

M.G. Bid for Family Market

switch being added to the self-cancelling trafficator switch, which is in the form of a large serrated knob concentric with the wheel hub. A light touch of the palm is sufficient to move it, and there is no lever to catch the glove. A foot dipper switch is provided.

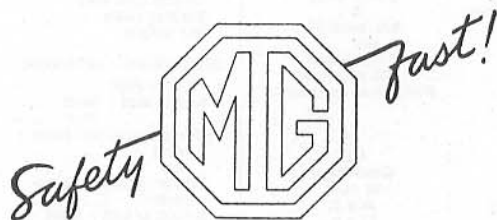
The bonnet opens normally with a centre hinge. Inside are located accessibly the battery, electrical units and jack operating pump. The radiator shell, of familiar outline, has vertical chromium plated slats.

Front suspension is of the double wishbone type, with coil springs. Rubber bushes are used throughout, except at the inner pivots of the upper wishbones, which are combined with the Luvax-Girling hydraulic dampers. The lower wishbones are somewhat longer than the upper ones. Ball joints are reduced to the minimum of four in the rack-and-pinion steering, the ends of the rack

being linked directly to the steering arms by short track rods with rubber bellows seals.

In the modified gearbox the complication of a remote control has been dispensed with; instead, the selector mechanism has been carried well back so that the short, slightly cranked lever is well placed.

Box section frame side-members are carried below the rear axle and are joined by tubular cross-members, with a deep and substantial pressed member between the front suspension units. Rear springs are rubber bushed, and a long, lateral rubber bushed link between frame and axle eliminates sideways movement of the axle. The petrol tank, between the frame members at the rear, is flat, allowing room for the spare wheel above it in a separate compartment and an ample luggage boot with a flat-folding lid.



THE  CAR COMPANY LTD., ABINGDON-ON-THAMES

Printed in England by The Cornwall Press Ltd., Paris Garden, London, S.E.1. [RP3453—H3266]

Reprinted from

The **MOTOR
TRADER**

May 14, 1947



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New 1½-litre Saloon for Sports Car Enthusiasts

By the Technical Editor

M.G. enthusiasts whose family responsibilities preclude the running of a sports two-seater are to have the opportunity of remaining faithful to the make without incurring the expense of buying and running a comparatively large car. The new 1½-litre offers a crisp performance and pleasing appearance on familiar lines, together with the comfort and accommodation of a full-sized saloon. Basic price is £525, and total with purchase tax £671 11s 8d.

Basically the new model has much in common with the TC Midget, but there are many technical improvements prominent among which are independent front suspension, rack-and-pinion steering and a box-section frame. Built-in hydraulic four-wheel jacks are a standard fitting. Dimensionally the engine is the same as that of the TC type, but the twin carburettors have been replaced by a single semi-down draught instrument with a large air cleaner and silencer, and certain other modifications have been incorporated which result in a somewhat "softer" performance.

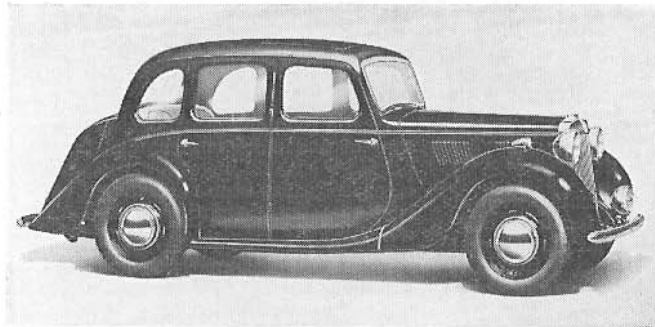
Opportunity was afforded for a fairly lengthy trial of the car, although the weather was not such as to encourage high-speed motoring. Most impressive was the way in which the car handled on roads of the bad or doubtful variety, and on open stretches there was not the slightest tendency to deviate from a dead straight course. Bad concrete roads—a legacy of the frost—could be taken at high speeds with no effect on the steering, only the slightest of jars being felt at the wheel. At 70 m.p.h., a speed which left something in hand, the engine did not appear to be working any harder than it was at 50.

Petrol consumption figures for a trial under such conditions would obviously be unfair. Suffice it to say that in the most adverse circumstances the car's thirst was by no means excessive.

To the suspension no greater praise can be given than to say that it is entirely unobtrusive. Stiff enough for high-speed cornering, it is yet equally smooth at high and low speeds. A small child in the back seat weathered a long journey through snow and fog without losing interest or becoming restive.

With four doors and six lights the steel panelled body is well

Comfort for the family is provided in the stylishly trimmed interior of the new M.G. saloon. Tubular seat frames give extra foot room for rear passengers



Appearance maintains the M.G. tradition, with radiator style unchanged. Interior roominess is set off by sporting lines

finished inside. Walnut instrument panel, garnish rails and window fillets, leather upholstery, twin sun vizors, adjustable spring-spoked steering wheel, adjustable tubular framed front seats, and a rear seat with side and folding centre armrests and rope pulls, are among the amenities. Door windows wind, the handles

for the front windows being lock down and well out of the way of the knees of the occupants. A large glove box, with a lockable door, extends for nearly half the width of the fascia board, and the instruments are neatly grouped in front of the driver. Horn and trafficator controls are on the steering wheel, a time

M.G. 1½-LITRE SPECIFICATION

ENGINE			
No. of cylinders ...	4	Shock absorbers ...	Luvax-Girling
Bore and stroke : mm. ...	66.5 × 90	Anti-roll bar ...	Lateral link
in. ...	2.62 × 3.54	Tyre size ...	5.25—16
Capacity : cc. ...	1,250	Steering gear ...	Rack and pinion
cu. in. ...	76.3		
R.A.C. rated h.p. ...	10.97	DIMENSIONS—EXTERIOR	
Tax ...	£13	Wheelbase ...	8ft 3in
Max. b.h.p. at r.p.m. ...	44.5 at 4,800	Track : front ...	3ft 11½in
Compression ratio ...	7.5 : 1	rear ...	4ft 2in
Valve position ...	Overhead	Overall length ...	13ft 5in
Valve operation ...	Push rod	Overall width ...	4ft 11in
Pistons ...	Alum. alloy	Overall height ...	4ft 10in
No. of main bearings ...	3	Ground clearance ...	6in
Carburettor ...	S.U. semi-dd	Turning circle ...	35ft
Air cleaner ...	Dry	Dry weight ...	20½ cwt
Fuel pump ...	S.U. electric		
Oil filter ...	Full pressure	DIMENSIONS—INTERIOR	
Cooling ...	Pump, fan, thermostat	Floor to roof ...	44in
ELECTRICAL		Seat to roof : front ...	34in
Voltage ...	12	rear ...	33in
Ignition ...	Coil	Width over seat at elbow :	
Ignition control ...	Centrifugal	front ...	45in
Sparking plugs ...	14 m.m.	rear ...	45½in
Dynamo charging ...	A.V.C.	Width between arm-	
Battery capacity ...	51 a.h.	rests ...	40in
		Height of seat : front ...	12in
		rear ...	14in
TRANSMISSION		Legroom : front ...	42½—47½in
Clutch ...	Single plate	rear ...	36—40in
No. of forward speeds ...	4	Door width at waistline :	
Synchromesh ...	2, 3, 4	front ...	25½in
Position of lever ...	Central	rear ...	23½in
Final drive ratios : 1st ...	18.0	Height of floor from	
2nd ...	10.646	ground (laden) ...	12in
3rd ...	7.121	Luggage container :	
Top ...	5.143	height ...	17in
Rev. ...	18.0	width ...	40in
Propeller-shaft ...	Hardy Spicer	depth ...	27in
Final drive ...	Spiral bevel	CAPACITIES	
Rear axle ...	½-floating	Petrol tank ...	8 gallons
CHASSIS		Cooling system ...	13½ pints
Brakes : front and rear ...	Lockheed hyd.	Sump ...	9 pints
Suspension : front ...	Indep. coil	Gearbox ...	1½ pints
rear ...	Semi-elliptic	Rear axle ...	1½ pints

