

SPORTING FAVOURITE in many parts of the world, the TD-series M.G. Midget adds a modern go-anywhere combination of chassis stiffness and springing flexibility to traditional British sports-car characteristics.

## 1953 CARS

# The M.G. Midget "TD" and 1½-litre "YB" Saloon

NO major changes are being made in the M.G. cars which will be shown at Earls Court. Lt.-Col. Goldie Gardner's record-breaking single-seater car will be an eye-catching exhibit, backing up examples of the TD-series M.G. Midget and the YB-series M.G. 1½-litre saloon. The former car has for a long while been one of Britain's best-selling cars in America—the latter is, on the other hand, at present produced only in right-hand-drive form.

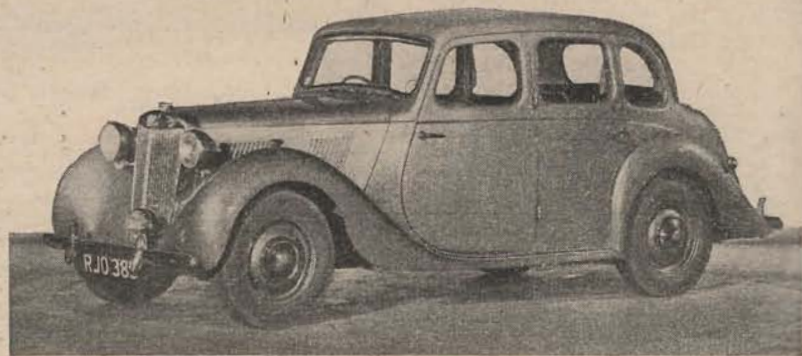
The lack of sensational changes does not mean that there has been stagnation of design, for although these cars have built up an enviable reputation for sturdiness and reliability, nothing is incapable of improvement. For example, about a year ago an 8-inch diameter clutch plate replaced one of 7¼-in. diameter. Another modification made some while ago was the adoption of a combined front hub and brake drum assembly, to replace separate units.

### Inconspicuous Improvements

Equally inconspicuous have been the provision of an additional "out-rigger" bearing to stiffen a gearbox selector shaft, the enlargement of the engine oil sump, and the fitting of an in-built Purolator B.P. oil filter. Of the more visible changes, examples which may be mentioned are the replacement of manual by foot-operated head-lamp dipping, the standardization of a silent magnetic speedometer in place of the chronometric pattern, and the addition of a water thermometer to the range of instruments.

The general layout of the Midget two-seater, which is, of course, built with either left- or right-hand drive, is so well known as to require only the briefest description. The 1,250 c.c. four-cylinder o.h.v. engine is mated to

a remote-control four-speed gearbox, and twin S.U. carburettors give good breathing at high r.p.m. A box-section chassis frame is used, in conjunction with a coil-spring I.F.S. layout, semi-



FAMILY COMFORT is offered by the 4-seater 1½-litre saloon, which also retains typically M.G. features such as the lively o.h.v. engine and a responsive rack-and-pinion steering gear.

elliptic rear springs, and a high-efficiency rack-and-pinion steering gear. The body is an open two-seater, with full weather protection and offering much more space for passengers and luggage than did earlier M.G. Midgets.

Having proved themselves responsive to tuning for competition work, these cars are now available to order at extra cost in what is known as "Mark II" form. This specification includes a tuned engine, duplicated shock absorbers and fuel pumps, and a raised rear axle ratio.

Powered by a single-carburettor version of the Midget engine, the 1½-litre saloon has also been much improved since its introduction. Apart from power unit changes common to it and to the Midget, the recent cars (identifiable by larger-section tyres and deeper wing valances above the rear wheels) have slightly revised I.F.S. geometry, an anti-roll torsion bar linking the coil front springs, enlarged shock absorbers and a hypoid bevel rear axle.

Our Road Test Report upon a YA-series 1½-litre saloon 12 months ago showed a maximum speed of 69.6 m.p.h., 30-50 m.p.h. top gear acceleration in 18.0 secs., 0-50 m.p.h. through-the-gears acceleration in 18.8 secs., and an overall fuel consumption of 29.5 m.p.g. Corresponding figures for an example of the TD Midget, tested last month, were: 77.2 m.p.h. with hood and side-screens erect, 12.5 secs., 12.2 secs., and 26.7 m.p.g.

## M.G. Specifications

### MIDGET "TD" TWO-SEATER

**ENGINE.—Dimensions:** Cylinders, 4; bore, 66.5 mm.; stroke, 90 mm.; cubic capacity, 1,250 c.c.; piston area, 21.6 sq. in.; valves, pushrod o.h.v.; compression ratio, 7.25/1 (Mk. II, 9.3/1). **Engine performance:** Max. power, 54.4 b.h.p. at 5,200 r.p.m. (Mk. II, 65 b.h.p. at 5,500 r.p.m.); b.h.p. per sq. in. piston area, 2.52 (Mk. II, 3.0). **Engine details:** Carburettor, 2 inclined S.U.; ignition, 12-v. coil; plugs, 14 mm. Champion L10S; fuel capacity, 12½ gallons; oil filter, Purolator by-pass.

**TRANSMISSION.—Clutch,** 8-in. single dry plate; overall gear ratios: Top, 5.125; 3rd, 7.098; 2nd, 10.609; 1st, 17.938; rev., 17.938 (Mk. II ratios: 4.875, 6.75, 10.1, 17.1); propeller shaft, Hardy Spicer open; final drive, hypoid bevel.

**CHASSIS DETAILS.—Brakes,** Lockheed hydraulic (2 l.s. front); friction lining area, 99.5 sq. in.; suspension: front, coil and wishbone I.F.S.; rear, semi-elliptic; shock absorbers, Girling piston type; tyre size, 5.50-15.

**DIMENSIONS.—Wheelbase,** 7 ft. 10 ins.; track: front, 3 ft. 11½ ins.; rear, 4 ft. 2 ins.; overall length, 12 ft. 1 in.; overall width, 4 ft. 10½ ins.; overall height (over hood), 4 ft. 5 ins.; ground clearance, 6 ins.; turning circle, 31¼ ft.; dry weight, 17¼ cwt.

**PERFORMANCE DATA.—Top gear m.p.h.** per 1,000 r.p.m., 14.5 (Mk. II, 15.25); top gear m.p.h. at 2,500 ft./min. piston speed, 61.2 (64.3); litres per ton-mile, dry, 3,000 (2,850).

### M.G. 1½-LITRE "YB" SALOON

**ENGINE.—Dimensions:** Cylinders, 4; bore, 66.5 mm.; stroke, 90 mm.; cubic capacity, 1,250 c.c.; piston area, 21.6 sq. in.; valves, pushrod o.h.v.; compression ratio, 7.25/1. **Engine performance:** Max. power, 46 b.h.p. at 4,800 r.p.m.; b.h.p. per sq. in. piston area, 2.13. **Engine details:** Carburettor, S.U. inclined; ignition, 12-v. coil; plugs, 14 mm. Champion L10S; fuel capacity, 8 gallons; oil filter, Purolator by-pass.

**TRANSMISSION.—Clutch,** 8-in. single dry plate; overall gear ratios: top, 5.125; 3rd, 7.098; 2nd, 10.609; 1st, 17.938; rev., 17.938; propeller shaft, Hardy Spicer, open; final drive, 8¼ hypoid bevel.

**CHASSIS DETAILS.—Brakes,** Lockheed hydraulic (2 l.s. front); friction lining area, 99.5 sq. in.; suspension: front, coil and wishbone I.F.S. with anti-roll torsion bar; rear, semi-elliptic; shock absorbers, Girling piston-type; tyre size, 5.50-15.

**DIMENSIONS.—Wheelbase,** 8 ft. 3 ins.; track: front, 3 ft. 11½ ins.; rear, 4 ft. 2 ins.; overall length, 13 ft. 5 ins.; overall width, 4 ft. 11 ins.; overall height, 4 ft. 9 ins.; ground clearance, 6 ins.; turning circle, 35 ft.; dry weight, 19½ cwt.

**PERFORMANCE DATA.—Top gear m.p.h.** per 1,000 r.p.m., 14.5; top gear m.p.h. at 2,500 ft./min. piston speed, 61.2; litres per ton-mile, dry, 2,650.