

M.G. "Midget" TC Series

M.G.

The original conception of a rebuilt standard Morris Oxford chassis which became known as the 14/40 M.G. gave way to the various marks of the 6-cylinder 18/80. After this came the Midgets, Magnas and Magnettes of racing fame to add pages to a fine historical record. The attentions of the M.G. Car Company in the immediate pre-war years, were directed generally to the production cars, still fast, but of affording as well, full accommodation and fine comfort. The post-war programme does not include the well-known 1½, 2 and 2.6-litre chassis, and it has been decided to concentrate the whole works' production upon two models—the famous M.G. Midget now known as the TC series and an entirely new car, recently introduced—the 1¼-litre.

Both chassis bear the stamp of racing experience and are most businesslike in conception, although differing greatly in detail. The box section side members, rigidly braced by tubular cross members are carried beneath the rear axle and, in the case of the Midget, further reinforcement amidships is provided by a pressed steel dash. In this car, too, conventional semi-elliptic suspension has been designed, setting the forward pair of springs close in together, in order to provide good steering lock so desirable in a car of this type, used so much for trials work. At the rear the reverse takes place—the springs have been separated as much as possible by anchoring outside the side-members to provide cornering stability. The rear anchoring of these springs is made on a cross member which passes through the channel section and beyond. Suspension of the 1¼-litre is independent at the front, being the latest development of M.G. wishbone type, employing coil springs. At the rear, are rubber interleaved long semi-elliptic springs and there is, too, a rubber mounted stabilizer bar. The latest type Luvax-Girling damper is to be found throughout. In both chassis a Hardy Spicer transmission shaft feeds a conventional spiral bevel rear axle. Cast-iron drums of 9 in. diameter with deep stiffening ribs are controlled by powerful Lockheed brakes. The fine efficiency of this principle matches well the road performance of the cars. Bishop Cam steering, on the Midget, is purposely a little higher geared than usual giving certainty with quick response. 19 in. centre lock wire wheels complete the sports car characteristics. The new car employs direct acting, rack and pinion steering which is unusually light and very positive.

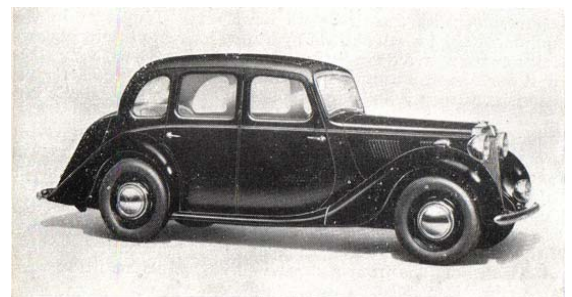
The M.G. Midget 4-cylinder push-rod overhead valve engine of 1,250 c.c. develops no less than 54.4 b.h.p., and with a complete car weight of 15½ cwt. it will be realized that a remarkable performance is always to hand. This power unit was especially developed for the TC car and designed of particularly robust character, and capable of 5,200 r.p.m. it is clearly a ready and willing worker. Lubrication and cooling have come in for particular attention. Twin semi-downdraught S.U. carburetters are fed from a 13-gallon rear tank. A remote control 4-speed gear-box as synchromesh engagement on the three upper ratios. So successful has been this power unit that the wise decision was taken to install it, with certain modifications, in the new Saloon M.G. These modifications were made necessary by the different work the engine would be required to do and the different conditions under which it would normally be operating. There has been a revision of gear ratios and a single S.U. semi-downdraught carburetter is fitted to a re-designed induction manifold. Gearbox control is direct with an extended lever falling conveniently to hand.

The TC Midget is offered in one body style only, it is an open sports 2-seater following the now familiar M.G. lines. The body width has been increased by 4 in. over its predecessor and the rear squab has been heightened to give more support to the shoulders. Behind this squab is considerable luggage accommodation protected by a neatly tailored tonneau cover. The steering column is of the adjustable type and the windscreen in true sports car fashion can be folded flat across the scuttle. Large Jaeger instruments adorn the polished wood fascia panel. The neat hood, which folds completely out of sight, provides unusually sound weather protection in the raised position. Side screens are bright metal framed and can, of course, be erected independent of the hood. The 1¼-litre M.G. is a full 4-seater 4-door Saloon of most graceful and dignified line, typically British, yet essentially modern. Its comprehensive equipment and its appointments are on a luxury level. Pile carpets, high grade leather upholstery of an exclusive style, and the free use throughout the car of polished walnut, comprise the first-class furnishing. Important in the equipment are Jackall built-in hydraulic jacks, an inbuilt luggage locker at the rear, a flush-fitting sliding roof, pass light, adjustable front seats as well as an adjustable steering column. The car is surprisingly roomy and very comfortable yet still retains those inherent characteristics of its sports car sister.

The flared wings and the low sleek line give the open car a neat trim appearance and its finish as well as its performance command the respect of many larger and more expensive vehicles. The Saloon which bears the familiar M.G. radiator will be quickly identified by its low-slung compact appearance, gracefully sweeping tail and moderate wing treatment. The octagonal M.G. emblem figures on the luggage boot panel and there are full-width bumpers front and rear. Disc wheels are fitted with large chromium hubs.

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	TC	1¼-litre
R.A.C. h.p. rating	10.97	10.97
Cubic capacity	1250 c.c.	1250 c.c.
Bore	66.5 mm.	66.5 mm.
Stroke	90mm.	90 mm.
Cylinders	4	4
Valve position	Overhead push-rod	Overhead push-rod
Max. power at	54.4 b.h.p. 5,200 r.p.m.	46 b.h.p. 4,800 r.p.m.
Carburetter	Twin S.U. semi-down-draught	Single S.U. semi-down-draught
Wheelbase	7 ft. 10 in.	8 ft. 3 in.
Track rear	3ft. 9in.	4ft. 2 in.
Overall length	11ft. 7½ in.	13ft. 5 in.
Overall width	4ft. 8 in.	4ft. 10¼ in.
Turning circle	37 ft.	34ft. 10 in.
Weight-dry	15½ cwt.	20 cwt.
Electrical system	Lucas 12 v. 51 amp/hrs.	Lucas 12 v. 51 amp/hrs.



M.G. 1¼-litre Saloon

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