

The decision to introduce the 'export only' open-top, four-seat Y Tourer (or YT) in October 1948 brought with it a need to be able to produce both right and left-hand drive versions of the basic 'Y' Type design. Thus, did the car's battery box now become centrally positioned in the engine bay (it had previously been on the nearside, that is the left-hand side, of the car, a position which had facilitated its easy installation and removal). And a redesigned oil pump appeared and other small modifications were made to enable the steering column to pass either side of the now awkwardly placed battery box. Once in place, these changes made it possible not only to produce whatever left-hand-drive Tourers were necessary but also, should the need arise, left-hand-drive saloons.

It is not widely known that, in fact, a handful of left-hand-drive YA saloons were produced between 1948 and 1951. Eleven of these cars are known to exist today and many of them show signs of having left the factory with an improved specification over that of the standard YA.

Y3363 (a 1949 car) was the first car to come to light, some nine years ago. It is based in California and its speedometer is calibrated in kilometres per hour, perhaps indicating that it was not originally exported to the U.S.A., but to a European country. Y3363 was one of the first Y Types in the world to be given a thorough, top-class restoration. It is finished in a maroon epoxy-type enamel paint which is so tough that it is, by all accounts, scratch-proof! The car's engine number is pre-fixed XPAG/SC/LHX instead of the more normal 'XPAG/SC' of all but the last few YA saloons. And all the other left-hand-drive YAs detailed in this article have this 'LHX' designation in their engine numbers.

Next of the cars currently in the U.S.A. is Y5174/EXLU. This 1950 car is based in Michigan. The chassis designation 'EXLU' (for: export, left-hand-drive, U.S.A.) first appeared on an export TC sports car on 20th March 1950.

Y7277/EXL/NA is a very interesting car indeed. It is the youngest YA known to

# The Left-Hand-Drive 'YA's



MG YA.



Y3363 first LHD Y Type saloon to come to light, is owned by John Autrey of California.

exist (the last car before the first YBs started leaving the Abingdon production line being Y7285). It is therefore a late 1951 car and is today based in New York state. It exhibits many modifications, some of which (for instance, its twin radiator grille-mounted Lucas WT614 horns) are undoubtedly original; these were only introduced as standard equipment on the YBs, and then they were mounted on the engine bay bulkhead, out of sight. Other additions, like its twin Solex (instead of single S.U.) carburettors, its TD/TF over-riders and perhaps its non-standard camshaft and



Y/EXL/3156 owned by Bjarne Berner of Glamsbjerg, Denmark.

chromed engine side-plate and rocker cover, were probably added soon after the car was acquired. Its first owner, who bought the car new in Warsaw, Indiana was Jason Been, an attorney and First World War pilot who lived to 100! Because this is such a late YA, it has one of the first 'XPAG/SC2' engines and it too is designated in full: XPAG/SC2/LHX. The chassis designation 'EXL/NA' (for: export, left-hand-drive, North America) first appeared on a TD sports car on 18th May 1951 and is thought to have superseded the older 'EXLU' code. Incidentally, these special chassis designations on the export cars can be seen inscribed either before or after the chassis number on the battery box plates of the various cars covered here. Apparently there was little consistency in stamping at the factory in this regard!

There is one other left-hand-drive YA in the U.S.A. about which little is known. It is thought to be a 1948 car and is painted in a non-original Ivory and Black colour scheme.

Now we turn our attention to Europe where we find three cars in the Netherlands and four in Denmark. Y/EXL/2260 lives in Amsterdam and is a 1949 car. The designation 'EXL' indicates a car which is for export, is left-hand-drive, and has its speedometer calibrated in kilometres per hour. Another of the Dutch cars (a 1950 Black example) is believed to be the pride and joy of an old couple, but nothing more is known. And there is believed to be a third



Y7277/EXL/NA the youngest YA known to exist, it is owned by James Dunne of Norwich, New York.

left-hand-drive car of which nothing at all is known.

In Denmark Y/EXL/3156 (another 1949 car) is based in Glamsbjerg. Its 'special' equipment consists of twin S.U. carburetors; it may possibly have had these from new. Its owner reports the existence of

three more LHD YAs in the country.

No left-hand-drive YB saloons are known to have been built.

JOHN LAWSON.

*Credits for information:  
Tory Skopecek, J R Ticknor, J I Dunne, The New England MG T Register, B Kemmerling, B Berner.*



## Discover how a real bargain can be a great investment.

Buying, restoring and collecting old cars is serious business nowadays. And although a car should be bought out of enthusiasm and love, it's essential to be well informed.

Now you can find all the up-to-date information you need in CAR DISCOVERIES. A new, monthly magazine devoted exclusively to pre-1950 cars.

A glossy publication that presents each month *unique investment tips*. And brings in-depth features on cars, collections, rallies, autojumbles, shows and other events all over the world.

Also CAR DISCOVERIES contains each month *hundreds of cars for sale from all over the world* in the extensive classified section.

So if you want to find real bargains that are smart investments as well, you should invest in CAR DISCOVERIES. Only £ 1.95 per issue. Considering all the information you get, that's a bargain too.

**On sale at your local newsstand**

THE NEW MAGAZINE ON PRE-1950 CARS