

New 1¼ Litre

M.G.

First Post-war Saloon Model



THE new 1¼-litre saloon model announced last month by the M.G. Car Company was a welcome event to the many enthusiastic supporters of this well-known make who have looked for the inclusion of a saloon car in the company's post-war range.

Since the war, the company, whose factory, which is now quite extensive, is situated on the outskirts of the old-world town of Abingdon-on-Thames, have only been able to devote their energies to the very successful Midget T.C. model two-seater sports car. This attractive little car has an extremely wide appeal in its own particular field, both at home and overseas. There are many, however, who prefer, or must have, the extra comfort provided by a saloon. In this connection the new M.G. leaves little to be desired. In appearance, it is a graceful, dignified, four-doored six light saloon, providing comfortable accommodation for four persons. It is finished in an attractive shade of grey, with wings painted dark green, while beige-coloured leather upholstery has been adopted.

The car is based on a very sturdy box section chassis frame, the side members of which are rigidly braced by tubular cross-members. For the first time in an M.G. production model independent front suspension has been adopted. This is of the wishbone type with coil springing. At the rear, long, underslung semi-elliptic springs are used. These are rubber interleaved and are mounted in rubber bushes. To stabilise rear axle movement a rubber-mounted lateral control link is incorporated. Spring reaction at both front and rear is controlled by Luvax Girling piston type hydraulic dampers. For the front wheels, the dampers are adapted to form the fulcrum and upper links of the wishbone suspension members. Close examination of the car gives a striking impression of sturdiness of

construction, and yet this has not been achieved by neglecting considerations of weight. The really substantial-looking box section side members are fabricated of light-gauge steel, the section of the members and the method of build-up used giving the maximum of strength with the minimum of weight. It has a simple type of rack and pinion steering, and this is enclosed in a housing attached at two points to the front cross-member, and has only one link on each side attached to the steering gear by a universal, and at the opposite end, where it joins the steering arm, by a ball joint. The universal ball joints are enclosed in rubber bellows to retain lubricant and exclude dirt and moisture. The steering column is attached to the steering gear by a rubber-bushed type universal joint, an arrangement which not only serves to damp out road shocks which might be transmitted to the steering wheel, but also facilitates body mounting. A 16½ in. diameter spring-spoked steering wheel is used and this is telescopically mounted to give 3 in. of adjustment. The steering layout provides a right-hand turning circle of 35 ft. 5 in., and 34 ft. 10 ins. on the left lock. Braking is of the Lockheed hydraulic type, 9 in. diameter drums being used on all wheels. These latter are of the disc type, 3 in. by 16 in., the appearance of which is enhanced by large chromium-plated centres. These are equipped with Dunlop 5.25 in. by 16 in. E.L.P. tyres. Wheel-changing is facilitated by the incorporation of the Smiths Jackall built-in hydraulic jacking system.

The engine is similar to that used in the Midget T.C. model in which it has already established a firm reputation for high performance and reliability. The four cylinders have bore and stroke dimensions of 66.5 mm. and 90 mm. respectively, giving a total swept volume of 1,250 c.c., and it is rated at 10.97 h.p. It has overhead

valves operated by pushrods. Special care has been taken in the design of this engine to assure adequate lubrication. An unusually large oil pump draws oil from a 1½-gallon aluminium alloy sump, and this is passed through a full flow type of filter. The carburetter is a single S.U. semi-downdraught unit and this is provided with a large horizontally-mounted air cleaner and silencer. Water circulation is assisted by a pump, there being thermostatic control of water temperature. The transmission is taken through a Borg & Beck single dry plate clutch to a four-speed gearbox which has synchromesh operation between second, third and top ratios. From the gearbox the drive is through a Hardy-Spicer propeller shaft to the three-quarter floating rear axle. The overall gear ratios are as follows: top, 5.143 to 1; third, 7.121 to 1; second, 10.646 to 1; first, 18 to 1 and reverse, 18 to 1.

As already indicated, the bodywork is of a high standard and all interior woodwork, including the facia board, instrument panel, garnish rails and the window fillets, is carried out in walnut. There is plenty of headroom and the well-designed windows give good all-round visibility. All windows are fitted with Triplex toughened glass. A sliding roof is fitted as standard and there is a very roomy built-in luggage boot, the drop-down lid of which also serves as a luggage platform if desired. The spare wheel and tool kit compartment are carried in a separate enclosed locker underneath the luggage boot. The wheelbase is 8 ft. 3 in. and all seating is carried within this. The centrally-placed gear lever is arranged so that this comes very conveniently to hand, while the hand-brake lever is situated horizontally between the front seats, where it is both convenient and unobtrusive. The windscreen opens by a central winding handle and there are twin windscreen wipers operated by a remotely situated motor.

*Interior arrangement
of the new M.G.
1½-litre saloon.*

The electrical equipment is of the 12 volt type with single-pole wiring, the dynamo, which is belt-driven from the crankshaft, operating in conjunction with a compensated voltage control unit. In addition to the two side and two head lamps, a fog lamp is also fitted as standard. Another very useful standard fitting is a reversing lamp, which is automatically controlled by the engagement of reverse gear. The built-in trafficators are electrically-controlled from the centre of the steering column, a delayed action return switch being used.

An interesting feature in connection with the announcement of this new model was the fact that coincident with its unveiling in this country, production models were arranged to be on display simultaneously in Australia, South America, India, Ceylon, Egypt, Switzerland, Portugal, Singapore and Eire. This is believed to be the first time that a new British car has been shown so extensively overseas to coincide with its first appearance on the home market. In introducing the car at Nuffield House, Piccadilly, W., Sir Miles Thomas referred to the fact that the new model was designed, so far as performance was concerned, to provide rapid acceleration through the gears and to maintain a reasonably high average speed. We hope to be able to test this for ourselves in the near future over our usual test routes. Weighing less than 20 cwt. and with a 1,250 c.c. overhaul valve engine developing 44.5 b.h.p. at 4,800 r.p.m., the power to weight ratio is very attractive. The price is £525, plus £146 11s. 8d. Purchase Tax.

