



INTERIOR is well finished, with leather trim and plenty of accessories.

NEW MG SALOON



MG are back on the saloon market with a new 1½-litre Magnette that offers good performance and many comforts.

The new MG Magnette—first car to bear that name since 1936 and first MG saloon since the Y type was discontinued in 1951—reached Australia just in time for the Sydney Motor Show.

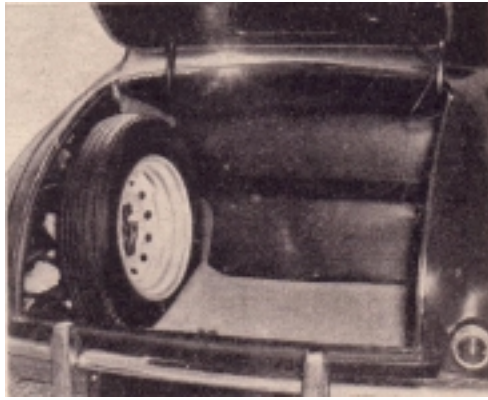
It is also the first MG to have a mono-construction body and chassis. Apart from the traditional (though curved) MG radiator, the body is like that of the current Wolseley 4/44 – but in everything else, it's a vastly different car.

The new 1½-litre B.M.C. engine, designed specially for the Magnette, has overhead valves, a capacity of 1489 c.c., and develops 60 b.h.p. at 4600 r.p.m., whereas the Wolseley's 1250 c.c. engine gives 46 b.h.p.

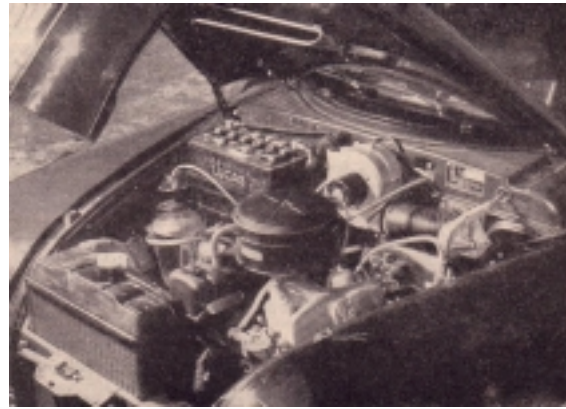
The Magnette has a different dash arrangement, with all instruments grouped in front of the driver, a central remote-control gear change (instead of the steering-wheel level), and twin S.U. carburettors.

The Magnette's body is also lower than that of the Wolseley. Another difference is in the clutch, which is hydraulically actuated on the MG.

Other highlights of the new Magnette include the following: a turret-type four-seater



BOOT is roomy; side-mounted spare leaves floor free. Hinges are well to the side to avoid damaging luggage.



ENGINE is easily accessible; twin carburetors make for smooth performance.

body of great strength and completely rust-proof; a very good power/weight ratio; an extremely large luggage boot; leather upholstery with deep, well-sprung cushions and a folding centre arm-rest at the rear; attractive lines; and very good finish.

Engine and Transmission

Examined in detail, the engine has the following characteristics. Bore and stroke are 73.025 mm. and 89 mm. respectively. The overhead valves are operated by push-rods, from a three-bearing camshaft driven by a Duplex roller chain. The gear-type oil pump in the crankcase is driven by helical gears and a vertical shaft from the camshaft. The crankshaft has three bearings and is balanced. Compression ratio is 7.15 to 1.

Ignition is by 12-volt battery and coil. Automatic advance and retard is fitted, with vacuum control and vernier adjustment. Suppressor equipment is included.

The twin S.U. semi-downdraft automatic carburetors are fed from a 9½-gallon rear tank by an S.U. electric fuel pump (rear-mounted). A large oil-bath air cleaner is fitted.

A Borg and Beck single-plate dry clutch is employed; and the four-speed gearbox has synchromesh engagement for second, third, and top gears. Gear ratios are 17.745, 10.793, 6.698, and 4.875 to 1; reverse 23.205 to 1. Clutch and brake pedals are of the popular hanging type. The back axle is of the semi-floating type with hypoid final reduction gears and is controlled by a torque arm.

Brakes, Wheels, Suspension

Fully compensated Lockheed hydraulic brakes are employed, with two leading shoes in front. The simple shoe adjustment simultaneously adjusts the handbrake, which has a central lever with press-button ratchet control. The wheels are the ventilated disc type, with Dunlop 5.50 in. x 15in. tyres. Rack-and-pinion steering is employed. Turning circle is 37ft. 6in.

The independent front suspension is by wishbone links, with coil springs and telescopic dampers. Rear suspension is looked after by rubber-mounted, semi-elliptic springs damped by telescopic hydraulic shock absorbers with anti-sway mounting. The dampers slope outwards towards their lower ends, thus aiding stability.

Body and Fittings

Dimensions of the Magnette are: wheelbase, 102in.; height, 58in.; width, 63in.; track, 51in.; length, 169in.; ground clearance, 6in. Weight of unladen car is .22 cwt.

The mono-construction body incorporates the body shell, floor, bulkhead, and frame members. Arm-rests on the rear doors act as door-pulls. Self-locking check straps

hold the doors in the open position when desired. Polished wood is used for the fascia panel and door cappings. The windscreen is curved and in one piece, and there is an extremely large curved rear window.

The spare wheel is housed vertically on the left inside the large boot, the lid of which is counterbalanced by torsion-bar hinges for easy lifting and will stay put in any position.

Specification includes: a petrol tank filler concealed by a flush-fitting panel and fitted with an anti-thief lock operated from inside the boots two pull-out ashtrays on the fascia, and one on the back of each of the two front seats; bucket-type front seats with individual adjustment; an inbuilt forced ventilation system with controllable fresh-air intake and inbuilt demisting ducts; a special jack and jacking points; windscreen-washing equipment; and provision for wireless. with a central speaker grille in the fascia.

The radiator grille is integrated with the bonnet and lifts with it, giving excellent engine accessibility. Everything seems to have been studied for the comfort and convenience of those who travel in the car: there is an engine temperature indicator, an electric clock above the rear mirror on the roof rail, and a parcel tray behind the rear seat.

Small shipments of Magnettes are due in Australia in September, but they are all covered by orders. However, further supplies are expected later in the year. The price is to be announced shortly.

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