

**O**NLY THE fortunate few were able to obtain a new car in the early post-war years, and anyone who got their hands on an MG Y-Type when it was introduced in 1947 were doubly fortunate.

While most post-war cars were rehashed versions of pre-war models, the MG was new to the general public, even if the styling did look pre-war (had it not been for Mr Hitler it would have been launched in 1941).

The engine, inherited from the T-Type sports models, gave it an above average performance, with road manners to match. This was due in no small measure to the Issigonis-designed independent front suspension and sturdy boxed chassis design on which the TD sports is based.

It was well-equipped too, with steel sun roof, built-in hydraulic jacking system, telescopic steering, opening windscreen and rear window blind, leather seats and walnut veneer dashboard. But this little luxury saloon didn't come cheap at £525 plus the £146 purchase tax. It remained in production until 1953, when it gave way to the Magnette, produced after the Austin-Nuffield merger. Only detail changes were made over the years, but the YB versions introduced in 1951 had useful improvements. Twin leading shoe brakes improved stopping

power (although pedal pressures remained high) and the addition of a front anti-roll bar reduced a tendency to oversteer.

The YB has a hypoid rear axle whereas the YA has spiral bevel type, which is prone to break its half-shafts.

However, newly-produced shafts in better quality steel overcome this problem.

## DIRECT STEERING

**OTHER CHANGES** were substitution of 15in wheels for 16in and alteration to rear wing profile to make them a closer fit to the tyres.

Despite its modest top speed, the Y-Type asks to be driven briskly, cruising happily at around 60mph.

Steering is very direct and handling is much above average for a car of its age.

The body is based on the Morris Eight Series E, so it is not a roomy car and anyone with size tens will find the close set pedals an embarrassment.

Production of the YA and YT four-seater tourer versions amounted to 8336, and only 1301 YBs were made.

It's hard to find a good example of any model, but when you do you will be rewarded by owning a car with attractive pre-war styling that can hold its own on the roads of the 1990s.

## SPARES & REPAIRS

**BODY:** few repair panels are available, NTG being the chief suppliers. Four-piece sill kits cost £91.50 a side, but if you have a pattern to copy you may be able to fabricate your own. It's important to get the curvature right, otherwise the running boards won't fit. If the rear end has rotted away below the bootlid, NTG can supply a repair section incorporating the spare wheel cover, price £467. Morris Eight Series E four-door models have the same doors if yours are beyond repair. Should you need replacement wings, then buying secondhand for around £50 each is the only option unless you can afford to have new ones made.

**MECHANICAL:** virtually all engine spares are available through Y-Type or T-type specialists as well as the Octagon Car Club. Prices vary considerably. XPAG engines tend to leak oil from the rocker cover, side plates and crankshaft seals. Careful assembly helps and improved crankshaft seal kits are available from Brown and Gammons of Baldock (01462 400049) should help to keep it oiltight.

Gearboxes tend to suffer from noisy first and reverse gears when the case-hardening on the teeth breaks up. A knocking noise indicates a broken tooth. New laygear clusters are available, but unless you are prepared to replace all the gears on the mainshaft as well, you will be whining as much as the gearbox! If the original cloth and rubber covered wiring is still in place, the insulation will be brittle, so it will need careful handling or possibly replacement.

Parts are still available to overhaul starter motors and dynamos. Or you can fit the slightly different pattern C40 dynamo or LRS 101 starter used on Minors, Midgets and some Spitfires. Brake master-cylinders (around £60) and wheel cylinders (£40 upwards) are available from specialists and autojumbles, so it's worth investigating having the old ones resleeved.

**INTERIOR:** the plastic steering wheels crack with age. They can be repaired, but restorers are unlikely to reproduce the mottled finish. A stained headlining may mean the sun roof drain tubes are blocked or perished, a fault not easy to remedy. The leathercloth covering on the door panels cracks with age, but more critical is the condition of the leather seats. A professional retrim is likely to cost around £1000.

It's often possible to strip and refurbish the walnut veneered dashboard and window surrounds, but if new veneer is needed expect to pay a specialist around £140 for the dashboard alone.



## OWNERS VIEW

Alan Anderson, who lives near Oundle in Northamptonshire, has owned several MG Y-Types, before acquiring his present black YB model which has received a professional £1100 engine rebuild, as well as body refurbishment. 'I like its precise handling and the way it performs. It's very easy to look after and parts are readily available.'

Alan also likes the standard fitments, such as the walnut dashboard, sun roof, opening screen and built-in jacking system. 'My wife Gill likes to drive it, too, as the light controls make it easy to handle. It's very much an underrated model.'

## WHAT TO PAY

A candidate for rebuilding can be picked up for around **£1200** and a runner with an MoT certificate but needing work for **£3000**. Some dealers seek **£7000 plus** for a first class example, but private vendors will often settle for around **£5000**.

## SPOT THE ROT

- ❖ Running boards
- ❖ Inner and outer sills
- ❖ Door bottoms
- ❖ Rear wheel arches
- ❖ Inner edges of rear wings where they bolt to the arch
- ❖ Lower rear body near spare wheel compartment
- ❖ Boot floor

## SPECIFICATIONS

<b>Engine</b>	1250cc
<b>Power (bhp@rpm)</b>	46/4800
<b>Gearbox</b>	4spd centre change
<b>Top speed</b>	72mph
<b>0-60mph</b>	28 secs
<b>Consumption</b>	30mpg
<b>Length</b>	13ft 8in (4.1m)
<b>Width</b>	4ft 11 in (1.5m)
<b>Weight</b>	2352lb (kg)

## EXPERTS SAY

### Don't worry about:

- ❖ Engines – everything is available
- ❖ Rot – few panels available, but body is easy to repair

### Beware of:

- ❖ Buy a complete car – missing items are hard to find and costly
- ❖ Excessive noise in first and reverse gears
- ❖ Worn front suspension, new parts are expensive

## CONSUMABLES

**EXHAUST SYSTEM:** £160.97 (stainless steel)

**WATER PUMP:** £49.50

**FUEL PUMP:** £58.16 (new from Burlen Services)

**SWIVEL PIN AND LINKS:** £144.52

**TOP AND BOTTOM HOSE:** £9.69

**PLUGS:** £11.89 for four

**BRAKE SHOES:** £71 per axle set (exchange)

**INSURANCE:** £120.12 with £100 excess, 25yo, NCB n/a, unlimited mileage, only car, no garage, clean licence.  
£82.16 with £50 excess, 42yo, NCB n/a, 3000 miles 2<sup>nd</sup> car, garaged, clean licence.

- ❖ *Quotes provided by Peter Best Insurance Services (01621 840400) on car valued at £5000 and assuming club membership*



Boot space is limited, but additional luggage can be carried on the boot lid



The engine, inherited from the T-Type sports models, give it an above average performance



The walnut fascia adds a touch of class.  
The steering wheel has telescopic adjustment



Alan Anderson's black YB model has had the benefit of a professional £1100 engine rebuild, as well as body refurbishment. The car was introduced in 1947 and was produced until 1953, when it gave way to the Magnette.

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