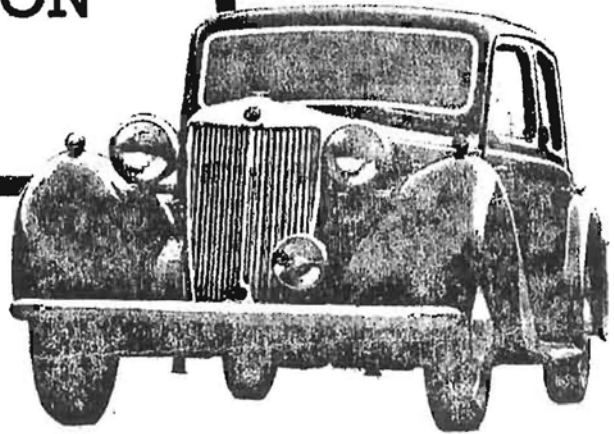


Safety fast!

THE NEW M.G. 1½ LITRE SALOON



by our
Motoring] Correspondent

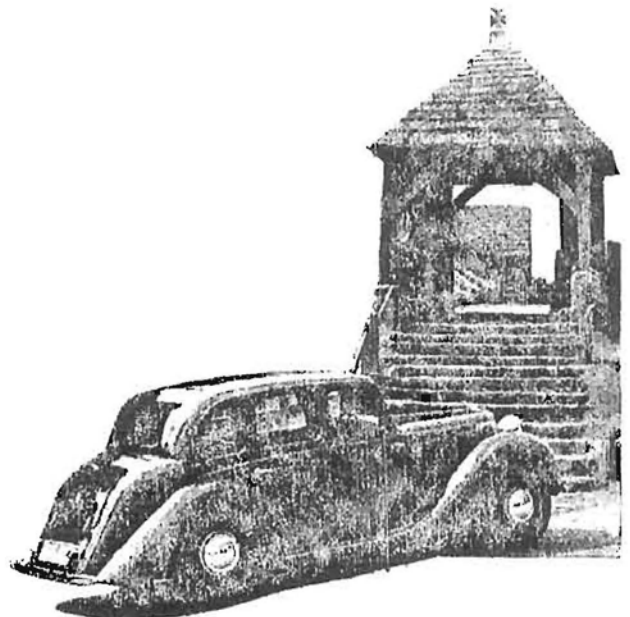


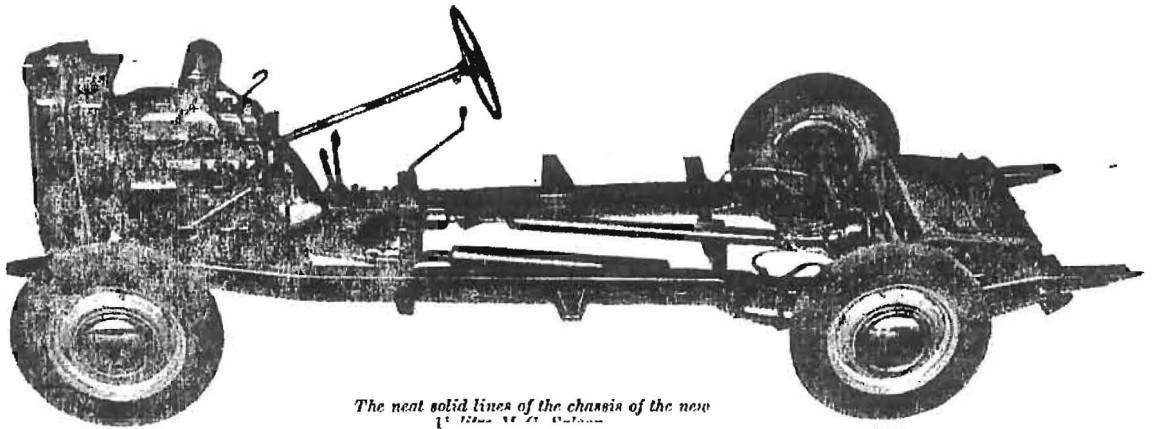
HOW many keen motorists, I wonder, have regretfully polished up the M.G. midget for the last time and offered it for sale in exchange for a family saloon, bewailing the addition to their families that made a saloon car a necessity! Many thousands, I suppose, to judge by the popularity of the midget and therefore this new 1½ litre saloon should have a ready made market to start with. Here is a car built in the M.G. tradition, fast, lively, a delight to drive; with all the crisp performance of the Midget 'and yet It offers family saloon accommodation, sleek appearance and ample luggage space. I have no doubt whatever that it cannot help but be a best-seller.'

No one feature seems outstanding, but the car has an overall quiet efficiency which places it in the top flight of the more lively performances on the road.

On a long journey I could wish for no better performance from a medium sized car, averages of 40 m.p.h. can be maintained in comfort – that is comfort for the driver AND comfort for passengers, for the road holding is excellent, the steering finger light and the engine quiet. The new independent front suspension is good and bad roads can be taken at speed without effect on the steering.

The Lockheed hydraulic brakes on all four wheels are exceptionally effective. Smooth, responsive and powerful they bring the car to rest in a dead straight line without any sign of skidding or slipping. In an emergency stop they will bring the car to rest in a fraction over 32ft., an excellent figure for this type of car. The pull-up handbrake lever is situated between the front seats and is adjustable from inside the car. It gives ample power to hold the car on the steepest incline.

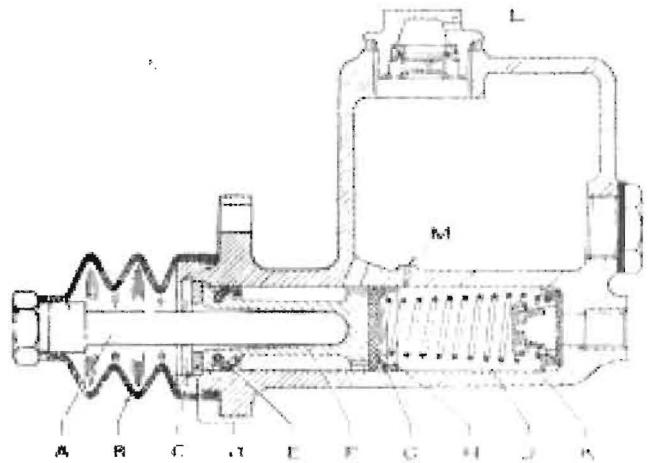




The neat solid lines of the chassis of the new M.G.

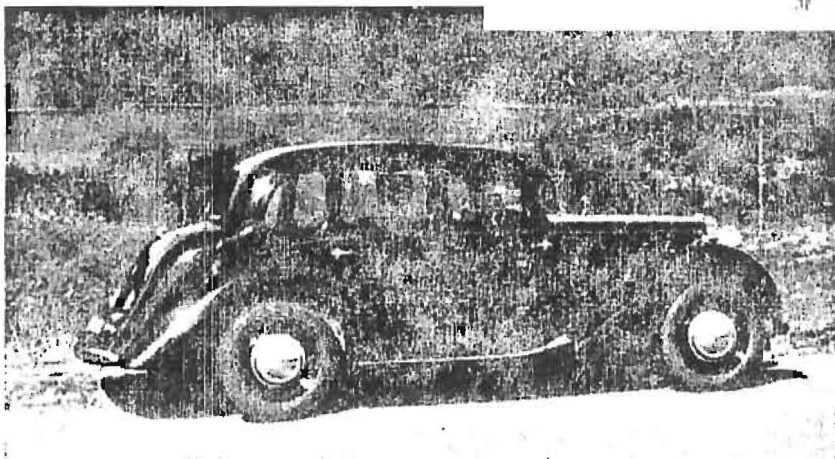
Adjustment for the brakes is of the two-point cam type which is common to most Lockheed systems and is carried out in this manner. First jack up until the wheel revolves freely turn one adjuster (they turn away from each other) slightly until the wheel is locked. Now back off the adjuster the slightest possible amount to allow the wheel to revolve freely. Repeat this operation with the other adjuster after which this particular brake is correctly adjusted. The same operation should then be carried out for each wheel.

In appearance the new M.G. follows the traditional lines of the marque, for its size the body is roomy and full advantage has been taken of the space available. Seating is particularly comfortable and gives the necessary support to the small of the back which lessens fatigue on long journeys. Finish and equipment are well up to standard and the neat fascia board with



The integral tank type of Lockheed hydraulic brake master cylinder fitted to the M.G.

- A - Brake operating rod.
- B - Rubber boot
- C - Spring circlip
- D - Piston stop
- E - Secondary cup
- F - Piston
- G - Master cup
- H - Return spring retainer
- I - Return spring
- J - Valve assembly
- K - Fluid reservoir filler plug
- M - Bypass port



the instruments grouped well within the driver's line of sight deserves special commendation. At £525 plus purchase tax of £146 13s. 4d. this car should prove extremely popular.

Source unknown, dated August 1947.