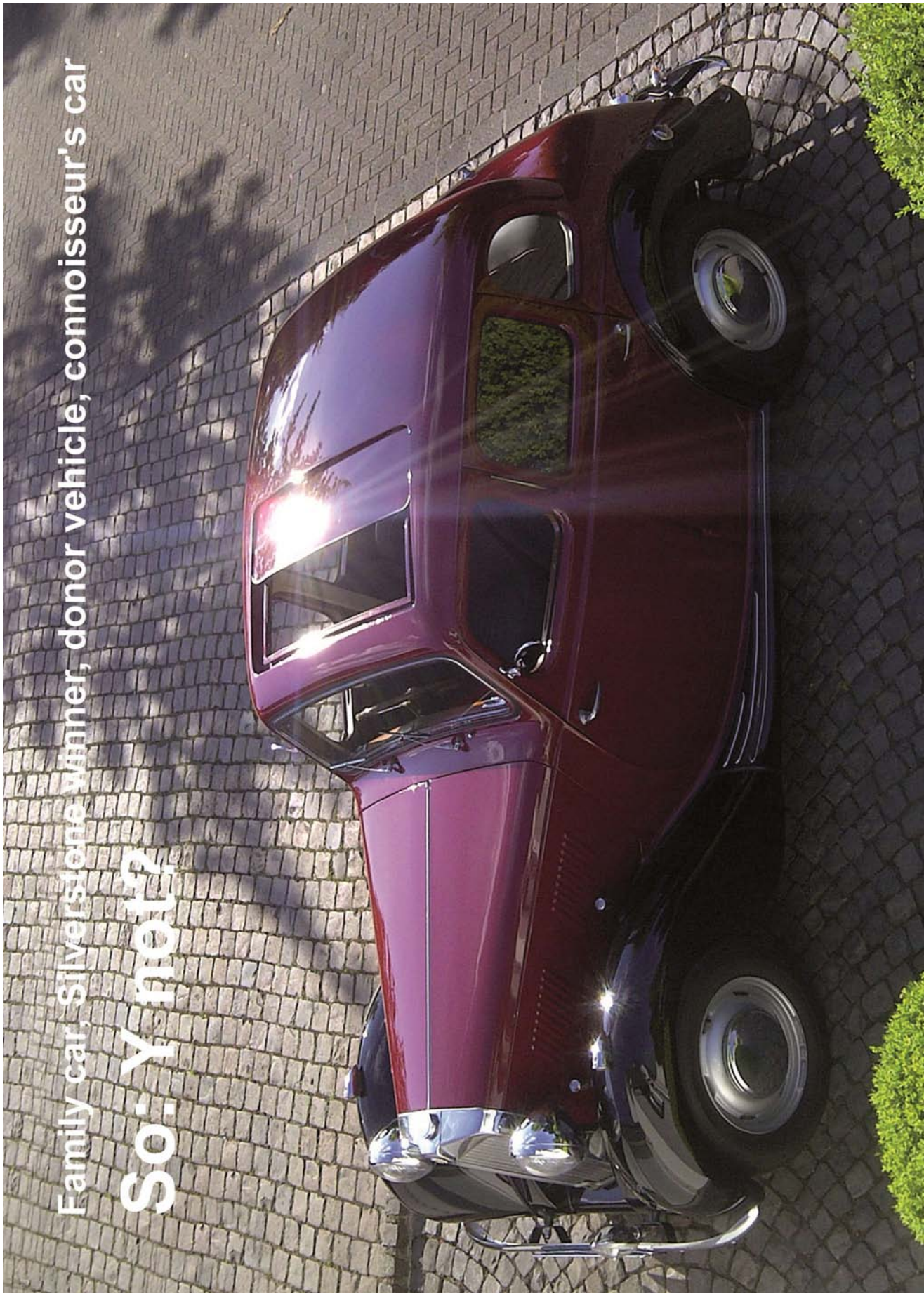




Family car, Silverstone winner, donor vehicle, connoisseur's car

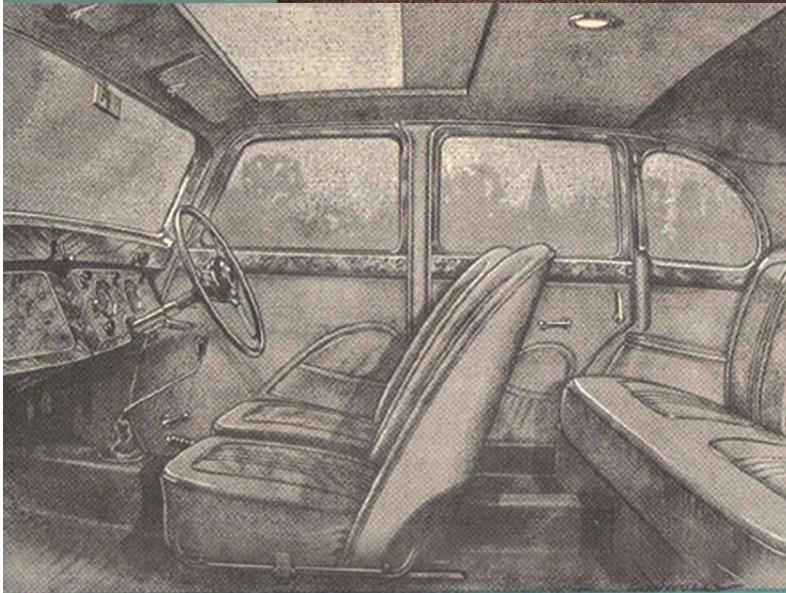
So: Y not?





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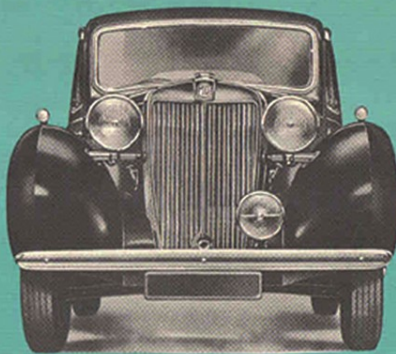
*Interior*

**Z** be style, dignity and grace of this new Saloon are manifest to a casual observer. Its roominess, comfort, riding and equipment are impressive.

In road behaviour and performance, the "One and a Quarter" Saloon is really outstanding. Perfect traffic manners; an unusual capacity

to cover long or short journeys at high averages; acceleration and superb braking power, justify the slogan "Safety Fast!"

The "One and a Quarter" Litre Saloon is proudly offered to discriminating motorists—built to the high standard... it "Maintains the Breed".



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Page one

Statistically, the letter Y constitutes just 0.04 percent of a German text, making it the rarest letter after Q and X - a fitting metaphor for the MG Y-Type, which occupies only a small niche within the classic car scene. Then, as now, the Y, also known as the 1¼ Litre M.G., is an underrated car. With the onset of post-war mass motoring, the little saloon was an attractive choice for the family man or woman.

On its introduction in the spring of 1947, the Y-Type attracted a lot of attention, not least because of its reasonable price of £525 (£672 including Purchase Tax). The body was obviously derived from the Morris Eight and Ten saloons, thus sporting classic pre-war looks with its flowing wings, rearward-opening front doors and separately mounted, rather than faired-in, headlamps - a rather old-fashioned package even when new, or to put it more kindly, a contemporary classic. The modifications had been undertaken by a young Gerald Palmer in 1939; the appearance of the car betrayed the fact that its introduction had had to be delayed for seven years due to the hostilities. Technically, however, it was up-to-date with its 1250 cc four-cylinder engine and independent front suspension by wishbones and coil, a first for M.G. The latter had been designed by a young Morris engineer called Alec Issigonis before the war; with only minor modifications, it was to be used in various M.G. models until the end of MGB production. Accurate rack and pinion steering was also featured. The "Jackall" hydraulic jack, a standard fitment, was a particular boon; its four hydraulically activated rams greatly facilitated wheel-changing en-route - a feature M.G. enthusiasts had previously only seen on the large pre-war SVW saloons and tourers. This lent the specification a touch of luxury that was also evident in the well-appointed interior, which was furnished in the traditional British style, and the standard equipment, which included an adjustable steering column and a sliding sunroof. All in all, a very appealing package. The Y-Type used the TC's well-tried XPAG engine, albeit with only one carburettor and a power output of 46 bhp. At over 3cwt (150 kgs) more than its sporting sibling with its twin-carburettor engine and 54.4 bhp, the Y-Type could hardly be expected to be the ultimate sports saloon, yet, with a top speed of around 70 mph (115 kph), it was certainly competitive in the immediate



post-war years. Compare this to the 1946 VW "Pretzel Window" Beetle, whose driver had to make do with a 1.1 litre engine and 25 hp, or a DKW F89 "Meisterklasse" which came with a 700 cc, two-stroke engine producing 23 hp. Maximum speed was 105 and 100 kph respectively.

In 1948, an open four-seat tourer was added to the range. The YT used the more powerful version of the XPAG engine with twin carburetors and 54.4 bhp. The tourer had been conceived with the export market in mind; it arrived to a mixed reception, however, as neither its looks nor its road holding were considered sporting enough for an M.G. The model was discontinued after two years; only 904 cars were produced. The YT was the last open tourer M.G. was to offer; with hindsight, a regrettable decision as affordable four-seater convertibles are few and far between on the classic car market, and the YT presents an alternative that has a charm of its own.

After four years and a production run of 6,131 cars according to the Y-Type Register (6,158 units according to McComb), the model was succeeded by the YB (the original type retrospectively being called the YA). While the engine remained unchanged, the YB was given the hypoid bevel rear axle and the Lockheed twin leading shoe brakes of the TD which had replaced the TC in January 1950 (the original Y-Type saloon had had to make do with the TC's hydraulic simplex brakes all round). In addition, the YB was given uprated shock absorbers and an anti-roll bar, which considerably improved road holding. Tyre size was reduced from 16" to 15". With the YB, M.G. now offered a sports saloon that, pre-war styling notwithstanding, compared favourably with more upmarket rivals such as the Mercedes 170.

The Y-Type also proved a successful competition model: in 1952, 1953 and 1954, a YB won the production

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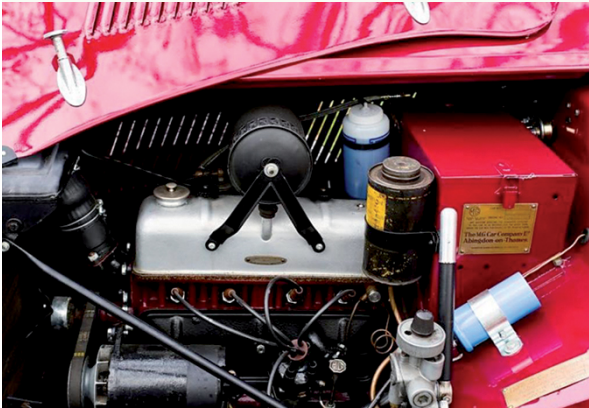
11-litre Saloon.

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of place among the world's light cars. As an attractive and impressive ambassador for Britain's engineering skill and craftsmanship, the new M.G. leads the way in design, performance and reliability.



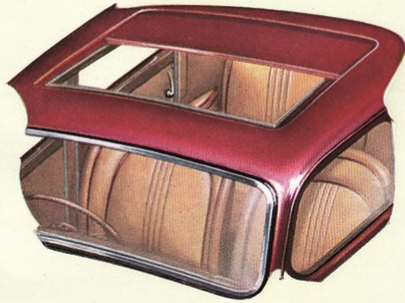
car championships in Silverstone. Without doubt, the revised Y-Type would have deserved a longer production run, but, due to the well-known constraints imposed on the *marque*, its Abingdon factory had to concentrate its efforts on the TD and TF, which were huge export successes and currency earners. And so the YB was discontinued in late 1953 after only 1,301 cars had been produced. Compared to its modern successor, the badge-engineered Magnette ZA saloon, the Y-Type definitely looked its age. The following years saw a gradual decline of the model even in its main markets: the UK, the United States and Australia. More often than not, the cars met a sad fate, their engines being cannibalised by owners of the ever-popular T-Series. Today, the Y-Type Register lists only 326 YA, 147 YT and 139 YB models, some of which are, however, beyond redemption. In Germany, seven YA, two YT and six YB models are known within the Register, putting Germany in fifth place among the international Y-Type community!

But no matter how you look at it, the fact remains that, for all its good genes (XPAG engine), attractive styling (curvy pre-war looks, well-appointed interior) and innovative technical detail (independent front suspension, hydraulic jack), the Y-Type was not a huge sales success then and remains an exotic specimen of the *marque* today. So why should a middle-aged Central European (the author was born in 1967) be so enthusiastic about this old-school niche model?

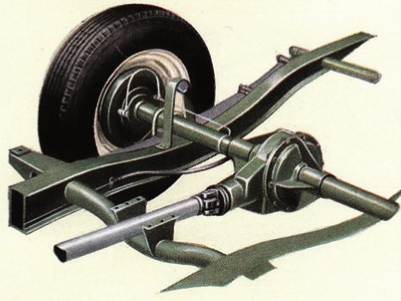
Perhaps its exotic status has something to do with it. One does not tire of the Y-Type as easily as of the much more common "usual suspects" of the classic car scene. Above all, it is a roomy car, a decisive advantage for families. It is hard to think of a family classic that offers similar value for money. For a weekend tour with kit and caboodle, the Y-Type is an ideal choice. Wherever you go, the car always generates a lot of enthusiasm, never envy. So, why (Y) not a Y?

Finally, the question remains whether to buy a good example or undertake the restoration oneself. Good examples have recently been advertised for €20,000 to €30,000, though it is difficult to determine a precise market value due to the scarcity of the model. In 2008, the author opted for a car with "traces of heavy use" (Y 4155), which was to cause a wide range of emotions during its five-year frame-off restoration (many thanks to Helmut Alles, who undertook the engine/drivetrain overhaul). In the final stages of the restoration, it was supposedly simple components like the sunroof that caused a lot of hassle - though in this case, I was partly to blame as I hadn't documented things thoroughly enough with photos when dismantling the item! But thanks to the unstinting support of experienced British car specialists such as Bernd Gilles (of Krume & Gilles, Mülheim a. d. Ruhr), wood specialists Unicum of Krefeld and our club experts, Kalle Borchers and Manfred Noll-Baues, my personal Y-Type story has had a happy ending. No hard feelings! And so all that remains for me to say is: Happy 70th Birthday, little Y-Type!

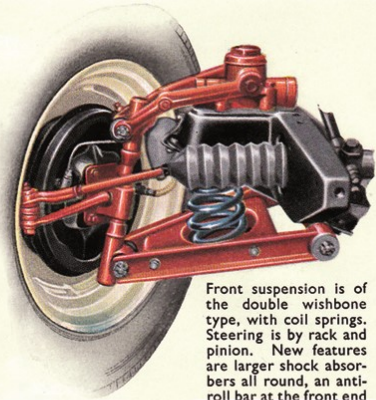




A sliding panel is fitted flush with the roof. It is skilfully designed to ensure that, when in the open position, rear passengers are free from draught. Above the driver's head is a switch which operates the roof light.



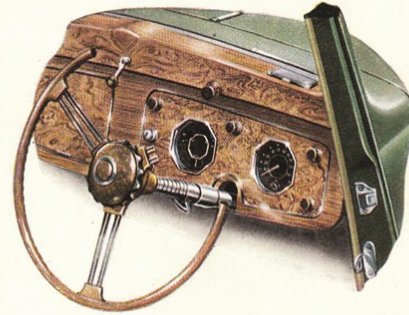
A notable new feature is the hypoid rear axle. Developed on the M.G. Midget during long experience on race tracks, in trials and on the road, it achieves quieter running with longer life.



Front suspension is of the double wishbone type, with coil springs. Steering is by rack and pinion. New features are larger shock absorbers all round, an anti-roll bar at the front end and an improved type of braking system.



Opening downwards, the lid of the luggage trunk forms an additional luggage carrier. The general appearance of the M.G. Series "YB" Saloon has been



Finished in polished walnut, the handsome fascia panel is fitted with an ashtray on either side of the screen rail. Instruments are softly illuminated by diffused light for night driving. The spacious lined glove box has a drop front.



Finest grade English leather is used for the upholstery. Pleating in seats and squabs gives a very pleasing effect. The wide arm-rest for the rear seats folds back flush with the rear squab.

## SPECIFICATION

**ENGINE :** Cylinder bore 66.5 mm. Stroke 90 mm. 1250 c.c. R.A.C. rating 10.97 h.p. Counter-balanced crankshaft, three main bearings. Overhead valves operated by push-rods, 14 mm. plugs. Coil ignition, automatic advance. Force-feed lubrication, renewable element oil filter. Aluminium alloy sump, capacity 10½ pints (5.96 litres). Single S.U. semi-down draught carburettor. Air cleaner. Radiator fan. Water circulated by pump; circulation thermostatically controlled.

**TRANSMISSION :** Borg & Beck 8" dry clutch. Four-speed gear-box. Second, third and top synchromesh. Gear ratios : Top—5.125 to 1 ; Third—7.098 to 1 ; Second—10.609 to 1 ; First—17.938 to 1 ; Reverse—17.938 to 1. Hardy Spicer needle bearing propeller shaft. Semi-floating hypoid rear axle.

**FUEL :** 8-gallon (36-litre) tank at rear. Quick filler cap. S.U. petrol pump.

**CHASSIS :** Track : Front 3' 11½" (1.203 m.) ; Rear 4' 2" (1.270 m.) ; Wheelbase 8' 3" (2.514 m.) ; Clearance 6" (15 cm.) at lowest point. Boxed-type side-members with robust tubular cross-members.

**SUSPENSION :** In front : the latest development of M.G. in-

dependently sprung suspension, wishbone type, employing coil springs and rubber-bushed inner mountings. At rear : long flexible laminated springs, rubber interleaved, mounted in flexing rubber bushes, with a rubber-mounted lateral control link to stabilise rear axle movement. Piston-type hydraulic dampers.

**ELECTRICAL EQUIPMENT :** 12-volt ; dynamo, belt-driven from crankshaft, operates in conjunction with a compensating voltage control unit. Lucas high-frequency horn. Twin screen wipers. Traffic indicators.

**LIGHTING :** Headlamps with block lenses and double dip switch, operated by foot control. Wing lamps. Twin stop/tail-lamps. Fog-lamp. Reversing light, automatically controlled by engagement of reverse gear. Roof light.

**BRAKES :** Lockheed hydraulic brakes. Large-area drums, 9" dia. (22.86 cm.). Ferodo linings. Independent central hand brake, cable-operated, on rear wheels only.

**WHEELS :** Disc-type, with chromium-plated centres. Size 4.00x15. Tyres by Dunlop, size 5.50—15.

**JACKING SYSTEM :** Jackall built in, with control pump on left-hand side under bonnet.

**STEERING :** Adjustable, direct-acting, rack-and-pinion type. Spring-spoked wheel. Turning circle 33' 6" right-hand and left-hand.

**INSTRUMENTS :** Ammeter, oil pressure and petrol gauges. Speedometer and electric clock. Instrument panel has diffused lighting for night driving.

**COACHWORK :** Walnut woodwork, leather upholstery, pile carpet. Winding windows in all four doors. Opening windscreen with centre winder. Safety glass throughout. Both front seats adjustable. Centre arm-rest in rear seat. Flush-fitting sliding roof. Rear blind operated from driving seat. Sun visors for driver and front passenger. Large glove box in fascia panel. Map pocket in all doors. An ashtray for each occupant. Large rear luggage compartment with lid which opens flat to form additional platform if required. Spare wheel and comprehensive tool kit in separate compartment, accessible with full load of luggage.

**COLOURS.**

Body	Leather upholstery
Black	Maroon, Beige, Green.
Autumn Red	Maroon, Beige.
Woodland Green	Green, Beige.
Silver Streak Grey	Maroon.

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Text: Carsten Deuster

Pictures: Carsten Duster, Archive Borchers, Archive Pichler

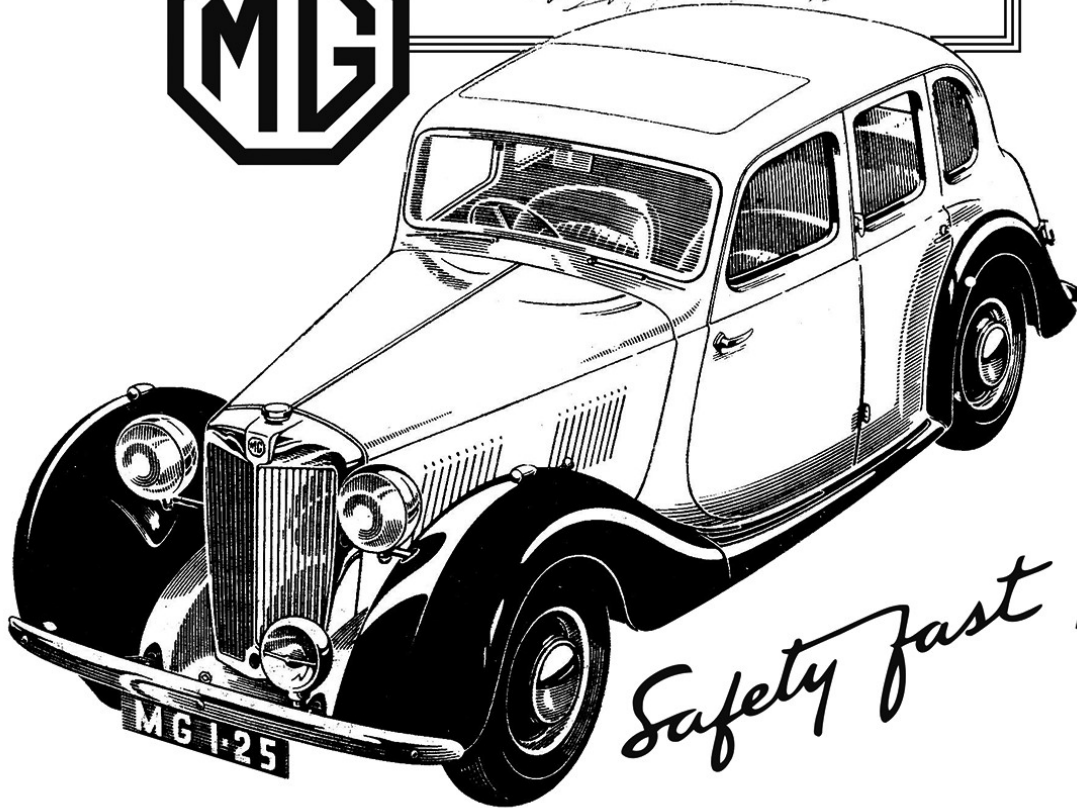
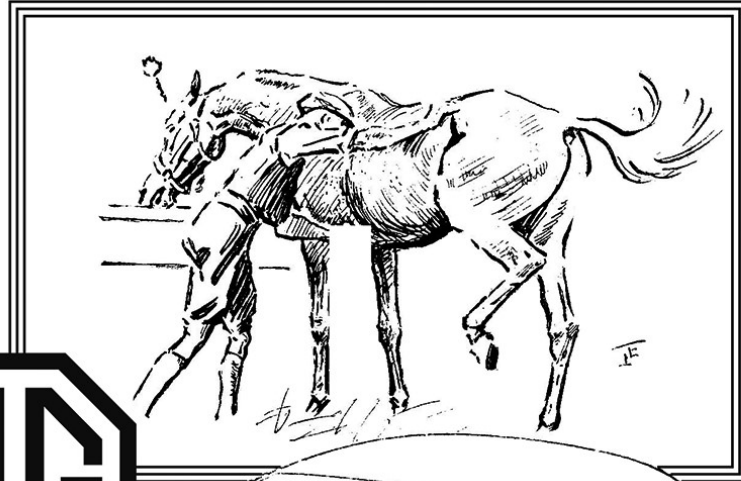
Translation: Dominic Farnsworth

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

May 19, 1948

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