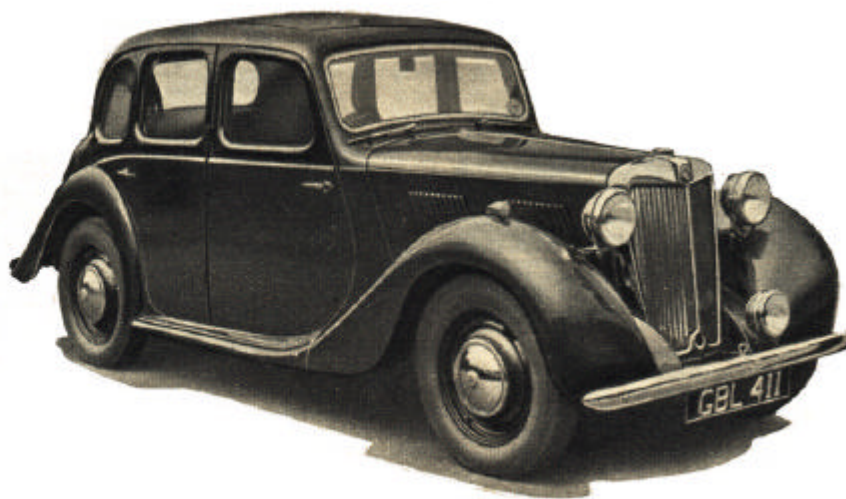


Autocar ROAD TESTS



DATA FOR THE DRIVER

1¼-Litre M.G.

PRICE, with saloon body, £565, plus £315 7s 9d British Purchase Tax, Total (in Great Britain) £880 7s 9d.

Engine: 10.97 h.p. (R.A.C. rating), 4 cylinders, overhead valves, 66.5x90 mm, 1,250 c.c. Brake Horse-power: 45 at 4,800 r.p.m. Compression ratio: 7.2 to 1. Max. Torque: 63.75 lb ft at 2,600 r.p.m. 14.6 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 20 cwt 0 qr 0 lbs (2,240 lb). Front wheels 48.5 per cent; rear wheels 51.5 per cent. LB per c.c.: 1.78. B.H.P. per TON: 45.0

TYRE SIZE: 5.25-16 in on bolt-on steel disc wheels.

TANK CAPACITY: 8 English gallons. Approximate fuel consumption range 27-34 m.p.g. (10.5-8.3 litres per 100 km).

TURNING CIRCLE: 35ft (L and R). Steering wheel movement from lock to lock: 2¾ turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase 8ft 3in. Track 3ft 11⅜; in (front) 4ft 2in (rear). Overall length, 13ft 5⅓; in; width, 4ft 10¼ in; height, 4ft 9in. Minimum Ground Clearance: 6in.

Overall gear ratios	ACCELERATION			
	From steady m.p.h. of			
	10-30	20-40	30-50	40-60
5.143 to 1	13.9	14.0	15.2	19.0
7.121 to 1	11.1	9.9	11.6	—
10.646 to 1	7.0	7.9	—	—
18.000 to 1	—	—	—	—
From rest through gears to:				
30 m.p.h.	6.7	60 m.p.h.	29.3	sec
50 m.p.h.	18.2			

(by Electric speedometer)	SPEEDS ON GEARS:	
	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	18-24	29-39
2nd	34-41	55-66
3rd	50-62	80-100
4th	70	113

Speedometer correction by Electric Speedometer

Car Speedometer	Electric Speedometer
10	10.0
20	19.0
30	28.0
40	36.5
50	44.5
60	54.0
70	62.0
80	70.0

WEATHER: Dry, warm; wind negligible. Acceleration figures are the means of several directions. Described in "The Autocar" of September 9, 1949

The external appearance of the "1¼" is traditional in every respect; separate wings, running boards and external radiator filler cap and head lamps are all retained. A bright interior is provided by the six-light arrangement of the windows.

No. 1438: 1¼-LITRE MG. SALOON

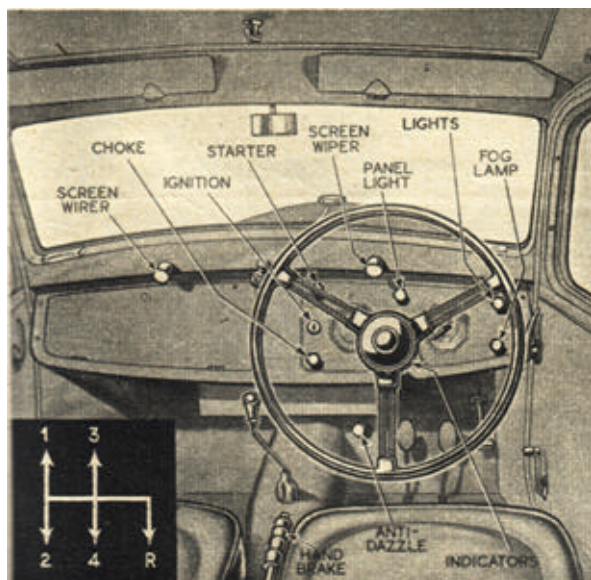
WHEN a model continues in production without basic alterations for well over four years, as applies to the 1¼-litre M.G., and remains a successful and appreciated car, it must obviously possess decided points of merit. So noteworthy is this state of affairs in this instance that, the original Road Test of the model having appeared as long ago as in The Autocar dated May 9, 1947, it seemed worthwhile investigating the road behaviour of the current edition, almost entirely unaltered though it is. The situation is the more interesting in view of the fact that, fundamentally, this car is a survival—that is, in its perpetuation of the traditional style of appearance and general arrangement in a car of relatively small engine size and overall dimensions.

Surely, one reflects, it must be because it is a survival, and in some degree unique today, that the model has continued to be successful in a specialized market. Virtually alone is it now in offering the form of external appearance to which many keener motorists still cling, in spite of the wider acceptance of shapes that have come to be called modern; but more than that, it represents the style of car which can still be regarded as typically British, that is, before fashion dictated slab sides, faired-in lamps and radiators disguised to vanishing point.

A clear-cut assessment can be laid down of the 1¼ M.G. It is strictly a four-seater saloon. It was not originally intended to be a really high-performance model, but rather a family car of good quality, with sporting characteristics and good handling qualities. It has an overhead valve engine of a size which restricts its thirst for fuel to a degree that is comforting in these days of high costs, yet provides a performance which has its surprises.

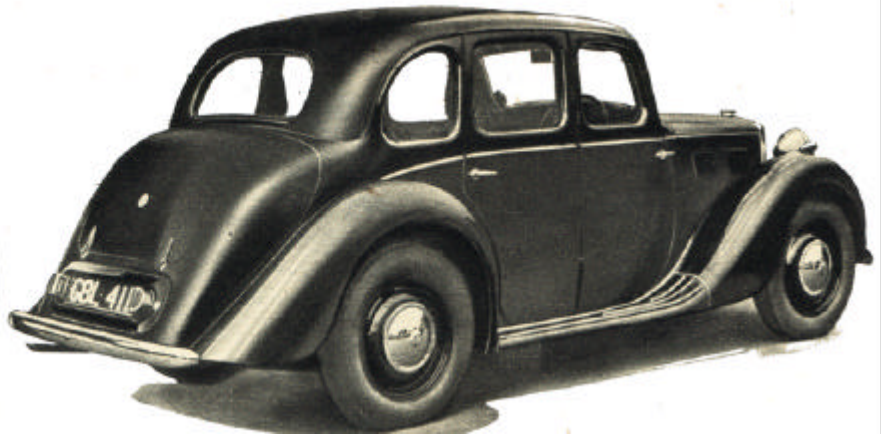
Rather specially is it possible to comment in almost affectionate terms on this model, for, quite apart from this present test, unusual staff experience has been obtained of this version of M.G. An example which has been in The Autocar's service for the past four years has endeared itself to its principal users, has proved a most reliable car, and, incidentally, at the end of its fourth year has recently completed a not unarduous Continental tour of some 2,000 miles, fully laden, with very satisfactory results. Therefore it is possible to offer unusual expressions of comment, quite apart from the general run of expressions more properly belonging to these reviews.

It has been remarked that the performance contains surprises. At first experience of the latest car, in town traffic, one is reminded of its handiness, its ability, because of its compact size, to make the best use of traffic openings, its convenience for parking in congested conditions, and its useful liveliness of





The well-known M.G. radiator grille is predominant in this view, while in spite of the use of i.f.s. the valances below the bonnet sides might be supposed to cover dumb-irons, which, of course, do not exist.



A clever matching of curves results in a pleasing rear view; the sweep of the rear wings extends back to the rear of the car. The rearward opening front doors and forward opening rear doors are pivoted on common external hinges.

ROAD TEST . . . continued

acceleration with only moderate use of the gear box, coupled with a quite satisfactory flexibility on top gear. Take it next on a main-road journey under conditions of comparative freedom from other traffic, and let there be necessity for hurrying, as applied in this instance, and there will be renewed for the former enthusiast for the model a real regard for the average speed abilities it can pull out of its relatively small engine.

Even with allowance made for a decidedly optimistic speedometer in the upper range, the cruising speed, without overstress being suggested, is a genuine 55-60 m.p.h., and it can go up to a genuine 70 and still feel within its margins. It is possible to put well over 40 miles into an hour even on the never really helpful English road, with its speed limit restrictions in built-up areas and manifold hazards. The M.G. hums along at speeds up to its limit. There is a little fine vibration noticeable, more so on this particular car than has been experienced on others of this type.

The handling and the controls are very much a part of the quality layout and character. The rack and pinion steering is of high merit, being light yet accurate and safe feeling, and transmitting to the steering wheel no more than an occasional twitch from the road wheels over such a surface as stone setts; it

has a slight over-steering tendency. It is the kind of steering that calls for no more than the driver to rest his hands on the wheel and bear rather than haul on it for cornering. It is quite high-g geared steering, yet remains light and has useful castor action.

Alone among the cars made by the Nuffield Organization (the M.G. is still produced at Abingdon-on-Thames), the M.G. has coil springs in its independent front suspension.

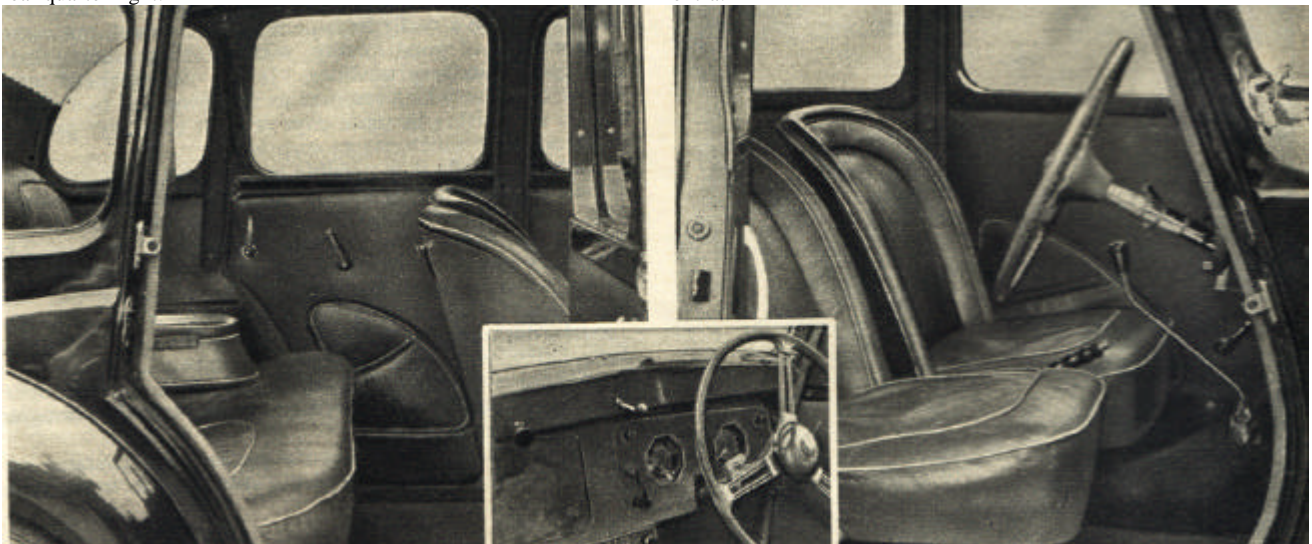
One receives the impression that the suspension is firmer than on the earliest models. It behaves very well laterally for cornering and gives a stability which makes the car feel safe during fast driving. There is a certain amount of vertical motion of limited amplitude over surfaces that are less than good, but the net effect is of a car that rides very well in the rear as well as the front seats.

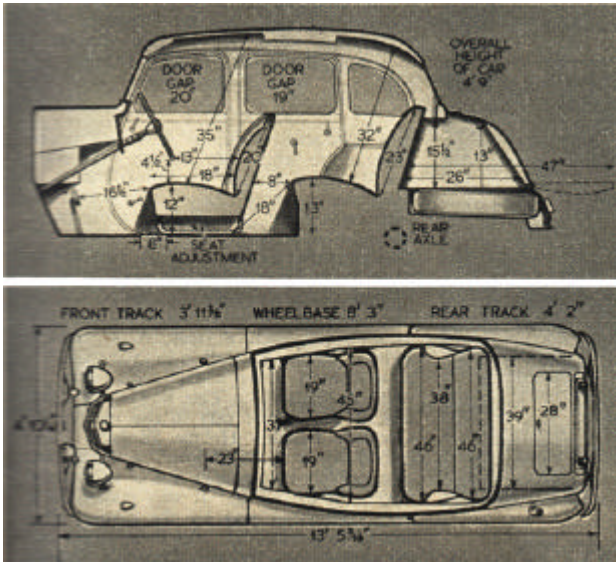
No hard words can be levelled against the braking system; in fact the reverse, for these Lockheed hydraulics do their job extremely well without needing heavy pedal pressure, and have the high asset that on the great proportion of braking occasions there is an ample margin.

The driving position is well contrived, with a neat, thin-rimmed spring wheel at a most satisfactory angle, and telescopically adjustable on its column when a locking lever is freed, the operation not calling for the application of a spanner. The pedals, though of comparatively small size, are fairly well

The deep rear seat has a pull-down centre arm rest, ash trays are fitted in the backs of the front seats and pull straps are provided to the front of the rear quarter light.

There is an air of quality about the M.G. interior. Pockets in the doors, an opening windscreen, an immediately adjustable steering wheel and an ideally placed hand brake lever all add to personal comfort. (inset) The polished walnut veneer facia panel and glove locker lid, together with the octagonal instrument groupings, are typical of British quality practice. A time delay traffic signals switch is fitted on the steering wheel. Radio is an extra.





Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment, and with the seat cushions uncompressed.



Because the locker lid is hinged at the bottom the useful luggage carrying capacity can be considerably increased by using the lid as a platform. (Inset) A separate lower compartment houses the spare wheels and tools.

spaced, and the gear change is one of the delights of the kind of driver to whom the M.G. is likely to appeal. The lever rises centrally from a tunnel over the gear box, and in length is between the full-scale old-type central lever and the short remote control pattern that is now equally rare. Its action retains the rigidity of the latter style of much appreciated gear lever, and the synchromesh and selector action is such that the lever moves with a definite snick into second, third and top. Changing can be quite quick, if required, without entirely beating the synchromesh. The indirect gear ratios are distinctly useful; third is most useful at times for a brisk acceleration or a quick climb, 50 m.p.h. being comfortable on this gear, whilst second copes with gradients in the 1 in 6 (16 per cent) category.

A tall driver, especially, notices a rather shallow wind-screen which, incidentally, can be opened by means of a central winding control, again a feature which is a survival. The driver has a view

of the right-hand wing in a right-hand drive car and of the left-hand wing lamp. In front of him is a neat grouping of instruments—which include an ammeter and an oil pressure gauge, but not a water thermometer—and of the minor controls, which are all of push-and-pull type. These are set in a most attractively finished veneered fascia, a finish, which is applied also to the door cappings, and which in conjunction with the good leather upholstery, available in colours contrasting with the exterior finish, provides an essentially British quality car interior.

The front seats are separate and individually adjustable—another feature that is “old style” to good effect in many people’s view. The hand brake lever is set most conveniently between the front seats. It requires to be pulled hard on to hold the car on an appreciable gradient. In the side of the fascia opposite to the instruments is a large cupboard with lid, although this is not lockable. A really useful view is provided by the driving mirror.

An excellent feature in many people’s opinion, again, is the provision of a sliding roof even though it is of small area, as well as of another item of equipment which is passing, a rear window blind. The traffic signals are controlled by a knurled ring at the centre of the steering wheel, operating a time switch that automatically, returns the signals irrespective of the position of the steering wheel. One would prefer to have the forward window winders mounted higher on the doors and thus more readily accessible without reaching down and forward. The rear seat has a well-arranged central arm rest as well as elbow rests, and good support in upright rather than reclining positions is given by all the seats.

From previous extended experience of the model it can be said that the head lamps give a good beam, and included in the standard equipment is a separately switched fog lamp. Another practical item of the standard specification is a Smiths Jackall four-wheel hydraulic jacking system. Engine starting from cold is immediate and little use of the mixture control is needed before the engine settles down without hesitation, although it is sensitive to air temperature in this respect. It displays pinking when accelerating from the lower speeds on the low-octane British Pool petrol, as well as some running-on after being switched off, but, as is general experience with fairly high compression units, is a revelation in these respects when better quality fuel is available.

The experienced motorist in particular has only to look at the car externally to label it as a thoroughbred. Specialized items of equipment have been referred to already, and the car is undoubtedly well turned out in this respect, as also in actual finish. It has its definite appeal to the seasoned motorist who appreciates the better things in cars, and also it is remarkably easy to handle and not in the slightest degree tricky for the type who may be called the more ordinary motorist.

A single S.U. carburettor is supplied with air via the cleaner mounted over the rocker cover. A small breather pipe is provided with filtration by fitting it into the lower side of the air cleaner. The scuttle mounted hydraulic jacking control system can be seen in front of the ignition coil.

