



The attractively styled MG 'Y' Type Tourers were made in relatively small numbers from 1948 to 1950. While as many as 7,459 MG 'Y' saloons were built, only 877 Tourers came off the Abingdon production line. The Tourers were intended for export only, and remain quite a rarity, especially in England.

Originally the Y Types were known as the 1-1/4 litre' model. Now 'Y-Type' is the accepted model code, and the Tourers are in fact 'YT' models. The 'Y' type cars are particularly charming vehicles. They combine modern mechanical features of the period, traditional, almost vintage period, body styles. While the TC—TF series sports cars are favourite choices of enthusiasts, these days interest in the family-sized MGs is reviving. Apart from their rarity, the Tourers combine the pleasure of open air motoring with the space and comfort of the sedans.

The 'Y' type design was on the drawing board before the war, and a prototype assembled in 1939. It incorporated a newly designed chassis, using independent coil spring front suspension, and leaf springs at the rear. Rack and pinion steering was fitted for the first time on an MG. Braking was

fully hydraulic. The OHV 1250 cc XPAG engine was used, in common with the 'T' type sports cars. It was detuned in the sedans, fitted with only one carburettor, while the Tourers came with the same twin-carburettor 54 bhp engine as the sports cars.

All this may sound a little ordinary now, but in early post-war Britain, side valves, mechanical brakes and beam axles were still quite prevalent. Manufacturers were limited to low compression engines, as high octane fuels were unavailable. The MG's standard compression ratio of 7.25:1 was later increased as better grade fuels came on the market.

Well-placed controls, leather upholstery and an adjustable steering column enhanced driving comfort. The windscreen could be

folded flat. Twin foglights were standard. Instrumentation was comprehensive, in the traditional MG manner, but oddly, the sedans were fitted with octagonally shaped instruments in a walnut dash, while the Tourers had round instruments in a vinyl covered dash.

Under the bonnet, there was a manually operated Smiths 'Jackall' lifting system, which enabled wheels to be raised individually, or even all together.

A contemporary test by 'The Motor' showed a top speed of 76 mph, and found that the car's sporty engine provided good overall performance. Combining this with commendable roadholding, steering, and braking, the testers were impressed.

These Tourers were the last open four seaters built by MG. The next series, 'Magnettes,' were available only with saloon bodies. The Magnettes were stylish and modern with monocoque bodies. As Tourer sales only accounted for a small proportion of overall 'Y' type sales, it was decided to discontinue them.

### Brief Specs:

**Engine** Four cylinder, OHV, 66.5 mm x 90 mm, 1250 cc, 7.25:1 compression, 54bhp @ 5,200 rpm

**Transmission** Four speed, synchromesch on 2nd, 3rd, and top

**Suspension** Front, coil.  
Rear, semi-elliptic.

**Brakes** Drums, Lockheed hydraulic.

**Length** 13ft 8in Width; 4ft 10.25 in.

**Tyres** 5.25 x 16 in

**Turning circle** 35 ft

**Fuel economy** Approx 30mpg

### Club:

MG Y Type Register of Australia  
P0 Box 698, Spring Hill QLD 4004

Ross McGown

### What to pay

If you were looking to buy an MG 'Y' Type Tourer, what would you expect to pay? (Only a few sales due to rarity)

[A] Top condition, \$30-50,000

[B] Average condition \$10-20,000

[C] Rough (restorable) \$2,000+

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