

**MORRIS, RILEY**

**and M.G. . . . contd.**

stery and walnut cappings and facia, is finished in black, woodland green, silver grey or autumn red. Besides the optional extra of an interior heater-ventilator, another extra is a powerful air scoop for use in very hot weather.

**SPECIFICATION CHANGES**

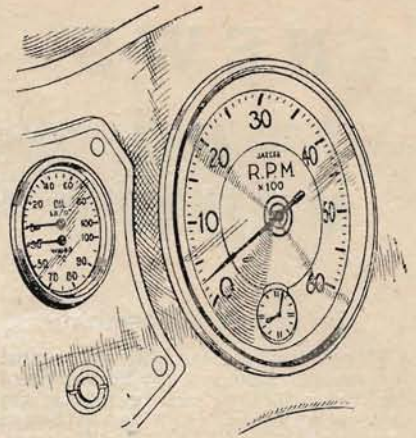
**Transmission.**—1½-litre: 4-speed gear box, single-plate clutch. Overall gear ratios, top 5.125 to 1, third 7.585 to 1, second 11.736 to 1, first 20.372 to 1. Hypoid bevel rear axle.

2½-litre specification unchanged, except for substitution of hypoid bevel.

**M.G.**

**T**HERE is little change in the M.G. Midget. This sports two-seater was extensively revised, acquiring independent front suspension and altered dimensions, at the time of the introduction of the TD series. The 1½-litre engine, with twin S.U. carburettors having oil bath air cleaners, has been developed to the point where it gives 54 b.h.p. at 5,500 r.p.m. Coil spring and wishbone i.f.s. and half-elliptic rear springs are used, in conjunction with Luvax Girling piston dampers. The model is now finished in black, red, almond green or ivory, and the upholstery is red, beige or green.

There are certain engine, clutch, rear axle and brake alterations for the 1½-litre M.G. engine, which together add up to quite an extensive revision. The oil filter,



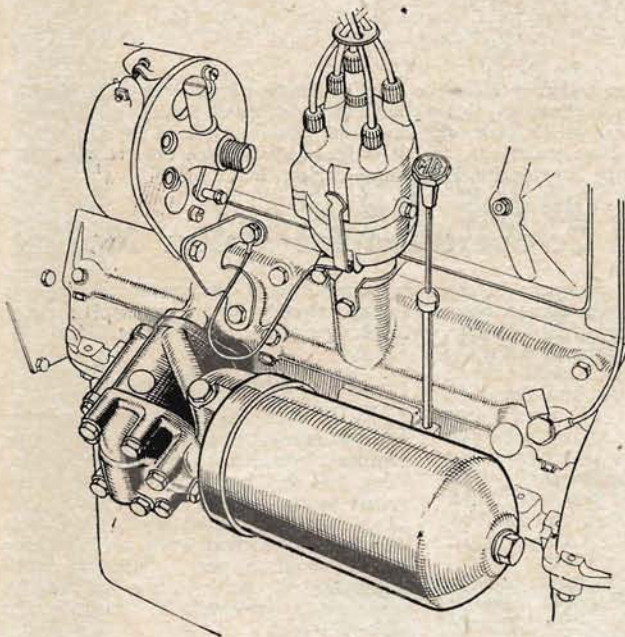
although it remains external and easy to service, is now bolted direct to the side of the crankcase and is fed and discharged through cast-in galleries. It is therefore an absolutely pipeless installation. There are improved two-leading-shoe hydraulic brakes with 9in diameter drums, an 8in Borg and Beck clutch in place of the 7½in clutch previously used, and bigger dampers all round.

The engine of the 1½-litre M.G. saloon is rated at 46 b.h.p. at 4,800 r.p.m., which is conservative, and mechanically the whole car aims at sturdiness. Its compact dimensions—it is a four-seater only—enable a corresponding sturdiness and quietness to be achieved in the bodywork. The only bodywork changes are over-riders for the bumpers and a deeper rear wing valance.

It will be recalled that the 1½-litre now has an anti-roll bar fitted to the front suspension.

The interior has polished walnut cappings and there are a sliding roof and an opening windscreen, with radio and a heater as optional extras. Colours for the bodywork are black with maroon, beige or green upholstery; red with maroon or green; woodland green with green; and silver grey with maroon.

Neither TD nor 1½-litre specifications are, in the main, changed by these modifications.



The oil pump and by-pass filter now fitted to M.G. engines. The filter feeds direct to the main oil gallery inside the crankcase, without piping. Another Midget change is in the instruments (above). Next to the rev counter, with inset clock, is a combined oil pressure and water temperature gauge.

In this study from above of the TD M.G. Midget, the traditional Le Mans style of the body is seen. There is no superfluous paneling. A minor change (sketch) is a different pattern of rear light.

