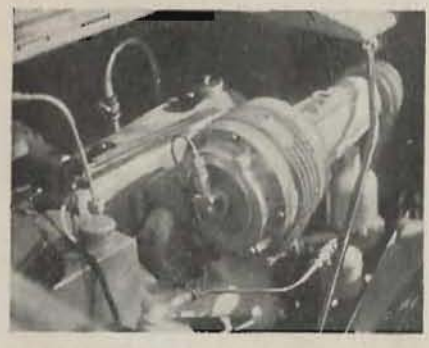
High-performance edition of a post-war saloon.

A Blown 1¼-litre M.G.

Chris Shorrock — supercharger expert.

CHRIS SHORROCK is a name to conjure with whenever the subject of supercharging is brought up. In addition to building the compressors for Goldie Gardner's record-breaking 750 c.c. and 500 c.c. specials, the man from Preston has been busy designing



low-pressure sets for standard cars such as M.G., Standard, Ford and Triumph.

Recently we were able to try out M. Jean Simons's 1¼-litre M.G. which has been fitted with the type of blower that will be used in the special export M.G. to be marketed in U.S.A. by Roger Barlow, and which is reported to have fully aerodynamic coachwork. If the performance of the standard-body M.G. is anything to go by, the streamlined version should be something worth talking about.

Comparative figures for the blown car and the one tested by us last year show that the addition of the Shorrock supercharger gives the car a most remarkable performance. For instance, unblown, the car will achieve 0-50 m.p.h. in the excellent time of 16.7 secs. With low-pressure blower, this time is reduced to 12.2 secs. Similarly, touring maximum speed is increased from 67.1 m.p.h. to approximately 83 m.p.h.

A most marked feature is the absence of blower scream at high r.p.m. A slight whistle is the only audible hint that forced induction is employed. Flexibility is most impressive. It is quite possible to start off in top gear in the best large-car tradition. Undoubtedly the ability to hold on to the upper gear ratios is the main factor in the satisfactory fuel consumption (about 26 m.p.g. average on Pool). This would seem to indicate that a higher axle ratio might be employed with advantage in the export aerodynamics.

(Above) Neat installation of Shorrock supercharger in 1¼-litre M.G. Note separate oil supply tank. (Left) The blower is belt driven from the crankshaft pulley.

The Shorrock installation is available also for the TC Midget and requires no modifications to the general layout of the power unit on either the Midget or the 1¼-litre. The blower runs at 1.16 times engine speed, is belt-driven, has a separate oil tank and reaches a maximum pressure of 6 lb. per sq. in.

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