



M.G. 1 1/4-LITRE SALOON

THIS saloon makes a special appeal to the sports car enthusiast who has become a family man, for it gives fast motoring in comfort and safety. Its 4-cylinder engine gives a top speed of about 70 m.p.h. yet is pleasantly docile in traffic.

A special feature is the luxury of the furnishings. Facia board and door and window cappings are finished in polished walnut. A spacious, lined glove locker with drop front is fitted opposite the front passenger seat. The rear seat is deep and comfortable, with a centre arm-rest which folds back flush when there are three rear seat passengers.

Both front seats—of bucket type—are adjustable and are upholstered in panel-style trimming. Two good features which are all too rare to-day are the sliding roof and opening windscreen.

Improvements made at the end of 1951 included the provision of a hypoid rear axle, as used in the famous M.G. Midget sports car—it gives quieter riding—bigger shock absorbers all round, an anti-roll

bar at the front end, better brakes and an 8-inch clutch. Both front and rear bumpers now have overriders and the valance on the rear wings has been slightly deepened.

You get inexpensive motoring in the M.G. saloon, for maintenance is simple and the lively engine is economical in its use of fuel and oil. There is a feeling of solidity about this car, when you're driving it, which is no doubt partly due to the use of a chassis frame of exceptional rigidity.

DETAILS

<i>Price:</i>	£635.
<i>Engine:</i>	1,250 c.c. (10.5 h.p.) 4 cyls. o.h.v., 66.5 mm., × 90 m.m., b.h.p. 46 at 4,800 r.p.m.
<i>Gearbox:</i>	Four speeds.
<i>Suspension:</i>	Front: independent coil. Rear: semi-elliptic.
<i>Size:</i>	Length: 13 ft. 5 in., width: 4 ft. 11 in., Height: 4 ft. 10 in.
<i>Turning Circle:</i>	35 ft.
<i>Tank:</i>	8 gallons.
<i>Weight:</i>	19½ cwt.