

NEW CARS DESCRIBED

An Open "1 1/4"

M.G.'s Introduce New Tourer Body on Well-tried Chassis

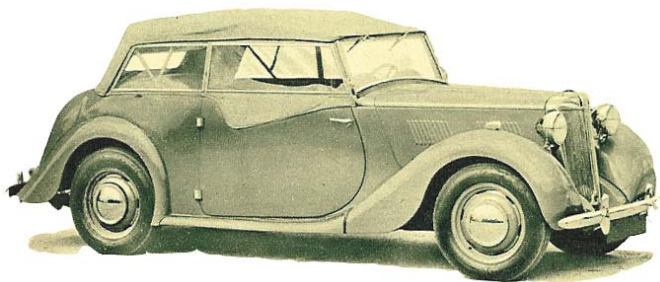
A NEW arrival from the MG. stable is the 1 1/4-litre open tourer. It is designed for the export market, and in particular America, and there are no prospects of delivery at the moment in this country. The basis of the tourer is the same chassis as that for the saloon with the following main modifications:

1. The steering is left hand and the pedals have been adjusted accordingly. The gear lever and hand brake retain their central position.

2. The battery box on the engine bulkhead has been moved to a central position and the engine oil pump has been modified to clear the steering column. Important new features are the TC camshaft and twin S.U. semi-downdraught carburettors, which give the engine a distinct resemblance to that of the Midget.

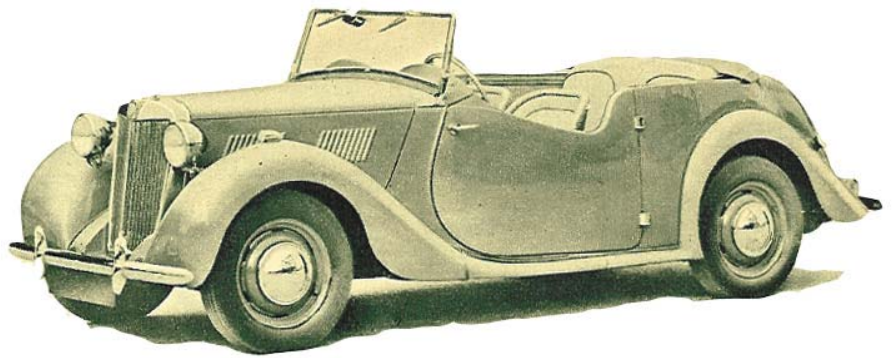
Plenty of Light

The hood, which, as can be seen from the illustration, is both serviceable and good-looking, has unusually large window space and appears to have been well designed to combat draughts. It stows away neatly when not being used, without causing inconvenience to the passengers.



A large luggage boot is shown in the diagram on the right. This has been achieved without interfering with the comfort of the passengers. Note the overriders on front and rear bumpers.

As regards the driver,



The ease and tidiness with which the hood is stowed away are emphasized in this view of the M.G. in its role as an open car. The windscreen can fold flat on to the bonnet.

the telescopic steering wheel enables even those above average height to drive in comfort. The front seats, which move smoothly and easily, hinge forward to enable back seat passengers to enter.

The instruments are easy to read from the driving seat and in size and in detail are similar to those on the saloon. In the centre of the steering wheel are the horn and the operating switch for the traffic signals, a knurled disc which operates the twin tail lamps and the double-filament bulbs in the side lamps in a special manner detailed below to conform with requirements in the U.S. Otherwise its operation is the same as in the 1 1/4 -litre saloon, working on a time basis. There is also an indicating light to the left of the driver which goes on only when the head lights are on but not dipped, thus obviating a great deal of annoyance and danger to other road users.

The dipping switch is on the floor to the left of the driver and sufficient space is provided for the left foot without causing the foot to be cramped or uncomfortable during a long drive. The mirror is of a reasonable size and well placed to get a clear view. A rear blind is not fitted. The same generous

luggage space that is a feature of the saloon has also been allotted on the tourer. Close by is the petrol tank with a capacity of 8 gallons.

A new feature, fitted with a view to the American market, is the substitution of side and tail lamp flashing for signal arms, operated by the steering wheel control. This is rotated to right or left according to which way the car is turning, and if the switch is turned a light appears in the tail lamp on the respective side and flashes at regular intervals. Double-filament bulbs in the side lamps perform a similar flashing.

52.4 b.h.p.

Brake horse power is the same as for the Midget, 52.4 at 5,200 r.p.m. The figure for the saloon is 46 at 4,800 r.p.m. Compression ratios for the three models are identical; 7.2: 1 or 7.4: 1. Overall gear ratios are top 5.143, third 7.12, second 10.646 and first 18.00 to 1; comparable figures for the saloon are top 5.22, third 7.779, second 12.19 and first 18.63 to 1.

No performance figures are available but it is confidently expected that the tourer will have a top speed not far short of 80 m.p.h. The performance, too, should be even more pleasing than that of the saloon as the car is over 1cwt lighter—18 3/4cwt against 20cwt 22lbs. No British price for this new model is available.

The general appearance, which is typically British in appearance, and which still features side lights separated from the head lights, gives an impression of a well-built and modern car, yet retaining the individuality of its make, which is somewhat rare since the war.

The photograph on the left shows the well-fitting hood, giving a wide range of visibility for the driver and passengers, and stresses the neatness of the tourer's general lines.

