

VIGNETTE OF MG MODELS

Postwar Sedans: Part I

by

James E. Bashline

Comfort Fast

MG is primarily thought of as a two-seater sports car. From the TC through the B model, MG held a major part of the American sports car market, which it earned by being both durable and having excellent driving characteristics. The sedans on the other hand have not enjoyed the same popularity and attention as their brother, the roadster.

Built at Abingdon, the 1¼ litre Y type was MG's first Postwar Sedan. It was in May of 1947 that MG introduced its new sedan which they continued to build with only modest change until late 1953. By that time, it was decidedly obsolete. The styling was also severely dated, which even in 1947 was considered by many as out of date.

Turning to performance, however, the Y type was actually more advanced than the TC. It sported rack and pinion steering and an independent front suspension while the TC had neither. MG did not incorporate those two features in a two-seater until 1950. Both the sedan and the TC two-seater used the XPAG 1250 cc four cylinder engine with a single SU carburetor. The Y type's engine managed 0 to 60 in 28 seconds, a top speed of 70 and 46 horsepower. It was considered a reasonably lively sedan for 1947.

The 1948 Earls Court Motor Show was graced with the introduction of a Y-Tourer open Four-seater. All of this model was intended for export

and built with left hand drive. By using the TC camshaft and dual SV carburetors, they pushed the horsepower to 54.4. And like the TC it had a windscreen that folded flat. A pity only 877 of this model were built.

The one and a quarter litre Y-type sedan is an important piece of MG history. Through seven years it remained MG's only sedan, during which 8,700 units were sold. It finally gave way to the more modern styling of the Magnette in 1954.

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