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I want a break from the MG norm in a '47...

MG Y-TYPE

The bridge between pre-war style and later mass appeal.

Bodywork

Most cars will have been restored at some point, but check the quality of that work. Pay special attention to the rear of any Y-type, especially the rear spring hangers, and the chassis and bodywork around the spare wheel compartment.

Engine

The XPAG unit is an established and reliable engine. Parts and expertise are still around for it, but don't be surprised to find evidence of oil leaks.

Interior

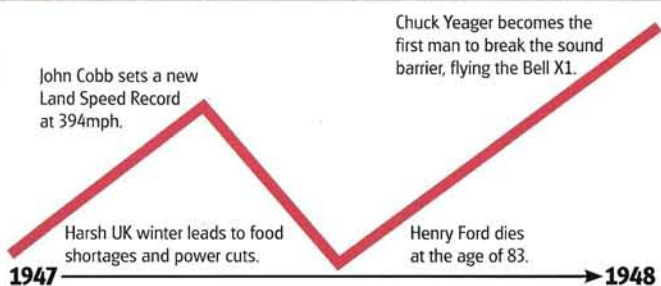
These MGs had attractive interiors with plenty of wood and leather. Restoring them can therefore be expensive. Ensure the interior's complete and in decent condition.



Three reasons you'll love it

- 1) Pre-war styling, but with coil springs, wishbones and rack-and-pinion steering underneath.
- 2) Comfortable and luxurious interior makes every journey feel special.
- 3) Make the most of the MG club scene in something different to an MGB or Midget.

Highs and lows of 1947



TECH SPEC

- **ENGINE** 1250cc inline-four, pushrod OHV, single 1.25in SU carb
- **POWER** 46bhp at 4800rpm
- **TORQUE** 59 lb-ft at 2400rpm
- **GEARBOX** Four-speed manual, no synchro on first
- **SUSPENSION** Independent front via coil springs and wishbones, live rear axle with semi-elliptic leaf springs and Panhard rod
- **0-60MPH** 28.2sec
- **TOP SPEED** 71mph
- **PRICE NEW** £671
- **PRODUCTION** 1947-53, 7459 built (including YB)

CM SAYS...

MG Y-type
£2500-£10,000

Performance	1 2 3 4 5
Handling	1 2 3 4 5
Maintenance	1 2 3 4 5
Economy	1 2 3 4 5
Value for money	1 2 3 4 5

Total 17/25

We like...

Pre-war style in a post-war package. Welcoming interior full of sumptuous trim. Good value for money.

We don't like...

Back end susceptible to rust, and that interior will be costly to restore. Not a sporting choice of MG.

CM