

M.G. 1 $\frac{1}{4}$ LITRE SALOON

VEHICLE DETAILS.

MAKER: The MG. Car Co., Ltd., Abingdon-on-Thames.

PRICE : £525. plus purchase tax, £146. 11s. 8d.

TAX: £10 per annum.

ENGINE: 4-cylinder overhead valve: bore 66.5 mm. : stroke 90 mm.: cubic capacity 1,250 c.c. : maximum b.h.p. 46 at 4,800 r.p.m.

TRANSMISSION : Borg and Beck 7 in. dia. single plate clutch: 4-speed synchromesh gear box: Hardy Spicer propeller shaft: three-quarter floating spiral bevel-driven rear axle-ratio 5.143 to 1.

OVERALL GEAR RATIOS: Top, 5.143: third, 7.121: second, 10.646: first, 18.00.

SUSPENSION ; Independent coil at front, semi-elliptics at rear.

STEERING : Direct acting rack and pinion. Turning circle, 35 ft. on both locks.

BRAKING Lockheed hydraulic.

DIMENSIONS: Wheelbase, 8 ft. 3 in.; track, front, 3 ft. 11 $\frac{3}{8}$ in. rear, 4 ft. 2 in.: overall length, 13 ft. 5 in.: overall width, 4 ft. 10 $\frac{1}{4}$ in.

TYRES: Dunlop 5.25 x 16.

PERFORMANCE.

ACCELERATION: 0-50 m.p.h. through gears. 17 secs.

10-30 in top gear. 11 secs.

20-40 in top gear. 10 $\frac{2}{5}$ sec.

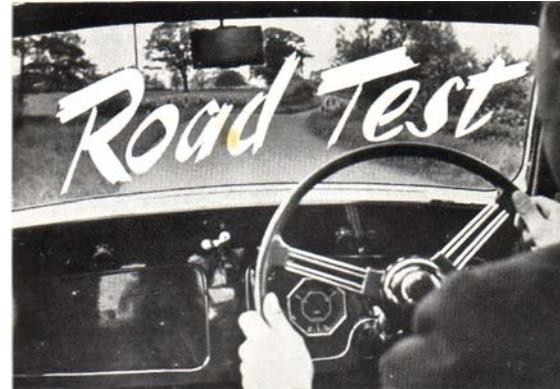
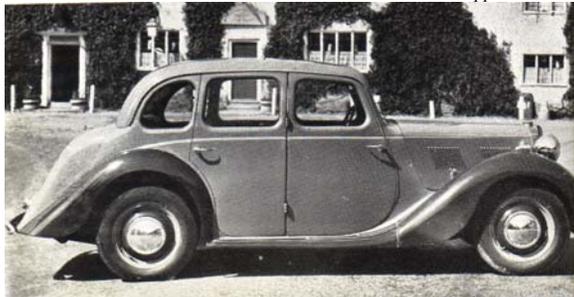
30-50 in top gear. 13.5 sec.

Mean maximum speed, 72 m.p.h.

PETROL CONSUMPTION: 28 mpg. at fast cruising speeds.

BRAKING: 30 m.p.h. to rest 34.5 ft.

The M.G. 1 $\frac{1}{4}$ Litre Saloon has a well-balanced external appearance



Measham Test No. 5.

The M.G. 1 $\frac{1}{4}$ Litre Saloon

by FRANK C. YOUNG, M.I.R.T.E.

THE M.G. 1 $\frac{1}{4}$ litre Saloon is a worthy successor to that excellent series of fast touring cars which originated from the famous Abingdon-on-Thames works in pre-war years. With the cessation of hostilities, the M.G. Car Co. concentrated for a time on their famous "Midget" open two-seater, and enthusiasts in all parts of the world waited expectantly to see what steps would be to meet the demand of those who needed, or preferred, the extra accommodation and comfort of a saloon. The answer came in May last year with the announcement of an attractive and well-appointed saloon powered with the same engine as that used in the T.C. Midget and having, for the first time on an MG. production model, independent front wheel suspension.

This car, in which I have driven nearly 1,000 miles to test it under a wide variety of conditions, is, like all preceding M.G. products, definitely a car with character and one in which I would be happy to travel anywhere, irrespective of terrain or road conditions. Externally the car

has what might be termed conservative lines in the light of present-day tendency towards what are popularly known as “airflow” lines. It is, however, a very handsome job, particularly so in its standard two-colour scheme of Elizabeth grey for the body panels and Shires green for the wings. Internally, it is one of the best-finished post-war cars I have yet seen, with its attractive, deeply-upholstered seats covered with vellum beige leather and the walnut-veneered fascia panel and door fillets. The seating is exceptionally comfortable and the front bucket seats have back rests which are so shaped as to hold the occupants against side sway, and they really do serve this purpose.

WELL-ARRANGED CONTROLS.

The MG. Company’s long experience of building cars for both competition work and high-speed touring is revealed in a number of respects in this latest saloon model. One finds, for instance, that all the controls are excellently placed the steering column with its telescopic head is raked so as to bring the wheel into an almost vertical position which makes for greater ease and sensitiveness of control when travelling fast. The short, centrally-placed gear lever comes nicely to hand and permits of very rapid change being made with the four-speed gearbox, which has synchromeshing for top, third and second gears. The box has nicely graded gear ratios with “third” being fairly close to “top”. I also liked the disposition of the footbrake and clutch pedals which project straight up through the floor boards so that correct foot leverage can be obtained when operating these. The handbrake lever is placed between the two front seats and, although perhaps a small point, I appreciated the shaped hand grip fitted to this. Hexagon-shaped to conform to the well known M.G. *motif*, the instruments are placed immediately in front of the driver, which leaves the whole of the left-hand side of the dash free for the provision of a large-sized enclosed locknet or glove compartment. A wide, deep windscreen gives excellent visibility, and the bonnet line is low enough to bring the near-side front wing into vision, a definite asset when driving in fog.

DESIGNED FOR FAST CRUISING.

When this new MG. was first announced, it was emphasised that in the matter of performance, rapid acceleration with the ability to maintain high cruising speeds with reasonable fuel cons-

umption had been the chief aim of its designers. In these respects the M.G. design staff have certainly achieved their object. As reference to the table on page 6 shows, the car is definitely capable of sports car performance. In this respect, one of the most pleasing and in fact surprising features of this comfortable four-seater saloon was the discovery that the design staff had practically succeeded in giving it M.G. Midget performance. Given suitable road conditions, the car will settle down comfortably to a 60 m.p.h. cruising speed with the engine running well within its limits. Handling is superb and the suspension layout, consisting of coil springs at the front and unusually long and flexible semielliptics at the rear, all of which are controlled by Luvax-Girling piston-type hydraulic dampers, provides a standard of riding comfort, even on poor road surfaces, which tends to make the car’s rapid acceleration and fast cruising pace almost inconspicuous. Its stability when cornering fast is exceptional, a feature which is largely aided by the novel form of anti-sway bar, or lateral control link, fitted at the rear. Mounted in rubber bushes, this is fitted at one end to the axle casing on the near-side of the car, while the opposite end is fixed to the off-side main chassis member. This places it slightly diagonally across the chassis and there is no question about its effectiveness in holding the car down to the road, as tests carried out without the bar in place have shown.

Steering is light and not too low geared, and the Lockheed hydraulic brakes which operate in 9 inch diameter drums are fully in keeping with the performance of the car. Here again the stability of the car was most marked, for whenever occasion called for an emergency brake application on wet roads and city streets there was not the slightest tendency towards sliding. The hand— brake operates through cables on the rear wheels, and here I have a criticism to make, for although making for ease of adjustment, I thought it introduced a discordant feature into the nicely appointed interior to see these brake cables brought up behind the front seats to the inside of the car. In all, however, this is a most satisfactory and like-able little car, although not little in respect of comfort and performance, and it leaves little to be desired by those who require fast comfortable motoring with which is combined a high degree of refinement for a reasonable outlay in upkeep and running costs.

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Measham Magazine was a UK motor trade valuation guide and quoted the MG YA second hand at £900 with 10,000 miles and £825 with 20,000 miles!