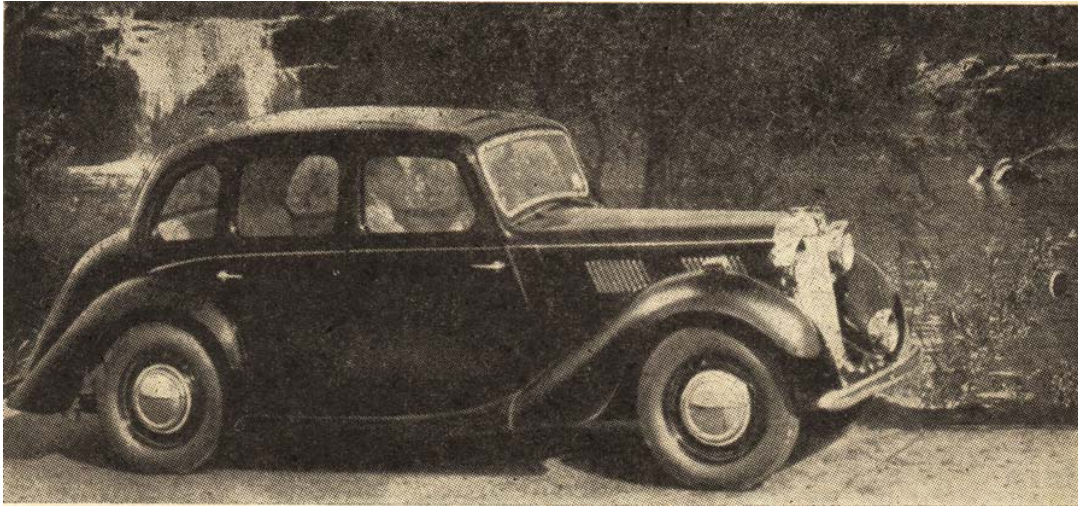


M.G. presents a new 1¼ litre saloon ... a review of a quality small car



A new Independently Sprung Saloon from a Famous Sports Car Factory

FEW cars made in Britain have endeared themselves to so many enthusiastic motorists as has the M.G. which has been popular in different forms since its inception in 1928. Owners have always lamented the fact that, when growing families make an open two seater unsuitable for them, they were obliged to buy a more roomy make of car. Now the M.G. Company can offer them a four seater saloon, powered by an engine of the dimensions of the T.C. Series

Roadster, combining saloon comfort with a very lively performance.

DESIGN.

The body is designed on conventional English lines and incorporates the characteristic M.G. radiator. It is a typical four door, six window saloon with the luggage boot at the rear, and although its lines are more flowing than those of previous M.G. Saloons, it represents the modern development of a theme rather than any break with tradition.

INTERIOR.

The interior reveals furnishing of a very high standard, seats are leather upholstered and the rear seat has side armrests as well as a folding centre piece. Walnut panels have been used throughout for the door fillets and the instrument panel, and the instruments are neatly grouped. A telescopic steering column is provided with adjustable clamp, and a three spoke Ashby type spring steering wheel. A sliding roof and forward opening windscreen are standard equipment. The luggage compartment provides for all normal requirements, but when extra amounts of luggage have to be carried the lid can be lowered to form an extension. The spare wheel is carried in a separate compartment beneath the luggage box.

POWER LAYOUT.

The most striking innovation of the new 1¼ litre, is undoubtedly the independent springing of the front

wheels, actually this was used 11 years ago on an R type M.G. Midget, but only now has the manufacturer considered using it on a production model. It consists of transverse wish-bone-shaped links working in conjunction with a pair of coil springs.

The rest of the chassis is of orthodox layout, carrying a four cylinder engine with push-rod operated overhead valves and rated at 11 h.p. It produces 46 b.h.p. at 4,800 r.p.m. The chassis design is a combination of lightness and rigidity with ample cross members and the rear suspension is by semi-elliptic leaf springs, with rubber inserts between the leaves. There is also a rubber mounted sway eliminator linking the off side frame member to the near side of the axle casing.

In conjunction with the engine, a single dry plate clutch is used and a four speed gearbox. Synchromesh is provided in top, third, and second gears, and the ratios are high enough to permit the attainment of usefully high speeds. The need for a remote control lever has been overcome by locating the selector mechanism at the rear of the gearbox, and the very short gear lever comes readily to hand.

The complete power unit is mounted on vibration absorbing rubber pads under the nose of the engine and under the rear of the gearbox. A rack and pinion steering mechanism has been adopted, and almost friction-less gear being satisfactory with a good

independent springing system.

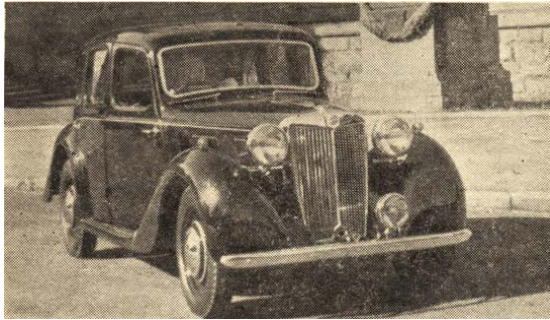
m.p.h. The steering is firm and positive, even on corners, and the Lockheed hydraulic brakes are of the usual high standard.

OPERATION.

As might be expected of an M.G., the performance on the road is extremely good, and the slogan of "Safety fast," might well be changed to "Comfort Fast." The car is lively in both acceleration and cruising speeds, and can attain 50 m.p.h. in 16 sec. It is capable of over 70 m.p.h. Economical, it is capable of well over 35 m.p.g. at a constant touring speed of 40

This 1¼ litre M.G. retains the characteristics and performance of a sporting family, and its many refinements do not detract from its sportscar performance.

It is a highly developed small car which combines comfort and good detail finish with a very brisk road performance.



1¼ Litre M.G.

A THREE-QUARTER VIEW OF THIS ATTRACTIVE SMALL CAR WHICH INCLUDES AMONG REFINEMENTS A BUILT-IN "JACKALL" JACKING SYSTEM.

*

*

SPECIFICATIONS

<p>ENGINE. Four cylinder O.H.V. engine of 1,250 c.c., 10.97 h.p. developing 48 b.h.p. at 4,800r.p.m. Bore 66.5 m.m. X Stroke 90 m.m. Compression ratio 7.4 to 1. Three bearing counter balanced crankshaft. S.U. Carburetter. Electric fuel pump. 12 volt Lucas electrical system.</p> <p>TRANSMISSION. Four speed gearbox with synchromesh in second, third and top gears through 7 in. dry plate clutch. Gear ratios 1st. 8.00; 2nd. 10.65; 3rd. 7.12; Top 5.14 to 1.</p> <p>SUSPENSION. Independent wishbone type coil spring suspension in front and long semi-elliptic springs with rubber inserts at rear.</p>	<p>Luvax-Girling hydraulic dampers on all four wheels.</p> <p>BRAKES. Lockheed hydraulic brakes operating on 9 in. diam. drums. Independent mechanical handbrake.</p> <p>STEERING. Direct acting rack and pinion type steering.</p> <p>WHEELS. 16 in. steel disc wheels with large chrome hubcaps. 5.25 in. tyres.</p> <p>DIMENSIONS. Wheelbase, 8 ft. 3 in.; Overall Length, 13 ft. 5 in. Front track, 3 ft. 11 3/8 in.; Rear track, 4 ft. 2 in. Road clearance, 6 in.; unladen weight 20½ cwt.</p>
---	--

Originally published in The Australian Monthly Motor Manual, January 1948.