



LATEST NEWCOMER.—The new 1½-litre M.G. tourer, which is described on page 269 of this issue ; background is the gateway to the Manor House, Stanmore, Middlesex.

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A New M.G. Sports Tourer

A Four-seater Open Model on the 1¼-litre Chassis with Twin-carburettor Engine

ALTHOUGH, in the course of their existence, the M.G. company have produced many successful saloon models, including the present 1¼-litre which is to be continued unchanged for 1949, it is with open cars that their name is more usually associated. It is not, therefore, surprising that, in addition to the well-known T.C.-type two-seater, the new season's range of M.G. cars is to include an open four-seater tourer—albeit, for export only.

The basis of the new model is the rosy well-proven 1¼-litre chassis to which certain modifications have been made, principal among which are the fitting of twin semi-downdraught carburettors and a T.C.-type camshaft to the engine, which results in a power output of 54.4 b.h.p. at 5,200 r.p.m., as compared with the saloon's 46 b.h.p. at 4,800 r.p.m. This increase in output, coupled with a comparative reduction in weight of ¾cwt should give the new model a notably brisk performance.

Other mechanical modifications include the fitting of an oil-bath air cleaner to cope with certain overseas conditions, moving the scuttle-mounted battery to the centre and the fitting of a slightly changed oil pump. Both the last-mentioned alterations have been made to facilitate the fitting of the steering column on either side of the chassis.

Overseas Demand

The introduction of the car is a result of numerous demands from overseas for a family version of the TC "Midget" and such demands have been adequately catered for. The new tourer is a full four-seater with inter-axle seating, the passengers being placed low in the car. Coachwork is of the two-door variety, the doors being very wide to provide access to the rear seats and with deep elbow cutaways. The overall hood has a removable rear panel for better ventilation in hot climates, the method being by operation of two zipp fasteners; when not in use, the hood folds away out of sight behind the rear scat squab. For complete weather protection there are rigid, detachable side curtains, and protection for the rear seats, when only two passengers are carried with the hood down, is provided in the form of a detachable rear tonneau cover. When occasion demands, the single-piece windscreen can be folded fiat over the scuttle. A further example of careful planning on the tourer is the way in which the side hood-irons fold away into the body sides, when the hood is lowered, and are concealed by zippfastened flaps.

A photograph of the new M.G. model features as a frontispiece on page 265 of this issue.

M.G. DATA

Model	Midget series "TC"	1¼-litre Series "Y"	1¼-litre Series Tourer
Engine Dimensions:			
Cylinders	4	4	4
Bore	66.5 mm.	66.5 mm.	66.5 mm.
Stroke	90 mm.	90 mm.	90 mm.
Cubic capacity	1,250 c.c.	1,250 c.c.	1,250 c.c.
Piston area	21.6 sq. ins.	21.6 sq. ins.	21.6 sq. ins.
Valves	Pushrod o.h.v.	Pushrod o.h.v.	Pushrod o.h.v.
Compression ratio	7.2/7.4 to 1	7.2/7.4 to 1	7.2/7.4 to 1
Engine Performance			
Max. b.h.p.	54.4	46	54.4
at	5,200 r.p.m.	4,800 r.p.m.	5,200 r.p.m.
Max. b.m.e.p.	125 lb./sq. in.	116 lb./sq. in.	125 lb./sq. in.
at	2,600 r.p.m.	2,800 r.p.m.	2,600 r.p.m.
B.h.p. per sq. in. piston area	2.52	2.13	2.52
Peak piston speed, ft. per mm	3,068	2,835	3,068
Engine Details:			
Carburettor	Twin S.U. 1¼" semi-downdraught	Single S.U. 1¼" semi-downdraught	Twin S.U. 1¼" semi-downdraught
Ignition	Coil	Coil	Coil
Plugs: make and type	Champion L.10.S	Champion L.10.S	Champion L.10.S
Fuel pump	S.U. electric	S.U. electric	S.U. electric
Fuel capacity	13½ gallons	8 gallons	8 gallons
Oil filter (make, by-pass or full flow)	Own, full flow	Own, full flow	Own, full flow
Oil capacity	9 pints	9 pints	9 pints
Cooling system	Pump and fan	Pump and fan	Pump and fan
Water capacity	14 pints	13½ pints	13½ pints
Electrical system	12-volt, earth return	12-volt earth return	12-volt, earth return
Battery capacity	51 amp./hrs. at 10-hr. rate	51 amp./hrs. at 10-hr. rate	51 amp./hrs. at 10-hr. rate
Transmission:			
Clutch	7¼" Borg and Beck single dry plate	7¼" Borg and Beck single dry plate	7¼" Borg and Beck single dry plate
Gear ratios:			
Top	5.125	5.143	5.143
3rd	6.93	7.121	7.121
2nd	10.00	10.646	10.646
1st	17.32	18.00	18.00
Rev	17.32	18.00	18.00
Prop. shaft	Hardy Spicer needle bearing	Hardy Spicer needle bearing	Hardy Spicer needle bearing
Final drive-	Spiral bevel	Spiral bevel	Spiral bevel
Chassis Details			
Brakes	Lockheed hydraulic, handbrake cable to rear only	Lockheed hydraulic, handbrake cable to rear only	Lockheed hydraulic, handbrake cable to rear only
Brake drum diameter	9 ins.	9 ins.	9 ins.
Friction lining area	104 sq. ins.	104 sq. ins.	104 sq. ins.
Suspension:			
Front	Semi-elliptic	Independent (coil spring)	Independent (coil spring)
Rear	Semi-elliptic	Semi-elliptic	Semi-chip tic
Shock absorbers	Luvax-Girling piston type	Luvax-Girling piston type	Luvax-Girling piston type
Wheel type	Wire, knock-on hubs	Vent disc	Vent disc
Tyre size	4.50 x 19	5.25 x 16 e.l.p.	5.25 x 16 e.l.p.
Steering gear	Birhop cam	Direct acting rack and pinion	Direct acting rack and pinion
Steering wheel	Bluemel's 17" threespoke adjustable	Bluemel's 16½" wire spoke, 3" adjustment	Bluemel's 16½" wire spoke, 3" adjustment
Dimensions			
Wheelbase	7 ft. 10 ins.	8 ft. 3 ins.	8 ft. 3 ins.
Track:			
Front	3ft. 9 ins.	3ft. 11¾ ins.	3ft. 11¾ ins.
Rear	3ft. 9 ins.	4ft. 2 ins.	4ft. 2 ins.
Overall length	11ft. 7½ ins.	10ft. 5 ins.	13 ft. 8 ins.
Overall width	4 ft. 8 ins.	4ft. 11 ins.	4 ft. 11 ins.
Overall height	4ft. 5 ins.	4ft. 9 ins.	4 ft. 10½ ins.
Ground clearance	6 ins.	6 ins.	6 ins.
Turning circle	37 ft.	35 ft.	35 ft.
Dry weight	15½ cwt	19½ cwt.	18½ cwt.
Performance data:			
Piston area, sq. iris, per ton	27.8	22.3	23
Brake lining area, sq. ins. per ton	134	107	112
Top gear mph. per 1,000 r.p.m.	15.84	14.6	14.6
Top gear mph. at 2,500 ft./mm. piston speed	67	61.8	61.8
Litres per ton-mile, dry	3.050	2.625	2.730

Instrumentation has been based entirely on the T.C.-type and includes a 5-inch rev. counter and a speedometer of similar dimensions.

The basic price of the M.G. Tourer is £525. That of the other two models is unchanged at £412 for the T.C. and £525 for the saloon, plus purchase tax, £115 16s 8d and £146 11s 8d respectively.