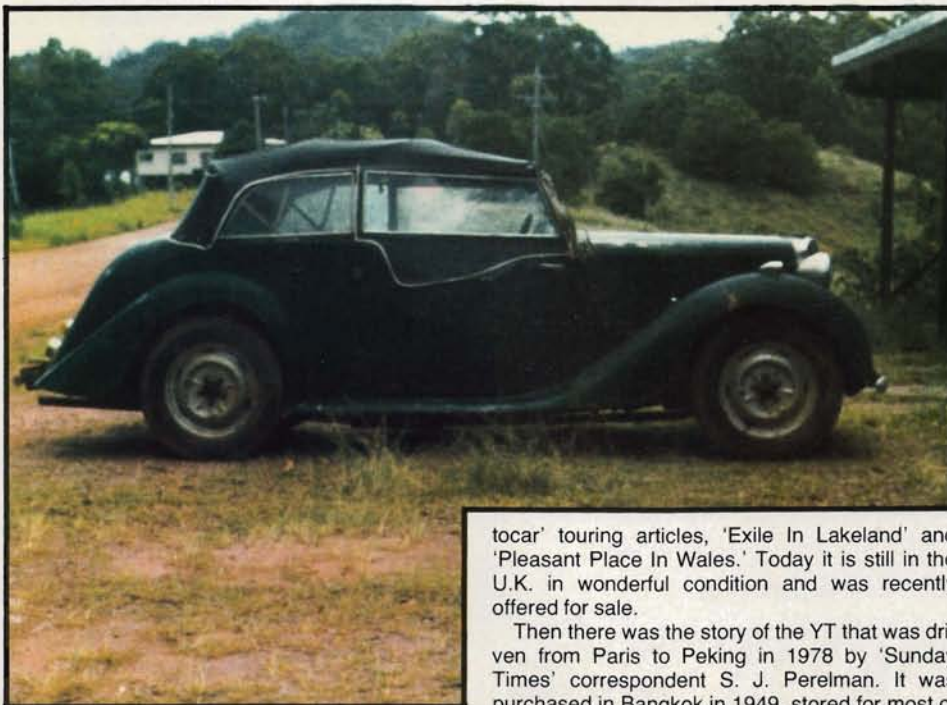
As was said earlier, the YT was intended as exclusively for export. When it was launched it cost £525. If it had been available officially in the U.K. then Purchase Tax of £146 11s 8d would have needed to be added to that price.

Nowadays, of course, because of its rarity the YT is much sought after. Of the 175 known to be still in existence throughout the world a handful have found their way back to the UK. Indeed it is rumoured that towards the end of production a number of cars were sold direct to the British public. One car which never left these shores was 'KLU 387'. This car was ordered in Kenya in November 1948 and when the purchaser came over to the U.K. on holiday the following year he took delivery of it here. Somehow it never made it to East Africa! 'KLU 387' was featured in the 'Au-



Although the upholstery colours on this LHD early-1949 car are not original, this photograph does give a good idea of the dashboard arrangement of the YT.

'KWJ-377' lives in Victoria, Australia and was totally restored in 1980. It is a 1949 YT, chassis no. Y/T/EXR 3300.



Y/T/EXR 4621 from Queensland Australia shows how the YT looks with its hood up. This car was originally Shires Green with beige interior and some of the original Shires Green paint can be seen at the rear of the rear wing. At some time in its past the car had been sprayed BRG in common with many 'Y' types.

tocar' touring articles, 'Exile In Lakeland' and 'Pleasant Place In Wales.' Today it is still in the U.K. in wonderful condition and was recently offered for sale.

Then there was the story of the YT that was driven from Paris to Peking in 1978 by 'Sunday Times' correspondent S. J. Perelman. It was purchased in Bangkok in 1949, stored for most of its life in a deserted delicatessen in Philadelphia and, by the time of its momentous journey, had only clocked up 19,000 miles!

J. G. LAWSON

YT Chassis Number Designations

Y/T	RHD for home	Speedometer in MPH
Y/T/EXL	LHD for export	Speedometer in KPH
Y/T/EXR	RHD for export	Speedometer in MPH
Y/T/EXR/K	RHD for export	Speedometer in KPH
Y/T/EXL/M	LHD for export	Speedometer in MPH
Y/T/EX(U)*	LHD for U.S.A.	Speedometer in MPH

*By no means all of the cars exported to the U.S.A. bore this designation.

Original Colour Schemes

Exterior	Upholstery
Black	Regency Red with beige piping Shires Green with beige piping Vellum Beige with bright red piping
Regency Red	Regency Red with beige piping Vellum Beige with bright red piping
Shires Green	Shires Green with beige piping Vellum Beige with bright red piping
Clipper Blue	Regency Red with beige piping Vellum Beige with bright red piping
Sequoia Cream	Shires Green with beige piping Regency Red with beige piping Vellum Beige with bright red piping

YTs in Britain today

Y/T/EXR 2617	KLU 387	Hertfordshire	In excellent condition
Y/T/EXR 2618	LLH 11	Berkshire	In excellent condition
Y/T/EXR 2664	ZJ 3155	Dyfed	Roadworthy?
?	3286	Essex	Being restored
Y/T/EXR 3335	?	?	?
Y/T/EXR 3336	KXB 360	Gloucestershire	Reduced to spares by 4/84?
Y/T/EXR 3374	1948 MG	Derbyshire	In excellent condition
Y/T/EXR 3425	421 EPW	Norfolk	In excellent condition
Y/T/EXR 3470	KYR 576	London	Roadworthy?
Y/T/EXR 3523	NLU 41	Kent	In excellent condition
Y/T/EXR 3569	?	?	?
Y/T/EXR 3626	?	Worcestershire	Last reported 1978
Y/T/EXR 3819	?	?	?
Y/T/EXR 4264	LXH 93	Dumfries	Roadworthy?
Y/T/EXR 4452	KYX 185	Birmingham	Under restoration 1978
Y/T/EXR 4827	EKS 231	Merseyside	Dismantled

Plus a few rumours!