



# MG Magazine Collectors' Guide No. 9

## 1947–1953 MG 1 1/4-litre YA, YB & YT

### Saloons & Tourer

MG has nearly always had a saloon in production to complement its popular sports cars. Right after the end of World War II the company rushed to resume production and introduced the famous TC Midget in late 1945.

Producing a car during those immediate postwar months was difficult at best due to the shortage of critical materials. The Y saloon appeared in early 1947.

Like the TC, the Y was based on a pre-war design, and featured an independent front suspension designed by the famed father of the Mini, Alec Issigonis. The unique (at

least to MG and to many other British saloons) suspension coupled with an amazingly precise rack and pinion steering provided sporting handling which made up for the lack of startling power from the 1 1/4-liter engine.

The Y proved to be a marketing success at home and abroad.

The four door saloon offered elegance without being expensive. The car featured a leather interior, walnut dash and trim, sun roof, rear window shade, ashtrays, and other classy touches that usually came on much more expensive vehicles. This combination of quality with the sporting

tradition made the Y Type very popular.

The YB replaced the YA in 1951. It was an improvement on an already good car. The ride was enhanced by using smaller tires and handling was helped with the addition of a front sway bar. Braking was improved with the change to two-leading shoes.

Back in 1946, company marketing experts visited America and talked with some dealers as well as some enthusiasts. They returned to England with the feeling that there were family enthusiasts who wanted an open car that could carry four people and still offer sports car performance. Thus the

Y Tourer (YT) was born. The chassis was Y Type right down to the Jack-all system for wheel changing ease. The same engine was used, but performance was increased a bit with the addition of a second carburetor. A top and sidescreens provided adequate weather protection.

Once in production, however, the YT did not appeal to the market for which it was designed. Production ceased after a mere 877 had been built. But today the YT along with the Y saloons are all highly prized by collectors.

#### Specifications

##### Engine

No. of cylinders	4, in-line, ohv, 3 bearing crankshaft
Bore/stroke/displacement	66.5 × 90 mm = 1250 cc
Carburetors	One SU (2 on YT), SU electric fuel pump
Horsepower/RPM	46 bhp @ 4800 = Y 54.4 bhp @ 5200 = YT
Torque/RPM	64 lb ft @ 2600
Compression ratio	7.25:1
Electrical	One 12v battery

##### Chassis

Transmission	Four speed manual, non-synchro first
Suspension/front	Coil springs, wishbone, independent (YB fitted with a swaybar)
Suspension/rear	half elliptic leaf springs
Wheels and tires	16 in. disc (15 in. on YB), Dunlop 5:25 × 16
Braking system	9 in. drum brakes, Lockheed hydraulic
<b>Body</b>	YA and YB in saloon only; YT is four-seater open tourer

##### Dimensions

Curb weight (lb)	2240 (saloon) 2165 (tourer)
Wheelbase (in)	99
Track (in)	47 3/8 front, 50 rear

Overall	length (in)	YA/YB 156 3/16, YT 164"	
	width (in)	YA/YB 58 1/4, YT 59"	
	height (in)	YA/YB 57, YT 58 1/2	
Ground clearance (in)	6		
Fuel Tank Capacity (gallons Imperial)	YA/YB 8, YT 8 1/2		
<b>Performance</b> (normal-max) mph	gear	YA	YB
	1st	18–24	14–22
	2nd	34–41	30–40
	3rd	50–62	54–59
	4th	62–70	59–75
<b>Price</b>	YA/YT £525, YA/YT £565 (in Pounds Sterling less Purchase Tax)		
<b>Production</b>	YA 1947–1951 total 6,156 YT 1948–1950 total 877 YB 1951–1953 total 1,301		
<b>Chassis Numbers</b>	YA0251–YA7284 (including YT) YB0251–YB1551		
<b>Exterior Colors</b>	YA: Almond Green, Autumn Red, Black, Sun Bronze YB: Woodland Green, Autumn Red, Silver Streak Grey, Black YT: Shires Green, Regency Red, Black, Sequoia Cream, Clipper Blue		
<b>Interior Colors</b>	Green, Red, Biscuit		