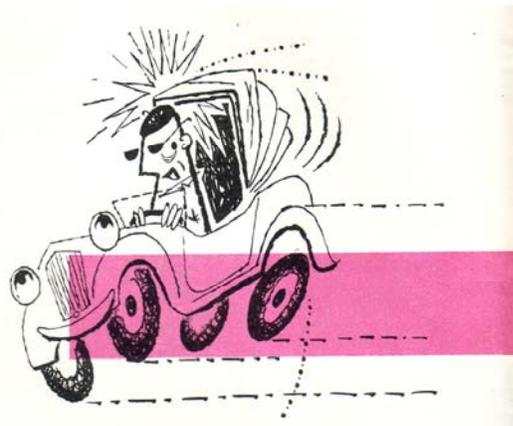


# Un Peu Clappé

—n'est-ce pas?



## The French journal INTER-AUTO conducts a second-hand road test

*In response to many requests from readers we publish another article in our series of 'Road Tests Recalled'. This one, written by Pierre Bourrillon for the now-defunct French journal, Inter-Auto, was first published in 1955. It has been rather freely translated by Cyril Posthumus—but that does not necessarily explain Monsieur Bourrillon's references to a four-seater M.G. 'TD'. We suspect that he actually tested a 'Y' type tourer, a model more noted for its comfortable decor than performance.*

**T**HAT day my skull was not wrapped in a cap with superior central button; neither had I, clenched between my teeth, the traditional pipe stuffed with fair tobacco; nor was I wearing a very British moustache beneath my nose. No, I was

dressed like any good average Frenchman, my sun-glasses on my eyes, to test this car, a world-known car, the name of which has contributed to the renown of the British car in general—the M.G.

A second-hand M.G., of the model 'TD', discoverable by itself, and permitting four seats, a rare one to take from its nest; that is why I did not hesitate to snatch when the Society AutoStar of the Avenue de Villiers signalled that their British beauty queen was at my disposal.

Quickly installed (it was fine) to the right of this very popular machine, I am expecting to say one must consider her a very fast sports car. But no, this M.G., so widely spread around England and the world, addresses itself, I am told, to the citizen across the Channel, be he young or already worn out, reason for feeling he is making sport, with or without his wife or children, despite his relative discomfort.

And when I say relative discomfort I speak, well meant, of the protection against the outside elements—the rain, cold, etc.—for the interior comfort has been well studied, the car tested carrying two forward seats garnished in leather, curved in the style of a racing bucket, and a rear bench of the same covering, the whole comfortable and well finished.

Above the head? Nothing when the car is beheaded; the doors widely cut down, and a windscreen which can be thrown down completely, assure the greatest aeration and the desired impression of speed.

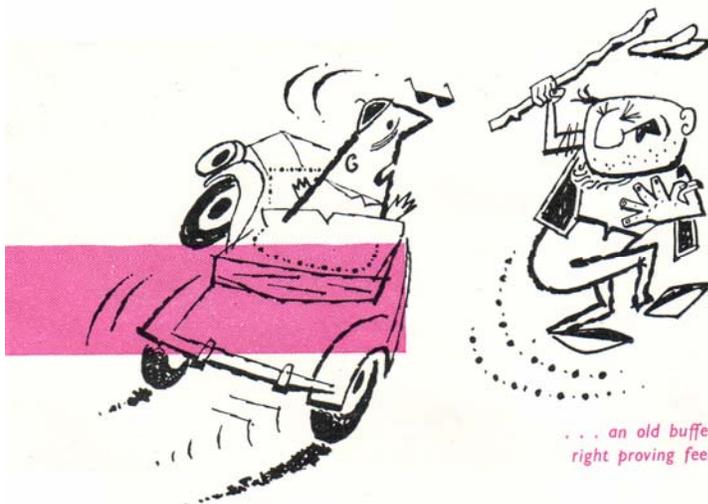
When raising the roof the flanks are protected by removable sides, but their mounting would not effect itself well in the traditional British chute of hailstones.

During the test I am thus living French in personal equipment, but British in comportment, this in spite of violent wind and the apparition of several large drips on the road to Chevreuse.

One must signal an exterior state impeccable of aspect, the painting in clear yellow drawing the regards of the passing; the wheels are in full disguise, and the chromes in perfect state.

Particular details: the wheel is well in the hands, it is besides regular, and the dashboard is copiously garnished with a kilometre counter of very optimistic speed (rising to 160), a meter of oil pressure, of battery charge, and of essence level. The sole transformations for the French are that the dials are metric, the commode lights up, and a Citroën horn figures on the wheel with an indicator of water temperature.

The baggage coffer is minute. The tyres are in good state, the engine turns round, nourished by two S.U. carburetters.



... an old buffer on the  
right proving feeble ...

Beneath the engine lid a hydraulic pump with reversible tap permits, with the aid of four hydraulic jacks, fixed to live under the cashier's office, and to lift at will either the rear, the front, or all of the car with a simple lever easy to manipulate.

Travelling an autoroute to the west, after having traversed Paris, I disclosed a precise and direct direction, soft and pointing rather well, and a box of four speeds passing magnificently well, this which made me regret on the side that this M.G. had not a more sporting motor there.

In truth, the overthrow of her four cylinders of 1 ¼ litres (7 c.v.) is not very shining, though if I maintain a proper behaviour on the slopes it is absorbed without too much slackening; the first measures of pure speed on a kilometre gave me 36.8, 36.4, 36.2, and 35.6 sec. in a favourable direction with wind in the rear, and 37, 37.2, 37.2, and 36.2 in the other direction, making me discover that 'my' MG. of 1950 is able to reach its 100 km.p.h. pungently; this does not reflect the initial performance of this car, which will

frolic at 115—120. The motor is thus some little fatigued.

The speed counter at this average speed climbed to 110 km.p.h., and this estimate, I made myself to discover, is 10 per cent. optimistic. The measure of consumption accomplished itself in covering 50 km. with the briefest delays.

With 'broken reins' and always hair in the wind, I came to cover that distance, much over sinuous roads, the rest on routes straight and flat, in 41 minutes, which grants an average of about 70 km.p.h. It obliged me 5520 litres of carburant to accomplish this kilometrage, from which arises a consumption over the 100 km. of 11~04 litres. Thus, consumption for a motor in good state should correspond to a frankly superior average.

Resuming our impressions of conducting:

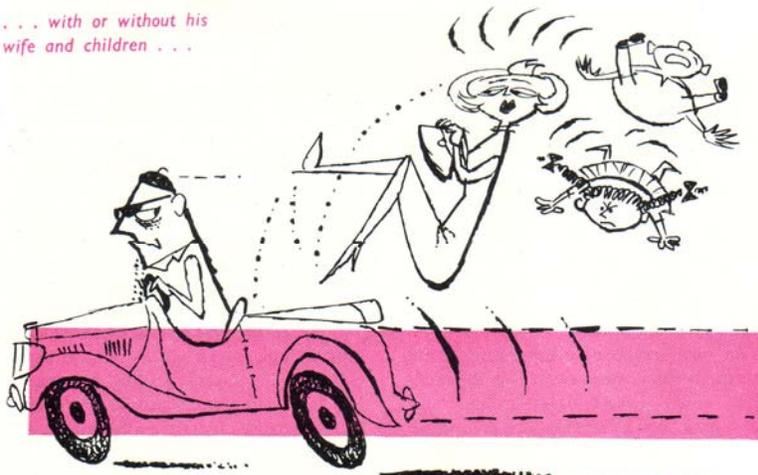
I am fallen before a car in such good exterior state, holding without ill the road but having tendency to chase the rear, above all in corners to the left—an old buffer on the right proving feeble.

The direction is precise but afflicted by a certain play, normal, one must specify, after a certain kilometrage. The braking is a little mellow for an ensemble weighing not less than a ton, and the motor implores a serious putting right to recapture the horses lost after five years of usage.

In good state, this M.G. could, engine revived, give the impression that one rolls in a sports car, and for youth avid for fresh air and with robustness, it could represent an ideal vehicle from which, all the same, one must not now ask too much.



... with or without his wife and children ...



decorations by ASH

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