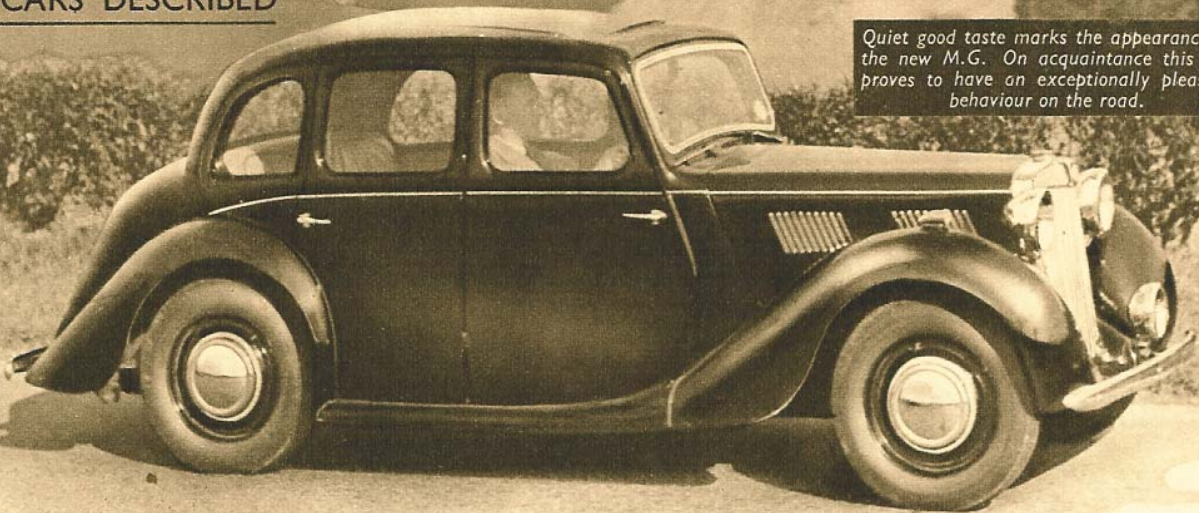


NEW CARS DESCRIBED

Quiet good taste marks the appearance of the new M.G. On acquaintance this car proves to have an exceptionally pleasant behaviour on the road.



MEET A NEW M.G.

Most Attractive 1¼-litre Design with Excellent Road Manners : Independent Front Suspension and a Stiff Box-section Frame

EVERY keen motorist knows the M.G. Midget, now the TC Type, by sight, by reputation, and perhaps by personal experience. It is quite in a class by itself. Now it is to have a sister car, the 1¼-litre M.G. saloon, which, it may be expected, will exercise an equally strong appeal in a somewhat different category. The "Midge" is the open-air man's speed mount, the car with a thrill, and at the same time small enough to be economical and for one's self to look after. The 1¼ M.G. saloon will call to the man who enjoys performance, but wants it plus saloon comfort and silence, and still with economy.

Members of *The Autocar* staff who have already had the pleasant experience of driving the new 1¼-litre are unanimous in awarding it full marks for the outstanding quality of its behaviour on the road. A Road Test of the car will be found on later pages. The car has a character entirely its own, quite different from that of the "Midge" but alluring in another way. Appeal in a car is not unlike appeal in a human being, something rather indefinable, but often a combination of individuality with irreproachable manners, the best of which is modesty. It is just so with the M.G., for it accomplishes so much and makes so little to-do over it.

That facility is very evident when judged by the best measure of a modern car, the ease of the average speed over a long journey. Some cars make a good average only if you drive them to it. They are the ones with indifference in some aspects of their road behaviour. Other cars waft you over the growing

total of miles in times so short as to surprise you. Those are the cars with irreproachable manners, and they are usually large and expensive. So to find a small car with the behaviour of a large one is a matter for marvel. It is true that some of the smaller modern British cars are exceedingly good in this respect; even so the 1¼-litre M.G. excels. It is lively, it is fast; but it is also genuinely quiet running, most comfortably suspended, and light as a feather to drive. To maintain a carefully timed average of 40 mph. over a long journey is quite easily within its reach, asking no special effort from the driver, who as a result reaches the journey's end without feeling tired. Even more than that is within its capabilities.

It handles so easily because the steering is unusually light and direct: the gear control is a lever ready to hand for snappy changes; the car holds the road admirably; the engine is brightly brisk without being in the least rough or noisy and the controls operate precisely. The performance over a well-known road is such as to provide a definite surprise to anyone accustomed to making that particular journey on a larger and more powerful car. This is definitely a car to arouse

SPECIFICATION

Engine.—10.97 h.p. rating, four cylinders, 66.5 x 90 mm, 1,250 c.c. Overhead valves operated by push rods. Counter-weighted crankshaft in three steel-backed bearings. Duplex roller chain camshaft drive with hydraulic tensioner. Controlled expansion aluminium alloy pistons. Force-feed lubrication with full-flow oil filter.

Coil ignition with automatic advance. Single S.U. semi-downdraught carburettor with air cleaner and silencer. S.U. electric fuel pump. Pump water circulation with thermostat and fan.

Transmission.—Dry single-plate clutch. Four-speed gear box with synchromesh on second, third and top. Overall gear ratios; top 5.143, third 7.121, second 10.646, and first 18 to 1. Hardy Spicer needle bearing open propeller-shaft to spiral bevel final drive in steel axle case with three-quarter floating shafts.

Suspension.—Independent front suspension of lateral wishbone type with coil springs. Underslung half-elliptic rubber-mounted rear springs. Luvax-Girling hydraulic dampers. Rubber-mounted anti-sway bar.

Steering.—Rack and pinion, direct coupled. Adjustable steering wheel.

Brakes.—Lockheed hydraulic four-wheel brakes. Central hand lever operates rear brakes independently by cable.

Electrical Equipment.—Lucas 12-volt with automatic voltage control. Twin tail lamps and stop lamp. Automatic reversing light.

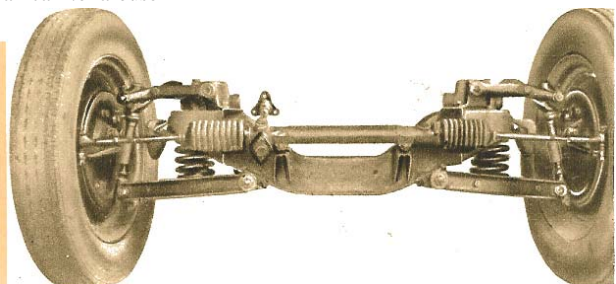
Wheels and Tyres.—5.25 x 16 in. Dunlop E.L.P. tyres on disc wheels.

Jacking System.—Jackall, inbuilt hydraulic.

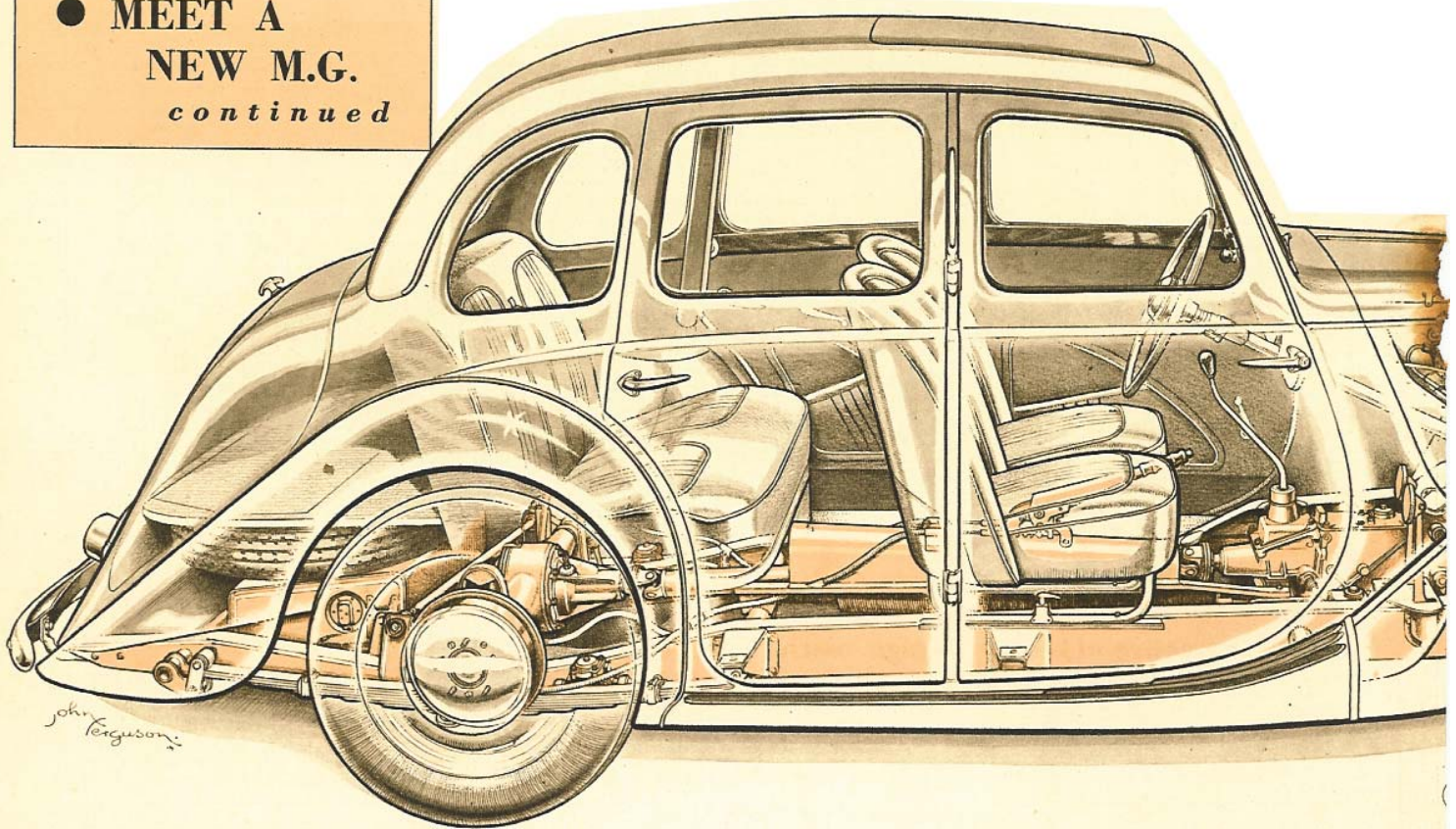
Main Dimensions.—Wheelbase 8 ft 3 in. Track (front) 3 ft 11½ in; (rear) 4 ft 2 in. Overall length 13 ft 5 in; width 4 ft 10¼ in; height 4 ft 9 in. Ground clearance 5 in. Turning circle 34 ft 10 in (left); 35 ft 5 in (right). Weight (empty). 20 cwt 22 lb.

Price.—Four-door six-light saloon, £525, plus £146 13s 4d purchase tax. Total £671 13s 4d.

Here is the new independent front suspension, with lateral wishbones hinged to the front end of a particularly sturdy frame. Coil springs are used, and the steering gear is a direct coupled enclosed rack and pinion system.



● MEET A
NEW M.G.
continued



the enthusiasm of any old hand at sampling cars. It has much of the zip of the Midget, discreetly concealed in a most cosy little saloon.

There is nothing fortuitous about the reasons for the attractiveness of this newcomer. It is good because it is well designed. The structure starts with a remarkably stout frame, of extra deep box section light gauge steel from end to end. Then at the front there is independent front suspension on a stout base, with lateral wishbones and coil springs. Underslung half-elliptic springs are used at the rear.

The engine and gear box unit is mounted fairly forward so as to give good weight distribution and at the same time bring the rear seating position within the wheelbase, as well as allowing plenty of room for the bodywork. Thus it will be seen that the car makes the right start for its purpose in life; a rigid frame, ifs., and even

weight distribution permit of a reasonably soft suspension but maintain the ability to hold the road well.

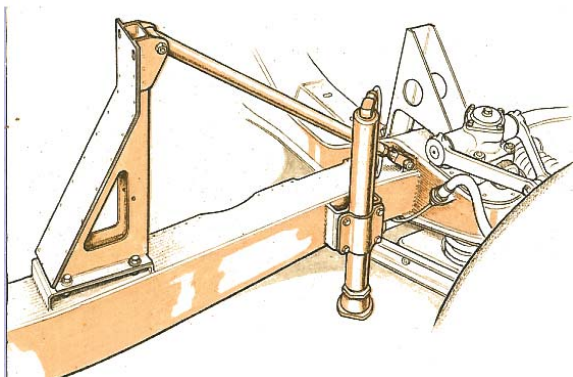
As the engine and gear box unit is similar to that of the TC Midget, except for a modified camshaft and a single carburettor, description of the chassis may be best started at the frame. For a car of this size the frame looks massive, because the box sections are large, yet it is not actually heavy because light gauge steel is used, on the principle that a hollow beam with thin walls farther away from the neutral axis gives greater rigidity than a hollow beam with thick walls close to this axis. In short the weight of metal is better disposed to meet the loads it is intended to bear. The side members are fairly straight, and are underslung at the rear. They are joined together by a series of tubular cross-members, and the items of the structure are welded together.

At the front of the frame there is a deep down-dropped box section cross-member which affords a stout mounting for the independent suspension. This is of the lateral wishbone type. On each side, below the level of

the frame, is anchored on rubber bushes the base of a long and widely triangulated lower wishbone. The apex of the triangle, or the point of the wishbone, carries a bearing for the foot of a long swivel pin to which the steerable stub axle is attached. At the head of the swivel pin is a bearing which connects it to the point of a shorter wishbone, which has its fulcrum within the casing of a special Luvax-Girling hydraulic damper mounted above frame level. The underneath part of the deep steel housing which carries the hydraulic damper provides the head seat for a vertically placed coil spring. The lower end of the spring rests in a pan about half-way along the lower wishbone. An interesting point is that the thrust bearings for the swivel pins are of the screw thread type, offering increased area of contact in a small space.

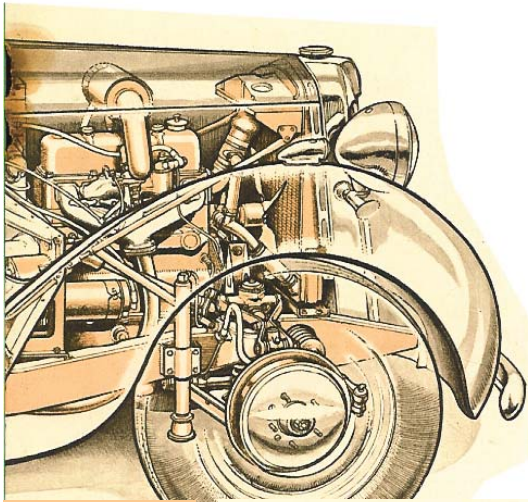
Rack and Pinion Steering

Steering is the next feature of interest in the front of the chassis. The layout is one of simplicity. There is only one link on each side, which runs direct from a ball joint on the steering arm inwards to a universal joint on the adjacent end of a modern design of rack and pinion steering gear. This steering proves to be unusually light and direct-acting. The rack and pinion gear is contained in a housing attached at two points to the front cross-member, and the universal ball joints are completely enclosed in rubber bellows to retain lubricant and exclude

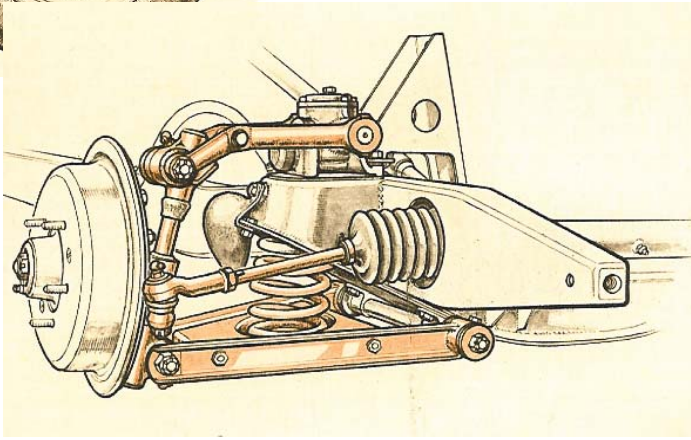


The scuttle structure of the body abuts on to stout brackets on the frame, from the top of which tie-rods lead to the front cross-member. One of the Jackall hydraulic jacks is also shown.

"British and proud of it" is the atmosphere conveyed by the new M.G. The seats are well within the wheelbase and the stout front box-section frame is underslung at the rear. At the front there is a coil spring systems of independent suspension, introduced by the famous Abingdon firm for the first time.



The lateral link type front suspension has a built-up lower wishbone, rubber bushed at the frame hinge. The inner end of the top link is incorporated in a hydraulic damper. Shown also is the outer link of the steering system



mounting. At the head of the column the spring-spoked 16 1/2in steering wheel is telescopically mounted, and provides for a reach adjustment of three inches.

In the centre of the wheel are electrical contacts for the horn and traffic indicators. The last-named control takes the form of a knurled disc, and the indicators are self cancelling on a time basis instead of by the return of the steering wheel to the straight position, though they can also be returned by manual operation of the control. This is a feature to which one becomes accustomed.

Before leaving the front of the frame there are two other constructional points to note. One is a pressed steel bracket which provides the attachment for a rubber-mounted torque-damping tie bar in connection with the flexible rubber mounting of the engine and gear box unit; the second is the triangular box section pressed steel brackets which carry the

shows the mounting of one of the front Jackall hydraulic jacks. The rear jacks are attached to the rear axle, and the jack control valve and hydraulic pump are placed ready for convenient action on the scuttle structure under the bonnet on the near side.

At the rear end of the frame are long half-elliptic underslung springs, which are interleaved with rubber and have rubber-bushed eyes and shackles. Running across the car just behind the steel banjo-type rear axle is a rubber-mounted laterar control link, connecting one end of the axle to the opposite side of the frame, which stabilizes the car against swaying. The rear springs are controlled by LuyaxGirling recuperation chamber hydraulic dampers. An eight-gallon fuel tank is carried within the tail of the frame.

Well- arranged Engine

As the engine unit is similar to that of the well-known TC Type Midget, there is no need to describe it in detail here. The specification nrc page 385 gives the major points. Suffice it to say that to open the bonnet of the 1 1/4-litre is to be attracted by a neat and purposeful looking engine, well finished and well arranged, the sort of engine in which an owner can take a pride. Its main auxiliaries are accessible; indeed, the ignition distributor, the electric fuel pump, and the battery—carried in a metal container beneath the bonnet—could not be better placed than they are.

Next comes the coachwork. The general appearance is not of the ultra-modern style; instead it suggests a true-blue MG. with the familiar radiator and the general atmosphere which is so characteristic. The car is a good-looker in a reserved way; it has individuality without being flamboyant. And it looks what it is, well found and very comfortable. If in the interests of smooth and level riding there is more frontal overhang than on previous

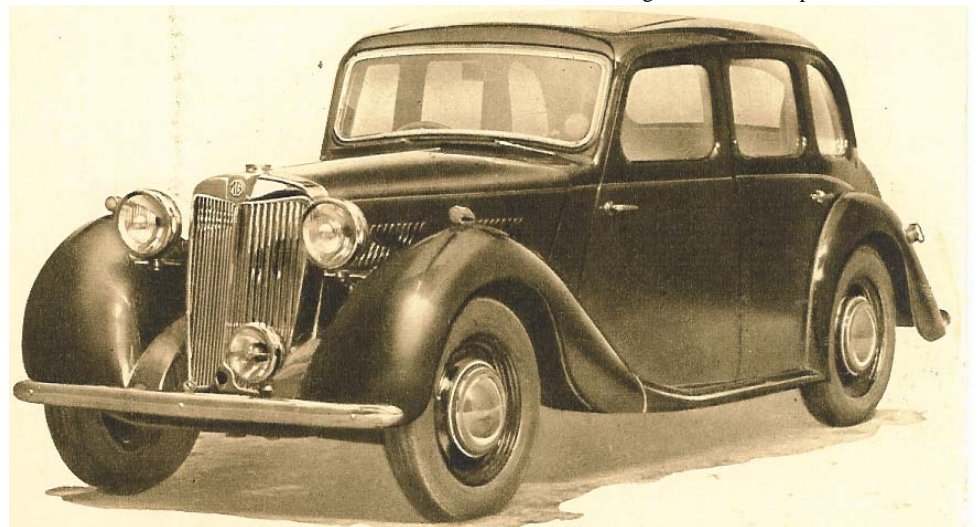
dirt and wet. The pinion is situated below the rack, which is allowed a very slight clearance and is held down into mesh with the pinion by a spring-loaded plunger so as to eliminate backlash.

The steering gear is a separate unit from the steering column, which is carried by a bracket in the dash structure of the body. The column is coupled to the gear by a three-arm universal joint with rubber bushes for its pins This arrangement not only provides insulation between the road wheels and the steering wheel, but also facilitates body

forward end of the body and which also are provided with tie rods running from their peak to the

front end of the side members, thus adding to the stiffness of the frame at a point where the body structure has little bracing effect.

These two points are clearly seen in one of the sketches, which also



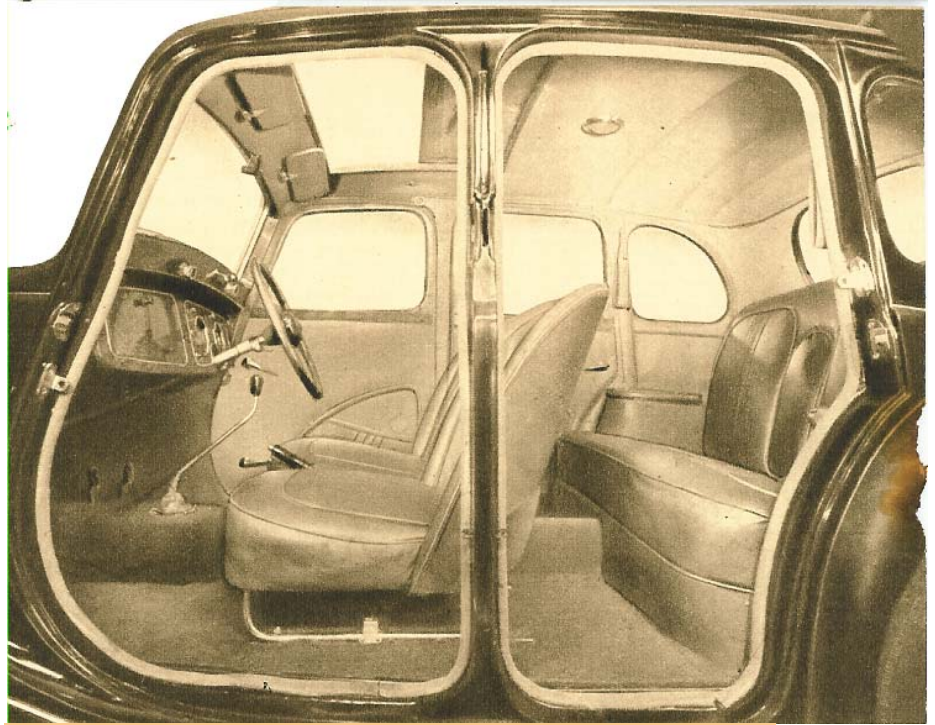
New, but at once recognizable, the 1 1/4-litre M.G. saloon has a motto, "Comfort Fast." Frontal appearance is decidedly clean.

models, the eye does not notice it, for attention is diverted by the disc wheels with large chromium plated centres, which set off the complete effect. The head lamps are where they give a good light, and they are easily adjustable for beam direction. The filler cap is on the top of the radiator and water can easily be added, instead of splashed over the engine from an awkward filler under the bonnet. All of which shows that the MG. is essentially practical, and therefore has a special appeal to the hard-bitten type of car fancier, particularly after he has tried its prowess on the road.

On a light and speedy car such as this a large saloon body is not to be expected. The body however, is quite large enough to provide ample room for four normal sized people, and it is also extremely comfortable. The seats are arranged with skill, so that the best use is made of space. The adjustable front seats have well-curved backs of subtle shape which prove to give admirable support on a long-distance run. The rear seating position is also comfortable, and extra toe room is found beneath the front seats, which are raised from the floor on steel runners. Besides elbow side-rests to the back seat there is also a folding central arm-rest.

The seating accommodation lies within the wheelbase, which also gives room for four wide doors. The car is easy to enter or leave. Points particularly from the driver's angle are that the gear lever is conveniently to hand, and the pull-up brake lever between the front seats is admirably convenient.

Then there is a new kind of control for the side and head lamps. On the right side of the instrument panel is a plunger. When this is pulled out the side lamps go on. If the plunger is slightly rotated and pulled farther out, the head lamps are switched on. One rapidly comes to like this switch. The instruments are grouped in front of the driver, leaving space on the left for a glove box of considerable size, complete with lid. In addition small pockets are provided in the doors. An important point is



The interior of the four-door six-light saloon is luxurious and very neatly trimmed. The seats both front and back prove very comfortable on a long journey.

that there is room to the left of the clutch pedal to rest the left foot.

Not the least attractive part of the

interior is the neatness of the trimming; the leather on the seats is panelled, and on the squabs is relieved by central pleats. All the cabinet work, including the fascia board, the instrument panel, the garnish rails and the window fillets, are finished in walnut. The windscreen is made to open, and is controlled by a central handle. Twin screen-wipers are operated by a remotely mounted motor. There are twin visors in the peak of the roof, a flush-fitting section of which slides to open. The windows in the doors open and close by winding handles, placed rather low down. Besides the pile carpet on the floor there is a rubber mat beneath the driver's feet. The roof light switch is placed very conveniently, in the roof above the driver, and can readily be reached from outside the car. Also the rear window blind for night driving is well arranged, it being easy to raise or lower the blind without diverting one's attention from the road. -

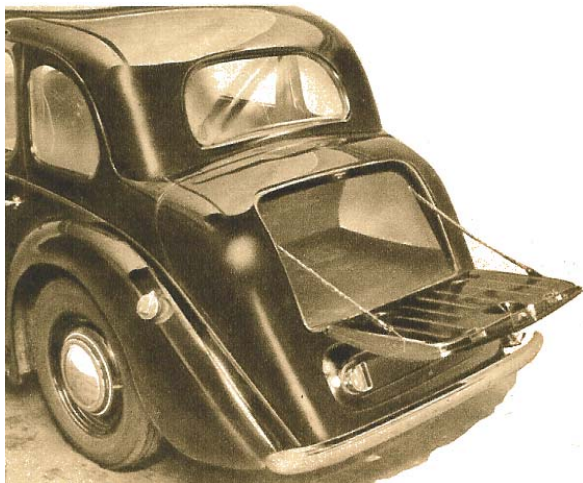
Excellent Detail Work

On all cars with proper pretensions towards quietness and freedom from draughts or fumes there is a great deal of detail work which is hidden from sight and surpasses unnoticed, unless it is not successful in its purpose. This work has been very well carried out on the M.G. for it is definitely a quiet mover, and free from draughts or fumes. At the back of the body is a large inbuilt boot for luggage, with a lid which opens downwards and so can provide emergency luggage carrying capacity. The spare wheel is carried in a separate compartment below the boot, and is accessible when the panel carrying the inbuilt number plate and rear lights is detached. A reversing light is fitted, and is switched on and off by movement of the gear lever.



The scuttle structure of the body abuts on to stout brackets on the frame, from the top of which tie-rods lead to the front cross-member. One of the Jackall hydraulic jacks

The tail of the M.G. is nicely swept, and the luggage boot lid is supported by chains so that it may be used as an extra platform.



Originally printed in *The Autocar*, May 9, 1947.