

FAMOUS ENGLISH CAR IN NEW FORM

BY F. E. H. COOPER

Saloon model of M.G. sports

"Safety fast" is its slogan



ONE of the most famous of all English sports cars, the 10 h.p. M.G. has been presented in touring form with two body styles — a four-door saloon and a two-door, four-seater, tourer.

The M.G. is also one of the oldest of the English racing marques, having been developed from the original Morris Oxford produced by Lord Nuffield (William Morris) and his works manager, the late Sir Cecil Kimber, in 1923.

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

Racing successes followed, and the M.G. has held nearly every 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 wish-bone type, with coil springs and rubber-bushed inner mountings on each wheel. Long semi-elliptic springs at the rear have rubber interleaved and a separate lateral control link between the 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 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 direct acting is smooth and accurate at all speeds—a necessity in a sports touring type of car, where high speeds and fast corners seem natural and comfortable.



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

back from the scuttle the body contours adopted for the two types are typically English, and well finished.

Because of the small size of the engine—it is only of 1½-litre capacity — accommodation is provided for four passengers, although five people could sit in the car with reasonable comfort.

The inside panelling, including the fascia board, is attractively carried out in walnut veneer panelling, while the soft leather upholstery is paneled and piped, providing not only a pleasing appearance, but giving 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 driver.

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 clock.



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 flexible.

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 control, 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 Fast."

SPECIFICATIONS

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, semi-elliptic with lateral control link.

GEARBOX: Four speed synchromesh, central gear change lever.

WEIGHT: Saloon, 20½cwt.

BRAKES: Lockheed hydraulic.

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.; ¼ mile from standing start, 25.1sec.

Maximum Speed: 65.2 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.]