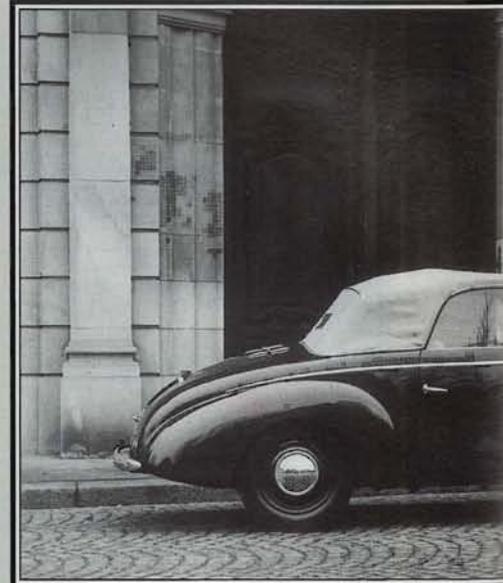
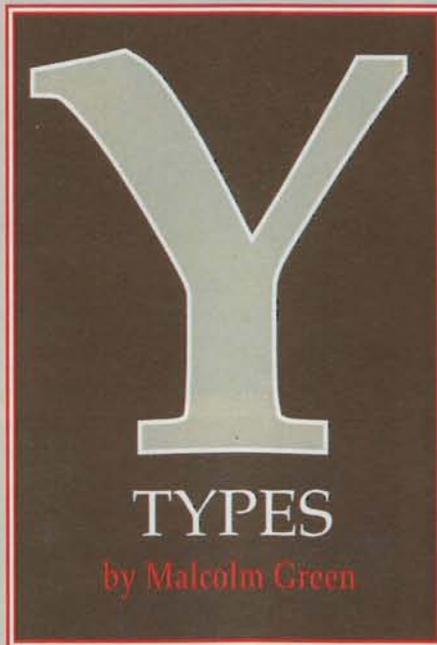


# The Special Bodied

As we have seen in previous articles, the Y-type was built on a separate chassis and was the last MG saloon to be so constructed. It had long been motor industry practice to sell running chassis to outside coachbuilders so they could be fitted with bodies designed to meet individual customer's requirements. Some car distributors and dealers, University Motors for example, used to have chassis fitted with special bodywork to their specification so as to be able to offer customers a product not available from their competitors.

After the war this practice was less widespread and, as the supply of suitable chassis-built cars dwindled, so did the number of specialist coachbuilders. Some Y-types were sold as chassis, but these were very few in number and seem to have gone mainly to continental customers. As can be seen in these pictures, the results of their efforts were interesting and the cars they built differed greatly from the standard factory offering,

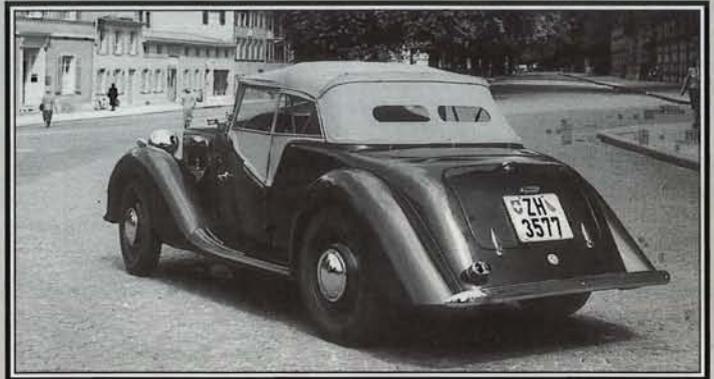
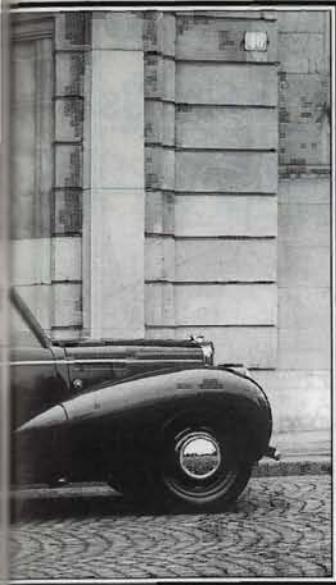


*An elegant body by Reinbolt and Christie which was displayed at the 1949 Geneva Show. The headlights were faired into the large, flowing front wings. Entered by MG importers and dealers, J.H. Keller, the car was judged third in class in the concours and fashion show.*

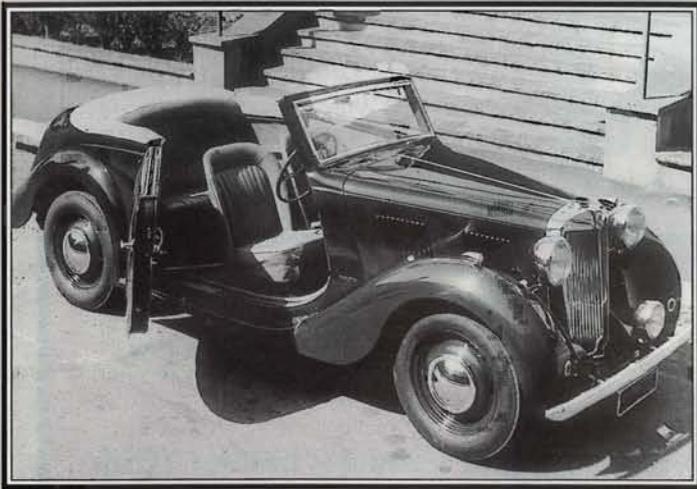


*This strange looking coupe was built by Zagato and there was a proposal that a quantity be built and sold through American dealers. This came to nothing and factory correspondence on the matter concludes with a letter from John Thornley ending with the phrase "Why don't we have an order!"*

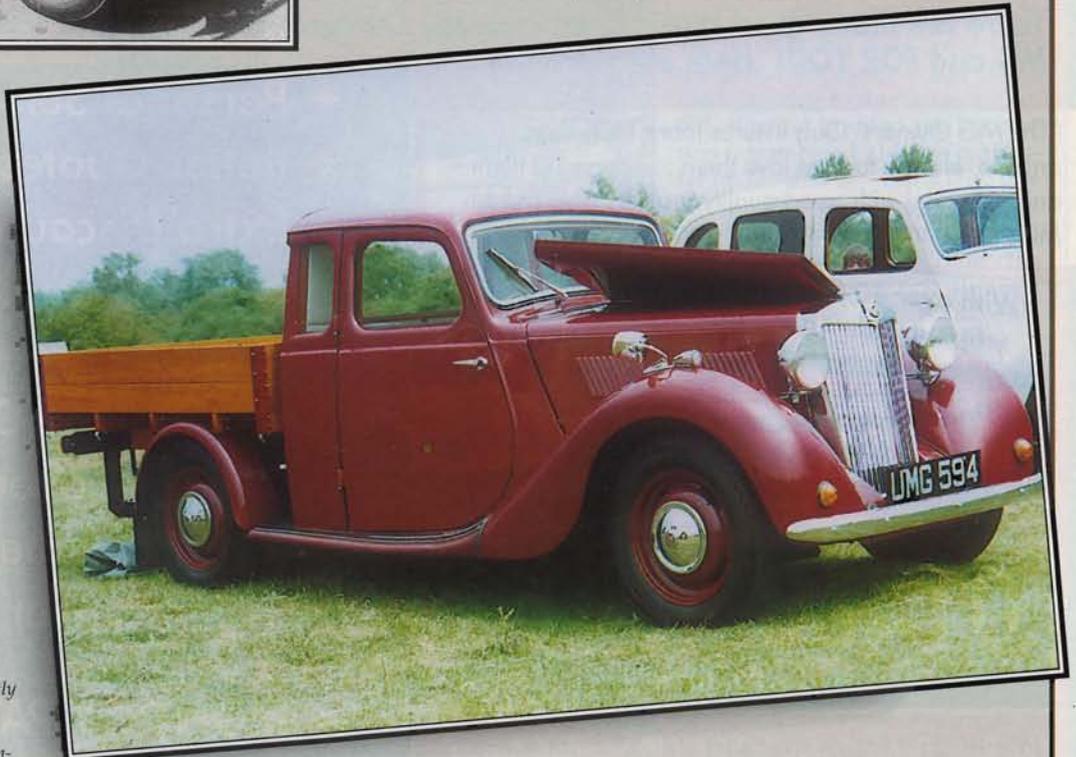
A cabriolet by Beutler built in 1948. This car seems to retain more of the standard Y-type look about the front, and the wings are shorter than the first car pictured, but it, nevertheless, looks an elegant machine.



Another tourer by Reinbolt and Christé. The front of the bodywork, the hood and sidescreens, the instruments and the seats all are similar to those used on the TC. The engine was Nordic supercharged and the steering column was lengthened and the foot pedals were repositioned. The rear of the body contained a large area for luggage.



This four-seater tourer by Reinbolt and Christé more closely resembles the factory YT. However, note the fixed windscreen and scuttle mounted windscreen wipers as well as the proper winding windows.



Lastly a modern special Y-type. Built recently from the remains of a scrapped saloon, this pickup truck is fitted with a BMC 'A' series engine. Beautifully finished, it attracts attention wherever it goes.