




The 
**1 $\frac{1}{4}$ LITRE
TOURER**
by
J. W. Thornley
of the M.G. Car Company Ltd.

OF Americans it has been said that the men pay for their cars but the women buy them. To the young American with a wife and small family, then, the famous MG. Midget may be highly desirable but is, nevertheless, unattainable. He must have four seats. This was confirmed by Mr. S. V. Smith and Mr. Donald Harrison, respectively Oxford Regional Director and Sales Director of the Nuffield Organization, on a recent visit to the U.S.A. and Canada.

On their return, the design and construction of an open four-seater touring car on the M.G. 1 $\frac{1}{4}$ litre chassis was put in hand.

The chassis is similar in most respects to that used in the Series "Y" 1 $\frac{1}{4}$ litre Saloon, with the exceptions that the engine is fitted with twin carburettors and the steering and controls are on the left.

Unchanged is the exceptionally light and stiff electrically welded steel chassis frame, underslung under the rear axle and terminated, at its forward end, by a very rigid boxed cross-member which carries the wishbone mountings of the independently suspended front wheels. Here, the upper wishbones are themselves the arms of the hydraulic shock absorbers, while the lower ones carry the massive coil springs. Steering is effected by universally jointed extensions from the ends of a rack, which lies transversely in the frame and is actuated by a pinion on the bottom of the steering column.

The engine is of typical M.G. design with overhead valves operated by push-rods. The four cylinders of bore 66.5 mm. and stroke 90 mm. give a capacity of 1,250 c.c. fed from twin S.U. semi-downdraught carburettors as used on the Series "TC" Midget. As the car is designed primarily for the

export market, a large capacity oil-bath air cleaner and silencer are fitted.

On such a chassis is mounted a full four-seater open body. Bucket-type seats in front, hinged at their forward ends, tip up and give access, through the two wide doors, to the rear seats. These are of ample width and, being forward of the rear axle, it has been possible to make them deep and low.

All-weather protection is given by an easily operated folding hood which, when down, disappears behind the rear seat and is covered by a small detachable tonneau cover. When raised, and in conjunction with the detachable rigid side-curtains, complete protection from wind and rain is afforded whilst retaining excellent vision.

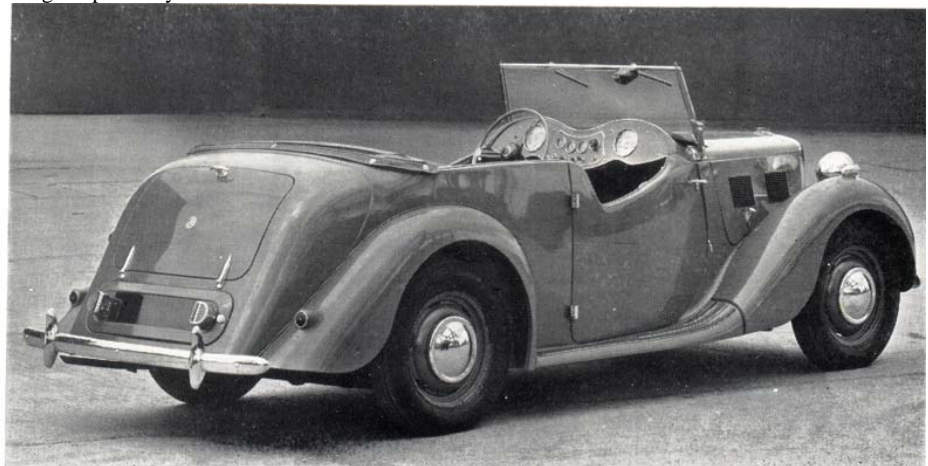
For fine-weather motoring, the windscreen may be folded flat and, when only two seats are in use, the rear seats are completely covered by an additional tonneau cover. Should the sun be unbearably hot, the hood may be erected and the rear panel removed by means of two zip-fasteners to provide a free circulation of air.

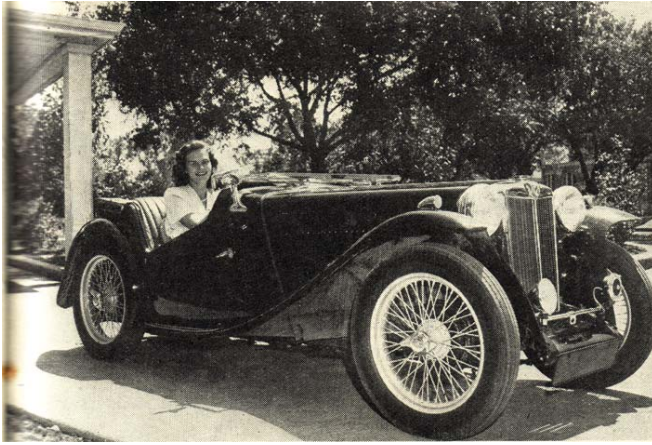
Instruments are as used on the "TC" Midget, and include a five-inch speedometer and similar revolution counter, a clock, an ammeter, oil pressure gauge and fuel level gauge. Flashing direction indicators, in the American style, are provided by lights in housings in the rear wings, and by dual bulbs in the front wing-lamps. Both headlamps have double filaments to give vertical dipping.

Built, as has been said, to meet an American need, this car will undoubtedly appeal to many in this country. It is an unfortunate but inevitable outcome of present conditions that they must be content, for the time being at all events, to view it at a distance.

DIRECTIONAL INDICATORS

This view of the 1 $\frac{1}{4}$ -litre M.G. Tourer shows the neat dashboard with large speedometer and revolution counter. The windscreen may be folded flat in fine weather, and directional indicators of the flashing type are provided in the rear wings, and by dual filament bulbs in the front wing lamps.





The M.G. Midget has captured the heart of Texas. At the wheel is the daughter of His Excellency the Governor.

IN addition to the new 4-seater Tourer, the M.G. Car Company Ltd. will exhibit this year on Stand No. 148 the Series "TC" Midget 2-seater and the Series "Y" 1 ¼ litre Saloon, which will continue unchanged.

The current version of the famous M.G. Midget retains the general form which was first embodied in the J2 Midget of 1933, which form may not unreasonably be described as traditional. The ready world-wide acceptance of this car is, of itself, sufficient justification for its retention. It is recognised as being the outcome of a process of evolution and natural selection, which has continued uninterruptedly since the first Midget was introduced in 1929, and has a pedigree which includes a long succession of champions.

Whilst still essentially a Midget, its engine size, its body space, and to some extent its overall dimensions, have increased progressively over the years, and the "TC" Series now provides yet more accommodation for its two occupants and their luggage, without any sacrifice in overall performance and behaviour.

The 1250 c.c. overhead valve push-rod operated engine, fitted with twin S.U. carburettors, is designed and balanced to give rapid acceleration and sweet running up to a normal maximum speed of 5,500 r.p.m. The power is transmitted through a 4-speed gearbox having synchromesh on 2nd, 3rd and top, fitted with a remote control extension carrying the short stubby gear lever beloved of all those to whom driving is an exhilaration as well as a means to an end. A final drive ratio of 5.125 to 1 gives a top speed of 15.84 mph. per thousand r.p.m., a ratio sufficiently low to provide flashing acceleration, and yet sufficiently high that prolonged periods of full throttle fail to tire either engine or driver.

The car is suspended on short, stiff, semi-elliptic springs, controlled by hydraulic shock absorbers, the effect of which, combined with the low centre of gravity and steering which is particularly direct, ensures that under all circumstances the car is rock steady, and fully satisfies the slogan "Safety Fast."

The Series "Y" 1 ¼ litre Saloon is an altogether larger car, designed and introduced in May, 1947, with an eye to the needs of the erstwhile Midget owner who has acquired a family, and of the discerning motorist to whom driving is a thrill, and who delights in high performance, and positive and prompt reaction to his controls. The chassis frame is constructed from lightweight steel pressings, electrically welded in box section to provide an extremely rigid basis for the whole car. From this the front wheels are independently suspended through a wish-bone linkage, incorporating coil springs and hydraulic shock absorbers. The rear axle, which is of orthodox three-quarter floating form, is suspended on long, flexible, rubber interleaved, semi-elliptic springs, again controlled by hydraulic shock absorbers, and located laterally by means of a control link which stabilises the axle movement when cornering. These features, combined with direct acting rack and pinion steering, enable the car to float

M.G.'s at the "Show"

by J. W. Thornley

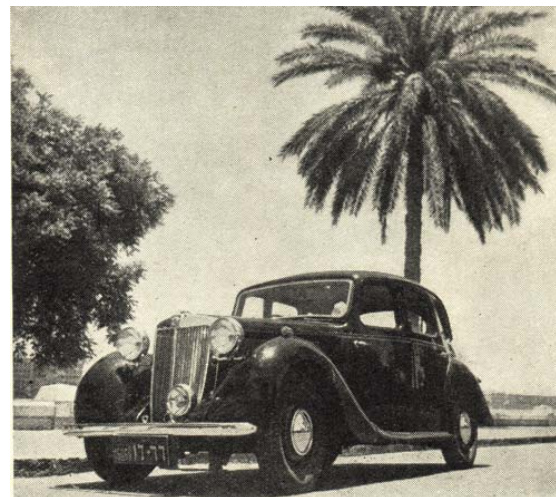
over the worst road inequalities without noise and without shock to driver or passenger, and at the same time to corner really fast without roll and to be completely stable even in the severest emergency. The lightness of operation of all controls and the complete absence of driving fatigue commend the car particularly

to the lady driver.

The engine is similar in design to that used in the "TC" Midget, being of 1250 c.c. capacity, with push-rod operated overhead valves. A single carburettor, with hot spot induction manifold, is used, and the engine is very quiet and economical in operation. As with the Midget, a short stiff gear lever rises from an extension on the rear end of the gearbox, which has four speeds, with synchromesh on 2nd, 3rd and top. An open propeller shaft conveys the drive to a spiral bevel rear axle of slightly lower ratio than on the Midget, in view of the somewhat greater weight of the saloon body. With this combination, the car cruises comfortably at 55 to 60 m.p.h., and is capable of a good 70 when occasion demands.

The interior body work achieves a standard of luxury which is usually associated with very much more expensive motorcars. The fascia board and windscreen and window frames are executed in polished walnut, and the upholstery is of leather, piped in contrasting shades of colour. Adjustable bucket front seats for driver and front passenger, and a folding arm-rest in the centre of the rear squab, afford the occupants security and comfort.

Mention must be made, too, of the rear luggage compartment which, whilst spacious in itself, has a lid which folds flat to provide a platform on which may be accommodated excess baggage. The compartment containing the spare wheel and tools is entirely separate, and is accessible even with the luggage compartment fully laden. Basic prices remain unchanged at £412 10s. 0d. ex-Works, for the "TC" Midget and £525 for the Saloon.



On Ghezira Island, Cairo. An M.G. 1 ¼ litre Series "Y", many of which have been sold to M.G. enthusiasts in Egypt.