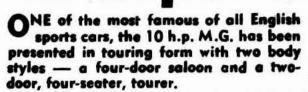
Saloon mode

Safety fast



The M.G. is also one of back from the scuttle the body the oldest of the English contours adopted for the two racing marques, having types are typically English, and well finished. been developed from the Sir Cecil Kimber, in 1923. fort.

world record for cars of under two litres capacity.

The experience gained in racing and sporting events has made this new member of the M.G. family, the "Y" model, one with outstanding mechanical qualities. The power unit is based on the sports T.C. engine and has modifications in gear ratios to cope with the larger bodies.

THE four cylinder engine has overhead valves operated by push rods, and the three-bearing crankshaft is counterbalanced for smooth operation. The saloon model has a single S.U. carburetter, but the sports tourer follows the T.C. model by using twin S.U.'s

Front suspension is the wishbone type, with coll springs and rubber-bushed inner mountings on each wheel. Long semielliptic springs at the rear have rubber interleaved and a separ-ate lateral control link between rear springs stabilises the rear axle movement. The advantage of this link was appreciated during the road test when fast corners were taken

without any tail sway.

Piston-type hydraulic dampers are fitted all round, and control all road shocks to give a soft, comfortable ride over all

types of road surface.

The operating lever for the Jackall inbuilt jacking system Jackshi indust jackshig system is situate under the bonnet, so that all wheels may be raised without disturbing passengers and also make wheel changing

a clean, easy process.
Steering is by rack and pinion and as well as being diret acting is smooth and accurate at all speeds—a necessity in a sports touring type of car, where high speeds and fast cor-ners seem natural and comfort-

THE traditional M.G. radiator and bonnet line have been retained, and

Because of the small size of original Morris Oxford produced by Lord Nuffield (William Morris) and his provided for four passengers, alworks manager, the late though five people could sit in the car with reasonable com-

At its first race appearance the original car was entered under the name of a Morris to Garages car and from that entry the name of M.G. was formed.

Racing successes followed, and the M.G. has held nearly every pleasing appearance, but giving world record for cars of under tarmscheir comforts. arm-chair comfort.

Twin bucket seats for the driver and front passenger are adjustable, and the rear squab is divided by a folding arm rest. The front and rear floors are nicely carpeted, with a reinforcement mat in front of the forcement mat in front of the

Instruments also are placed immediately in front of the driver, and include a large-sized speedometer, and also oil and ammeter gauges, and an electric

THE saloon model was put through the test during extremely stormy conditions, but at once the similarities and differences to its small racing contemporary were apparent. It had the same eagerness for fast acceleration and rapid gear changes, but instead of the comparatively hard springing of the T.C., the ride was soft and flex-

Through the city traffic, by making use of the second and third gears, and the direct steering, larger cars were soon left behind. Ninety degree corners were taken fast under full con-trol, and on the open road the One and a Quarter purred along at 55-60 m.p.h.

On the test track the acceleration figures suffered because of the wet road conditions, but throughout all tests the M.G. justified its slogan of "Safety



ENGINE: Four cylinders, o.h.v. bore 66.5 m.m., stroke 90 m.m., capacity 1,250 c.c., maximum b.h.p. 48 at 4,800 r.p.m. R.A.C. rating 10.97-

h.p. CHASSIS: Box frame with tubular cross members; suspension, front, coil springs with wishbones; rear, semielliptic with lateral control link

GEARBOX: Four speed synchromesh, central gear change lever.

WEIGHT: Saloon, 20 cwt. BRAKES: Lockheed hy-

PRICE: Imported saloon, £ 938/16/8 (inc. tax).

TEST DATA Conditions: Stormy, wet

surface.
Acceleration: 0-40 m.p.h.
through gears, 12.1sec.; 20-40
m.p.h. in top gear, 11.2sec.;
mile from standing start,

Maximum Speed: m.p.h.; best time equals 68.7 m.p.h. Braking: 30 m.p.h. to

stop 37ft.

Fuel Consumption: At 40 m.p.h., 28.4 m.p.g.

(All figures quoted are average of various runs in opposite directions.)