

"JUDEX" describes a new M.G. Saloon and the 1½-litre Jowett Javelin in this month's—

Programme Parade

PRIOR to the Hitler war, the famous Abingdon concern was interesting itself in bridging the gap in their range of models between the Midget and the 1½-litre. Accordingly, the M.G. designers set about producing a light saloon which would appeal to the family man who has definite ideas concerning performance allied to comfort. The war, of course, caused the venture to be shelved, but the idea was by no means forgotten.

So soon as men and materials were available, the new car was redesigned to meet post-war requirements, and underwent stringent road-testing for many months at home and on the Continent. It has now emerged as a delightful 1¼-litre saloon, with "quality" written all over it.

As the accompanying illustrations show, the M.G. possesses that workmanlike appearance always associated with the better type of British car. Although the easy-clean wheels are a complete departure from M.G. tradition, no one can assert that their adoption detracts in any way from the ensemble. I am also glad to see that, apart from a slight alteration in general outline, the familiar M.G. radiator is retained. In these days of Americanisms and pseudo-aerodynamic contours, the urge to go berserk with chromium grille-work has been ignored by M.G. stylists.

Mechanically, the 1¼-litre M.G. is well to the forefront of modern design. Apart from the purely racing R-type Midget, the new car is the first vehicle from Abingdon to feature i.f.s. The "R." of course, had an all-torsion bar layout to all four wheels. The "1¼" utilizes large helical springs and wishbones for the front suspension, the inner parts being mounted on rubber bushes. Long semi-elliptics, also mounted on rubber bushes, and a transverse "sway-control" bar take care of the rear.

POTTED SPECIFICATION 1¼-LITRE M.G. SALOON

Engine.—Four-cylinder, o.h.v. (push-rod), 66.5 mm. by 90 mm. (1,250 cc.). Tax £13. 46 b.h.p. at 4,800 r.p.m. S.U. semi-downdraught carburetter; fan and pump cooling S.U. electric petrol pump; coil ignition.

Transmission.—7-in. Borg and Beck single dry-plate clutch. Gear ratios: 5.14, 7.12, 10.64 (all synchromesh) and 18 to 1. Reverse, 18 to 1. Final drive by Hardy Spicer propeller shaft to spiral-bevel rear axle.

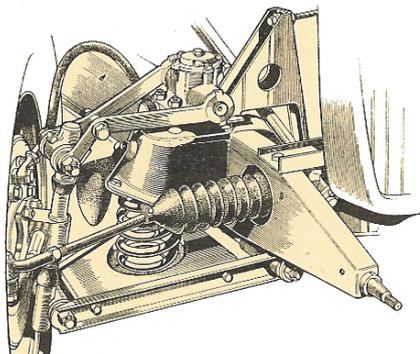
Suspension.—i.f.s. (front) with helical springs and wishbones; (rear) semi-elliptic; Lucas-Girling hydraulic dampers.

General.—Lockheed hydraulic brakes rack and pinion steering: 8-gallon rear petrol tank; tyres. 5.25 by 16; Lucas 12-volt electrical equipment with 51 amp.-hr. battery.

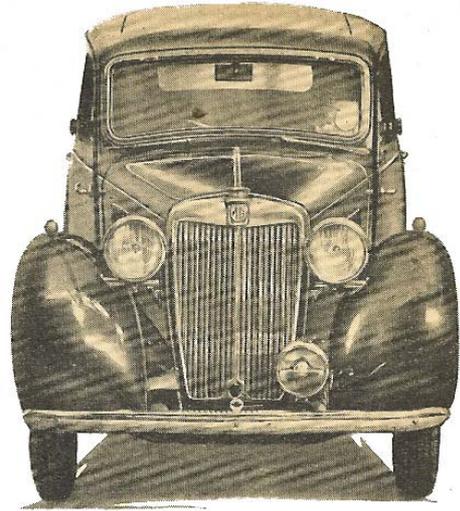
Dimensions etc.—Overall length 13 ft. 5 ins.; height. 4 ft. 9 ins.; width, 4 ft. 10¼ ins.; wheelbase, 8 ft. 3 ins.; track (front) 3 ft. 11⅜ ins.; (rear) 4 ft. 2 ins, ground clearance, 6 ins.; turning circle, 35 ft.; weight (dry), 20 cwt.

Price.—£525 + £146 11s. 8d.

The light but robust chassis is made up of boxed side-members with tubular cross-members, the frame being underslung at the rear. The i.f.s. is accommodated in a boxed member, the entire frame being electrically welded at all points. Lockheed hydraulic brakes are fitted, in accordance with present-day M.G. practice. Direct-acting rack-and-



Details of the interesting M.G. i.f.s., showing clearly the tray which reinforces the wishbones and locates the helical spring. Note also the mounting of the damper, and the "gaitered" track rod.



Imposing front view of the new 1¼-litre M.G. The retention of the traditional radiator will be applauded by all M.G. enthusiasts.

pinion steering has been adopted.

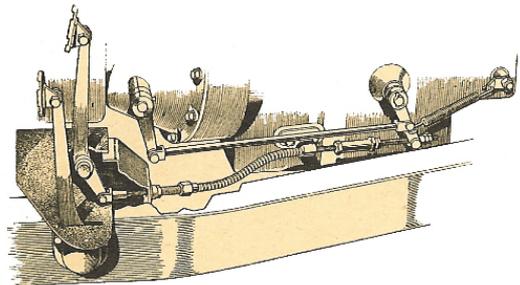
The power-unit is basically similar to the well-tried TC engine, but has not such a high power output (46 b.h.p. at 4,800 r.p.m., against 54.4 b.h.p. at 5,200 r.p.m.). Inlet design is considerably modified to permit the use of a single, semi-downdraught S.U. carburetter. One has to go back a good many years to find an M.G. listed without a multi-carburetter layout, but I understand that twin carburetters may be an alternative fitment eventually.



Temporary removal of the doors affords a glimpse of the comfortable interior of the 1¼-litre M.G. saloon. Upholstery is carried out entirely in panelled-style trimming.

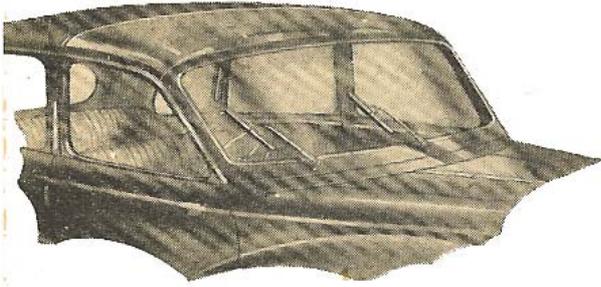
Equipment is certainly on a lavish scale, and includes Jackall built-in jacking system, spring-spoke telescopic steering wheel, twin sunvisors, sliding roof, several ashtrays, glove compartment, full lighting system, with fog lamp and reversing light, ammeter, fuel and oil gauges, combined speedometer and electric clock, and many other fitments.

Comfort has been studied to the "nth" degree. Upholstery is tastefully carried out in panelled style trimming, a centre armrest being provided for the wide rear seat. Interior and exterior finish is first-class. In line with British high-grade coachwork, fascia panel, door and window cappings are carried out in polished walnut.

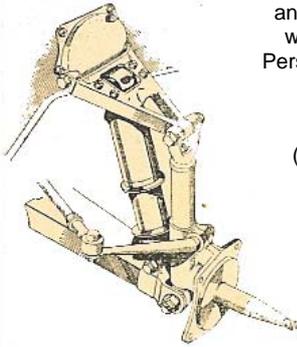


Ingenious "direct pull" clutch operation, by means of a Bowdenex cable is a feature of the new M.G. Only adjustment for the clutch is on the cable itself.

Altogether a very fine motorcar, which, as you will see if you turn to page 274, has a performance quite exceptional for a 1,250 c.c. family saloon.



(Above).—Curved windscreen and specially adapted Lucas wipers on the Javelin. The Perspex roof-light is obtainable as an extra.



(Left).—Mounting of the special Woodhead-Monroe hydraulic shock absorbers adopted on the Javelin.

The Jowett Javelin

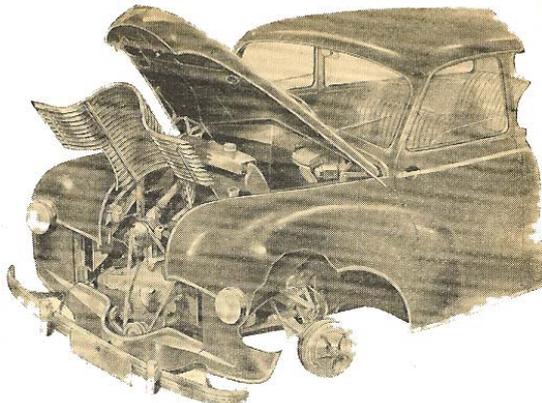
THE metamorphosis of the Jowett is now nearly complete. With the exception of utilitarian and commercial versions of the famous twin-cylinder car, the resources of the Idle factory will be devoted almost entirely to the production of the long-awaited Jowett Javelin. This near-revolutionary design has caught the public imagination as few cars have done since the very early days of the light car. I feel quite safe in prophesying that the Javelin will be the style-setter for light saloons for many years to come.

The general layout of the car is familiar to most people, but few details of its technical specification have been released. As they say in the "whodunnit" novels: "Now is the time to reveal all!"

Based on some 40 years' experience in the production of horizontally opposed power plants, the "flat-four" Javelin engine bristles with interesting features. As regards cylinder heads and blocks, there is a reversal of common practice in that the blocks are constructed from die-cast aluminium and the heads of cast iron. Wet cast-iron liners are used. The increasing use of high-duty cast iron in modern car construction is reflected in the use of that metal for the centrally located camshaft.

POTTED SPECIFICATION JOWETT JAVELIN 1½-LITRE SALOON

Engine.—Four-cylinder horizontally opposed, o.h.v. (push-rod) 72.5 mm. by 90 mm. (1,486 cc.) Tax, £15. 50 b.h.p. at 4,000 r.p.m. Two Zenith carburetters; fan and pump cooling thermostatically controlled; AC petrol pump; coil ignition.



Details of the alligator-type bonnet and hinged radiator grille on the new Jowett. The two holes on the underside of the bonnet are the vents to the built-in air cleaners.

Transmission.—7-in. Borg and Beck single dry-plate clutch. Gear ratios: 4.86, 7.31, 11.6 (all synchromesh) and 18.9 to 1; reverse 18.9 to 1. Final drive by "Layrub" propeller shafts with midship bearing to "Salisbury" hypoid-bevel rear axle.

Suspension.—Torsion bars (i.f.s. front); Woodhead-Monroe hydraulic shock-absorbers.

General.—Girling hydro-mechanical brakes; Jowett internal gear and pinion steering; 8-gallon rear petrol tank; tyres, 5.25 by 16; Lucas 12-volt electrical equipment with 63 amp hr. battery.

Dimensions, etc.—Overall length, 14 ft.; height, 5 ft. 0½ in.; width, 5 ft. 1 in.; wheelbase, 8 ft. 6 ins.; track (front), 4 ft. 3 ins.; (rear), 4 ft. 1 in.; ground clearance 7¾ ins.; turning circle, 32 ft.; weight (dry), approximately 19½ cwt.

Price.—£640 + £178 10s. 7d.

The adoption of overhead valves bears out the contention that side-valve engines are on the way out. The valves are actuated by push-rods and Lockheed "Zero-Lash" hydraulic tappets are interposed to obviate adjustment and to ensure silence. This interesting accessory was fully described in our March (1947) issue.

Each pair of cylinders has its own Zenith carburetter. An unusual lay-out for the pair of air-cleaners is that each is built-in with the top of the alligator-type bonnet.

Bodywork is of steel construction throughout, being of the integral pattern in that body, frame and sub-frame form one unit. The unstressed panels are independently applied, making for simple replacement in the event of damage. Roominess is hardly the word to describe the interior. Rarely has such a large body space been provided on a car rated at only 1½ litres. Owing to the comparatively small space occupied by the compact, "flat" engine, the front seats are very far forward and the rear seat is well ahead of the rear axle. This also means that a considerable amount of luggage room is available in the rear compartment, with the minimum of tail overhang.

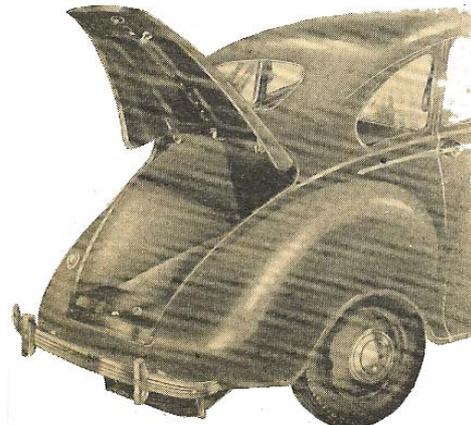
Suspension is by long torsion bars, the front being independently arranged. Steering is by internal gear and pinion, whilst the Javelin is yet another recruit to the ranks of cars fitted with steering-column control to the gearbox.

Memories of the past Arctic spell are still with us, and it is pleasing to note that the equipment includes a windscreen de-mister and a car-warming unit. Incidentally, the adoption of a curved, or "bow" screen is a novel departure for a British manufacturer.

Internally, the Javelin possesses an air of studied comfort. Real leather is used for the upholstery, and a pleasing feature is that the wide, bench-type front seat is provided both with a centre armrest and elbow rests. Nothing has been omitted in the various items of equipment. Provision is also made for the installation of a radio set and the fitting of a fog lamp.

Externally the car is undeniably handsome. The adoption of flush-fitting door handles is a commendable feature in these days of hard-to-replace clothing. The bodywork, with its smooth contours, lends itself admirably to a glossy finish. Flush-fitting lamps are also in keeping with the modern trend of design.

The story of how this car behaves on the road is also told in "Motoring the New Models," which will be found on page 272.



There is definitely no cramping of luggage space on the Javelin. This illustration also gives a good indication of how far forward the rear passengers sit beyond the rear axle.

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