



Best of Show - Terry OBrien - 1949 MB YT

The MG Y-type Saloon

Shortly before the outbreak of World War Two, a small saloon had been designed at Cowley to replace the old Morris Eight, known as the Series E, production commenced just before the war and was continued after it. Whether it was planned at this point to produce an MG version is not known, although a prototype was said to have been constructed in the pre-war period. However in 1947 such a car was announced as the Y-type, or YA, saloon. Although the passenger carrying part of the body was essentially the same as the Morris Eight, the YA looked considerably different to the small Morris.

The basis for the new MG saloon was an all-welded chassis constructed from box-section steel that provided a very sturdy and stiff frame, something that had only really been seen in the big pre-war saloons. Indeed the chassis was to provide the basis for the next MG sports car to appear - the [TD](#), and hence had a similar specification.

The bodywork was of a rounded four-door saloon style with a projecting luggage boot and small windows to let light into the sides behind the

rear-most doors. A sliding sunshine roof was fitted (although it was not glazed like on earlier models), and the windscreen could also be opened for extra ventilation. A long bonnet with a tall MG radiator grille, together with elegant swept wings and running boards, set the Y-type apart from its more mundane cousin and effectively disguised the humble origins of the body. The interior was also considerably more luxurious than that of the Morris, with Walnut dashboard and door trims, octagonal instruments, an adjustable steering column, and plush upholstery.

The YA saloon found a ready market, and although in standard form its performance was nothing special as the engine was the same as the [TC](#), it could be tuned in the same way to produce considerably more power.

Late in 1948, a four-seat open tourer version of the Y-type was introduced, the [YT](#). This had some of the features of earlier MG four-seat tourers, including the humped scuttle, cutaway door tops, and folding windscreen. However, the original body's styling did not really lend itself to the sports car treatment, and so looked a little odd. The tourer had the twin-carburettor engine of the TC, so performance was slightly improved, particularly since the car was quite a lot lighter than the YA. Even so, there was little demand for such a car, and the YT was dropped in 1950.

In 1951, an updated version of the Y-type saloon was announced, the YB. Suspension changes, together with smaller diameter wheels led to improved handling, while the addition of twin-leading-shoe brakes at the front provided a more effective means of stopping too. Production of the YB continued until 1953 when a new and different MG saloon appeared.