

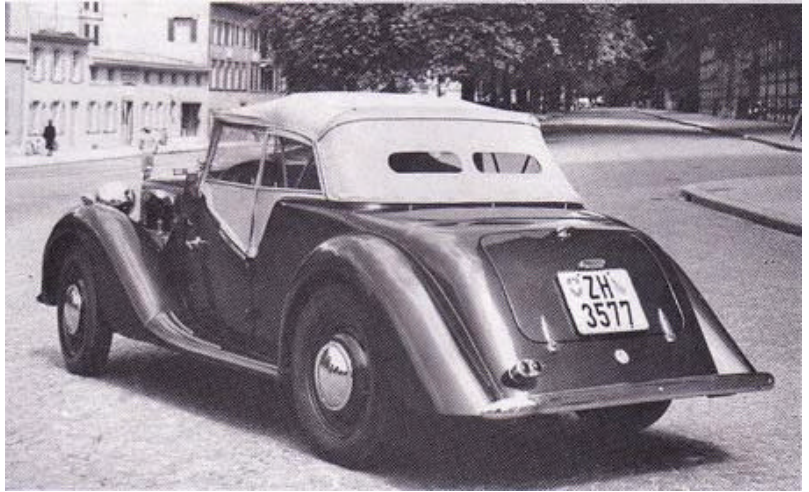
# Swiss clock on to knock-down Y-type specials

Unlike its successor, the separate chassis frame used for the Y-type made it suitable for sale without bodywork to specialist coachbuilders. Consequently some were sold in chassis form, mainly to continental customers. This was primarily because of import restrictions in countries like Switzerland which were designed to protect the local industry.

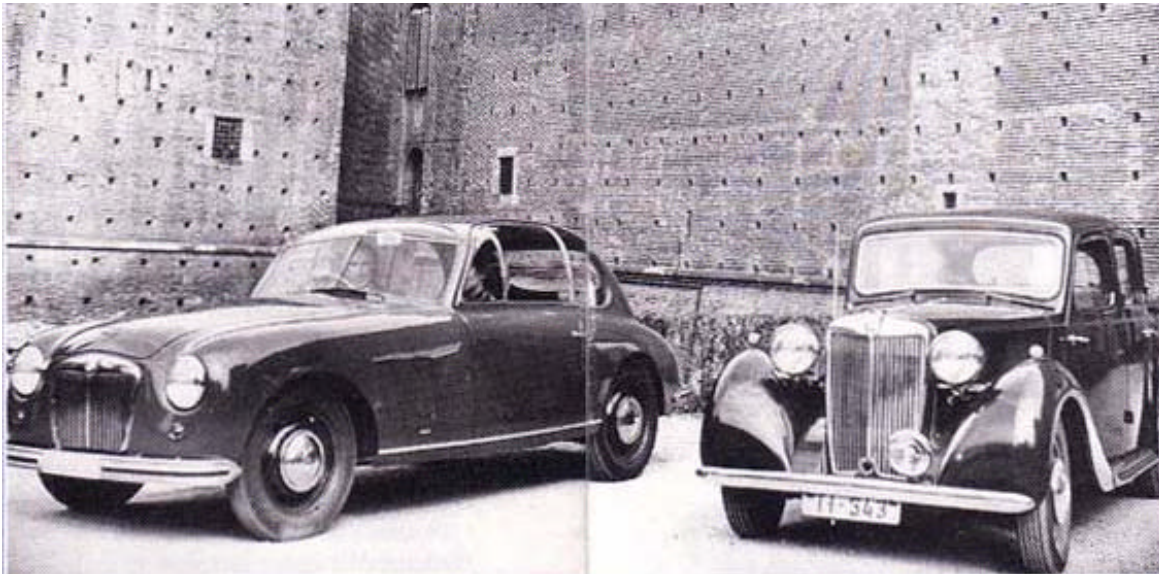
This restriction led to the construction of some Y-types with attractive coachwork, in much the same way as had happened there prewar. Similar regulations elsewhere resulted in locally-bodied MGs being built as far away as Australia

In Switzerland, coachbuilders, Reinbolt and Christé constructed a number of cars for the MG importer and distributor J. H. Keller of Zurich. At the 1949 Geneva Motor Show, a two-door drop-head coupé with long, flowing front wings, built-in headlamps, and elegant lines appeared on the Keller stand and gained third place in the concours competition.

They also built two- and four-seater tourers, the two-seater car had cut-away doors and TC-style



A neat and modern-looking drop-head coupé on a Y-type chassis. This was built in Switzerland where there were heavy duties on cars imported fully assembled.



A standard YA looks quite old-fashioned alongside the futuristic creation by Zagato built on a modified Y-type chassis. Only the one example was built.



This two-seater Y-type was bodied in Switzerland for importers, J. H. Keller. The cut-away doors, dashboard and weather equipment closely resembled those fitted to the contemporary TC.

dashboard, windscreen, seats, hood and side-screens. Beutler also built a two-door drop-head coupé on a Y-type chassis and this had large, rear-hinged doors and external access to the luggage compartment in the sloping tail.

The car with the most controversial styling had to be the one-off creation by the Milan coachworks of Zagato. In 1948 an American businessman, Roger Barlow of International

Motors, decided to offer the customers of his Californian company re-bodied Y-types. He visited the MG factory in England and arranged for a modified Y-type chassis to be shipped to Italy, where Zagato fitted the coupé bodywork.

This was of a striking and unusual design, having sharply-curved side windows and windscreen, a bit like a greenhouse on wheels. It was not to everyone's taste and nothing further was heard of the scheme.

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