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Roger Barlow with the Zagatos, father and son, at their Milan works, with examples of streamlined Fiats. Last on the right is a big new Isotta-Fraschini, bodied by Zagato.



Specialized M.G. for the U.S.

Italian Coachwork on Modified 1¼-litre Chassis

ON a recent visit to Europe Mr. Roger Barlow, president of the firm of International Motors, of Los Angeles, California, who has frequently contributed to *The Autocar*, furthered plans for offering in the U.S.A. a modified type of 1¼-litre M.G. carrying bodywork by Italian coach-builders. Mr. Barlow visited both the M.G. Car Co. and the Italian coach-builders. Some time ago he tried the standard 1¼-litre M.G. saloon in America and was most favourably impressed, especially with the steering and road holding. He felt, however, that more performance, in conjunction with a higher top gear ratio, was required and that specialist bodywork of the most modern character would

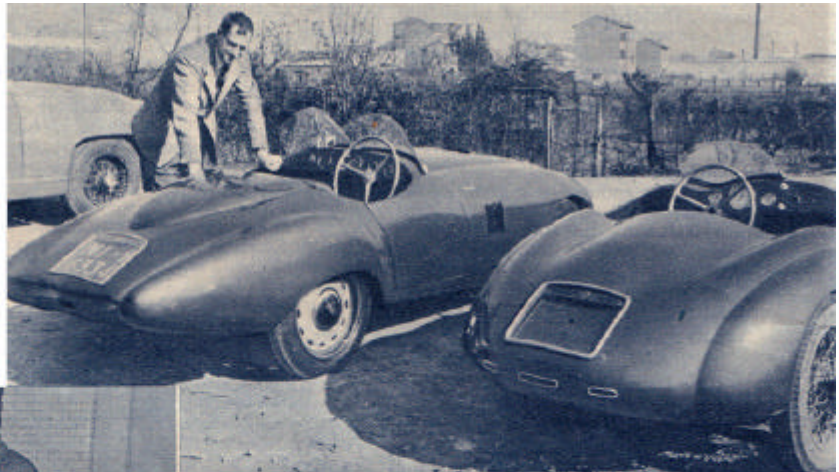
give the car the right appeal among the Hollywood clientele.

For this special purpose the M.G. chassis, with the co-operation of the makers, will be modified to the extent of lowering and lengthening the steering column, making a 4 to 1 final drive ratio optional, and fitting additional instruments, including a rev counter and oil and water temperature gauges. The engine will be fitted with an exhaust manifold of the same pattern as on the TC Midget, and a remote control gear lever, also as on the current Midget, will be fitted. The engine will have a Shorrock supercharger. The intention is to produce some 70 cars with coachwork by Zagato, Castagna

and Farina — open two-seaters and drop-head two- and four-seaters.

With the increased performance available from the engine modifications and the fitting of a blower, a maximum speed exceeding 100 m.p.h. is expected, together with brilliant acceleration, for the open car is planned to weigh less than 1,550 lb (13¾ cwt) and the two-seater drop-head less than 1,900 lb (slightly below 17 cwt). Delivery of the Zagato-bodied type is expected to begin in about four months and prices on the American market will be about 4,250 dollars for the two-seater and 6,500 dollars for the Castagna coupé.

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Barlow inspects the Zagato-bodied streamlined two-seaters in Italy. Similar coachwork will be provided for the 1¼-litre M.G. chassis for sale by International Motors in Los Angeles. With a blower which forms part of the modifications to be made to the M.G. a maximum speed of 108-110 m.p.h. is expected from the two-seater sports model.



Left At the M.G. factory Roger Barlow is "measured" for the M.G. chassis during his discussion with the Abingdon engineers on the proposed modifications to the 1¼-litre chassis for specialized American sales.