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Another Bouquet for the M.G.

Ideal Specification. I would like to endorse everything mentioned by Mr. A. T. R. Bennington in his letter on the 1¼-litre M.G. (January 27). I also am a satisfied owner of a "Duo" green "Y" saloon. Having owned several cars and driven many more I can appreciate a good motor car. There is no need to repeat the points already praised, but I will add that whilst I have known more powerful brakes I have never known a vehicle that maintained such a true course when braking hard under adverse conditions. Similarly, the general handling and feel under the worst winter conditions is a delight. When driving some cars one has to put up with many petty irritations; with the "1¼", however, a feeling of pleasure and satisfaction is derived.

In my opinion, the only car that could replace this model is one built to the following formula: Take an M.G.A. with its wide splayed box section side members and braced scuttle bridge as a basis for the chassis, use full instrumentation including rev. counter and water temperature gauge, front end styling as on M.G.A., rear end and saloon top to be similar to the Aston-Martin or A.C. Aceca. To give purity of line two doors would probably have to be used, but these could be wide opening and of light construction, giving easy access to seating accommodation comparable to the "Y" saloon. All those essentials (such as a sturdy central gear lever) would be fitted. The weight should not exceed 19 cwt. Then with a twin-carburettor 1¼-litre push-rod o.h.v. engine, giving 68-70 b.h.p., we could expect maximum speed to be in the region of 90 m.p.h.

For the long purse a special equipment model would be available with twin O.H.C. head giving in standard trim 82-85 b.h.p. Disc brakes, k.o. hub caps and wire wheels would complete a potent and pretty small sporting carriage, the dream of many enthusiasts requiring just that little more seating capacity

A. V. MERRY

[Other correspondents who have written in similar appreciative terms of the 1¼ M.G. are thanked for their letters.—Ed.]