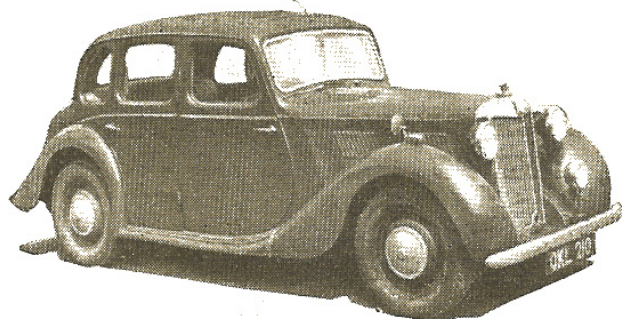


Used Cars on the Road - 112

1951 M.G. Y 1 1/4-LITRE



During the test of the M.G. a leak developed in the radiator, which has been temporarily repaired with a sealing compound. Apart from this the car ran well, and earned considerable affection while it was on test.

CARS which offer a little extra in the way of equipment, refinement and construction always have a keen following, and earn respect; this test of a six-year-old Y-type M.G. 1 1/4-litre saloon recalled the many features of the car which placed the model in this class. Among them are an adjustable steering column, a sliding roof (which does not leak), an opening windscreen, a rear window blind, a trip mileometer, good engine accessibility, a built-in hydraulic jacking system (which works efficiently), and a luggage locker lid which opens to the horizontal to serve as a table.

Additionally, it was found that time and a mileage rate of nearly 10,000 a year have caused remarkably little mechanical depreciation, and the car still feels taut. Even on bad surfaces there is not a rattle or squeak, and none of the components give warning of imminent failure.

The engine is the original unit; apart from a considerable tappet noise it is very fit, and it is suspected that some overhaul work on it may have been carried out fairly recently. During the hot weather of the test the choke was not needed for the first start of the morning, and the engine always fired instantly and pulled without hesitation after a short warming-up period. It is a very willing unit which is both flexible and happy to rev at high speeds. The car can be driven hard without any impression that the engine is being overworked, and it will cruise without fuss at up to 60 m.p.h., which is equivalent to a little over 4,000 r.p.m. in top gear.

At certain speeds there is a faint whine from the rear axle, but there is very little free play in the transmission, and no snatch occurs at low speeds in a high gear. The gear box also is in good condition, and the conveniently placed central change is very pleasant to use. The gears are quiet and the synchromesh is still fairly effective.

The suspension—by independent coil springs at the front and semi-elliptic leaf springs at the rear—gives a comfortable ride on most surfaces. Because the spring dampers are now very weak there is excessive vertical movement at times; yet so good is the suspension that the lack of efficient damping is far less noticeable than it might be. The only other major mechanical fault is in the rack-and-pinion steering which, although delightfully positive, is very stiff and has little self-centring action.

The hand brake is so much in need of adjustment that the lever can be pulled nearly to the end of the ratchet. The foot brake is effective, though heavy pedal pressures are needed. During one fast drive the brakes became very hot, but did not fade at all; the heat caused grease to run out of the front wheel hubs from which the seals were missing.

A 6-volt radio has been added to the car, arranged to be powered by half the 12-volt battery. The other accessories on the M.G. are a panoramic rear mirror, a useful wing mirror, and a small mascot mounted on the radiator cap. A flat-beam fog lamp is part of the car's standard equipment. The instruments include an ammeter, fuel gauge, oil pressure gauge (indicating about 75 lb sq in at cruising engine speeds), and a clock which, as usual, is not working.

The time switch controlling the trafficator is disconnected, and a trafficator warning light has been fitted on the steering column. Also out of action is the windscreen wiper on the passenger's side.

When the car's speed rises above 35 m.p.h. the speedometer becomes very erratic, and the swing worsens as speed increases; at 60 m.p.h. the needle flickers between 50 and 100 m.p.h. The fault was not cured by lubricating the cable.

For used car road tests the acceleration is measured against the car's speedometer after determining and allowing for the

Basic price new	£565	0	0
Total price new	£880	7	9
Price secondhand	£485	0	0

Acceleration (see text)
Standing 1/4 mile 25.4 sec

Petrol consumption 31-36 m.p.g.
Oil consumption Negligible
Mileometer reading 51,156
Date first registered November 1951

Provided for us by Simpsons Motors (Wembley), Ltd.,
345, High Road, Wembley, Middlesex.

amount of any error there, but because this M.G.'s speedometer (or the cable) was faulty, it was not possible to take any acceleration figures other than the standing 1/4-mile, which was almost up to the standard of the model when tested new.

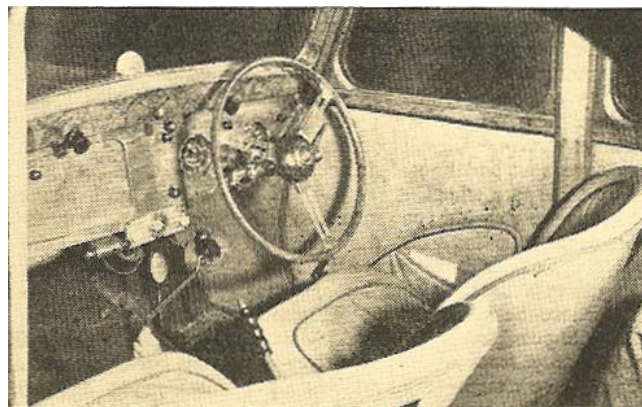
After publication of the original road test of the M.G. 1 1/4-litre (April 1952) claims were received from several readers that the car could return better fuel consumption figures than the range given in the test (24-28 m.p.g.), and this is confirmed now by the figures above. The figures recorded in the original test were measured with all the usual accuracy, so they must have been influenced by a fault peculiar to the car tested.

Apart from the tyre on the left front wheel (a nearly new Goodyear), the M.G.'s tyres are all about half worn. Two remoulds are on the rear wheels. The toolkit is limited to a wheel brace and a handle for the built-in jacking system.

The bodily appearance of the car is somewhat below par for its age, but the inside is better than the exterior, which is in maroon. Characteristic of that colour, the paint has faded unevenly all over, giving the car a rather drab look. There is also considerable rusting, especially at door and wing joints, and round the rain gutter and the lids of the luggage locker and the spare wheel compartment. The chromium has lasted better, and although rather scratched it is not rusty.

Inside, the polished wood facia and door trim are in good condition, and the carpets are fair. The beige leather of the seats and door trim shows much wear, but the seats are still very comfortable. Cloth roof linings seldom look well on a used car, and on this M.G. they are no exception.

The M.G. 1 1/4-litre is a splendid little car to drive: its directional stability is very good, and it corners very well, the oversteering tendency being too slight to be troublesome. Its appeal as a safe, compact and economical four-seater with many good features, and capable of encouragingly high average speeds, is reflected in the high price asked for it, which after six years is still only £80 below the original basic price.



The neat appearance of the facia is marred by the untidy fitting of the controls for an American radio, of which the tone was very good. The glove locker has been removed, and the radio set itself occupies the entire space behind the lid. The car's handbook is in the door pocket.