

1952 CARS
ON TEST

M.G. 1 $\frac{1}{4}$ -litre Saloon

Model 1 $\frac{1}{4}$ -litre, series YB, 10.97-h.p. Price £635, and £989 5s. 6d., including purchase tax. Description and length of routes: main roads in Home Counties, 350 miles. Weather: fair and dry.

THE M.G. SALOON is a well-established car whose quality and thoroughbred characteristics have never been questioned. What changes there have been since its introduction in 1947 have been made gradually. At the beginning of this year the series YB incorporated a number of important improvements, including a hypoid rear axle similar to the one used on the TD Midget. An anti-roll bar was added to the front end and larger shock absorbers were fitted which have greatly improved suspension. There is still a certain amount of road reaction to be felt on the steering wheel however at speeds over 60 m.p.h. An 8-in. clutch is now used instead of the 7 $\frac{1}{4}$ in.

The coil spring front suspension with rubber bushed inner mountings and wishbones provides good road holding and cornering, and it still retains the characteristic solidarity which



is a noticeable feature of all M.G.s. Likewise, the steering is positive and the direct action rack and pinion layout gives one confidence, even when driving at the high cruising speed of which this small car is capable.

The styling of the bodywork has undergone little change since the war, in fact the car impresses one immediately with its traditional British quality of craftsmanship throughout. Accommodation is perhaps limited and the luggage boot is fairly small, but in every other respect the M.G. saloon is an exceedingly pleasant model and beautifully finished. It can be classified in the connoisseur category.

TECHNICAL INFORMATION CONDENSED

MECHANICAL FEATURES

Engine: Four-cylinder overhead valve operated by push rods. Counter-balanced crankshaft with three main bearings. Bore, 66.5 mm., stroke, 90 mm., cubic capacity, 1,250 c.c., 10.97 h.p. rating, developing 46 b.h.p. at 4,800 r.p.m., compression ratio, 7.2 : 7.4. Single S.U. semi down draught carburetter. Plugs, 14 mm. Champion L.10 half inch reach.

Transmission: Borg and Beck single dry plate 8 in. clutch. Gearbox, four-speed, 2nd, 3rd and 4th synchromesh. Central gearchange. Rear axle, hypoid gear, ratio 8, stroke 41.

Overall Ratio: 5.125, 7.098, 10.609, 17.938 and reverse 17.938.

Suspension: Front, independent wishbone type and coil springs with rubber bushed inner mountings. Rear, semi-elliptic rubber interleafed, underslung. Double acting hydraulic piston type dampers.

Steering: Rack and pinion adjustable type, 16 $\frac{1}{2}$ in. diameter wheel, adjustable. Turning circle 31 ft. 3 in.

Brakes: Lockheed hydraulic with 9 in. diameter drums, Ferodo linings. Handbrake cable operated on rear shoes.

Chassis: Box type side members with robust tubular cross members.

Wheels and Tyres: Disc type Dunlop 5.25-16 in. tyres,

Electrical System: Lucas 12-volt 70-amp hour battery (10-hour rate). Headlamps, pre-focus 42/36 watt. No. 354. Side and tail lamps, 6 watt S.C.C., No. 207. Stoplamps, 6 watt S.C.C., No. 207. Reverse light, 36 watt S.C.C., No. 57. Panel light, 2.2 watt M.E.S., No. 987. Ignition warning light, 48 watt, pre-focus, No. 323.

Dimensions: Wheelbase, 8 ft. 3 in., track front, 47 $\frac{1}{2}$ in., rear, 50 in. Width, 4 ft. 11 in. Length, 13 ft. 5 in. Height, 4 ft. 10 in. Ground clearance, 6 in. Weight unladen, 20 $\frac{1}{2}$ cwt.

MAINTENANCE DATA

Engine: Valve clearance, .019 in. hot. Set No. 1 valve with No. 8 fully open, 3 with 6, 5 with 4, 2 with 7, 8 with 1, 6 with 3, 4 with 5, and 7 with 2 open. Normal oil pressure, 25 to 40 lb. per sq. in. Normal water temperature about 70° C. Distributor contact breaker .012 in. Spark plug gap .020 to .022 in. Firing order, 1,3,4,2. Timing ignition, retarded T.D.C. pointer on timing cover and mark on fan driving pulley to be in line for T.D.C. on Nos. 1 and 4 cylinders. Valve timing inlet opens 11° B.T.D.C. closes 57° A.B.D.C. Exhaust opens 52° B.B.D.C. and closes 24° A.T.D.C.

Tyre Pressure: (Two passengers), Front, 22 lb. per sq. in., rear, 24 lb. per sq. in.

Capacities: Fuel tank, 8 gallons (36 litres). Cooling system, 13½ pints (7.7 litres). Engine sump, 9 pints (5.1 litres). Gearbox, 1¼ pints (.7 litre). Rear axle, 2½ pints (1.28 litres).

Clutch: Pedal free movement ½ in.

Brakes: Front, rotate brake drum until adjustment screw can be reached with screwdriver through hole provided in brake drum. Turn screw in clockwise direction until drum locks then unscrew one notch. Turn drum to adjust diametrically opposite screw. Rear as for front brakes except there is only one screw to adjust both brake shoes. No separate adjustment required for handbrake, cables should not be adjusted.

Wheel Adjustment: Toe-in, nil, wheels parallel. Castor angle, 1° ± ½°. Kingpin inclination, 10° static. Wheel camber, nil.

TEST DATA

Speedometer Accuracy: 10% fast at 30 and 60 m.p.h.

Fuel Consumption: 34.4 m.p.g. at 50 m.p.h.

Braking: From 30 m.p.h. 100% (Tapley meter).

Acceleration: (Average of several timings).

0 to 30 m.p.h. in second gear	8.0 seconds
0 to 30 m.p.h. through gears	6.78 seconds
0 to 50 m.p.h. through gears	17.4 seconds
0 to 60 m.p.h. through gears	30.25 seconds
0 to 30 m.p.h. in top gear	14.7 seconds
0 to 30 m.p.h. in third gear	11.3 seconds
20 to 40 m.p.h. in top gear	14.4 seconds
20 to 40 m.p.h. in third gear	8.4 seconds
30 to 50 m.p.h. in top gear	14.6 seconds
Quarter mile standing start	23.8 seconds

Maximum Speed: 75 m.p.h.

TOP RIGHT: *Smiths Jackall in action showing operating handle in accessible bonnet position.*

RIGHT: *Spare wheel and tools separated from luggage in special compartment.*

BELOW RIGHT: *Accessible units around the engine which is very well finished in every detail.*

BELOW: *Interior finish and upholstery cater for comfort. Leg room between seats is rather limited.*

