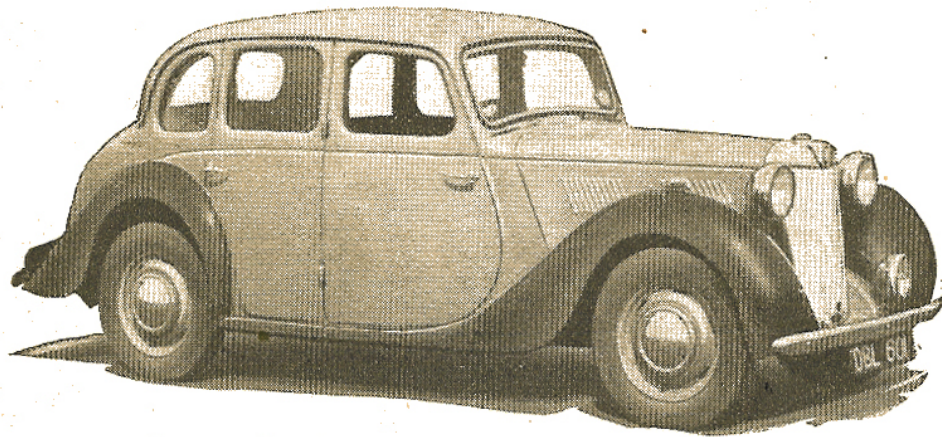


# The Autocar ROAD TESTS



No. 1332

1 1/4-LITRE

M.G.

SALOON

## DATA FOR THE DRIVER

1 1/4-LITRE M.G.

PRICE, with four-door six-light saloon body, £525, plus £146 11s. 8d. purchase tax. Total, £671 11s. 8d.

RATING: 10.97 h.p., 4 cylinders, o.h.v., 66.5 x 90 mm, 1,250 c.c. TAX, £13. BRAKE HORSE-POWER: 46 at 4,800 r.p.m. COMPRESSION RATIO: 7.3 to 1. WEIGHT, without passengers: 20 cwt 22 lb. LB. per C.C.: 1.81.

TYRE SIZE: 5.25 x 16in on bolt-on steel disc wheels.

LIGHTING SET: 12-volt. Automatic voltage control.

TANK CAPACITY: 8 gallons; approx. fuel consumption range, 25-31 m.p.g.

TURNING CIRCLE: (L.) 34ft 10in; (R.) 35ft 5in. GROUND CLEARANCE: 5in.

MAIN DIMENSIONS: Wheelbase, 8ft 3in. Track, 3ft 11 3/4in (front); 4ft 2in (rear).

Overall length, 13ft 5in; width, 4ft 10 1/2in; height, 4ft 9in.

### ACCELERATION

Overall gear ratios	From steady m.p.h. of	
5.143 to 1	10 to 30	13.0 sec.
7.121 to 1	20 to 40	13.1 sec.
10.646 to 1	30 to 50	14.9 sec.
18.00 to 1	40 to 50	9.3 sec.
	50 to 60	9.6 sec.
	60 to 70	11.4 sec.
	70 to 80	6.3 sec.
	80 to 90	7.8 sec.

From rest through gears to;

30 m.p.h.	6.9 sec.
50 m.p.h.	16.9 sec.
60 m.p.h.	28.2 sec.

Steering wheel movement from lock to lock: 2 1/2 turns.

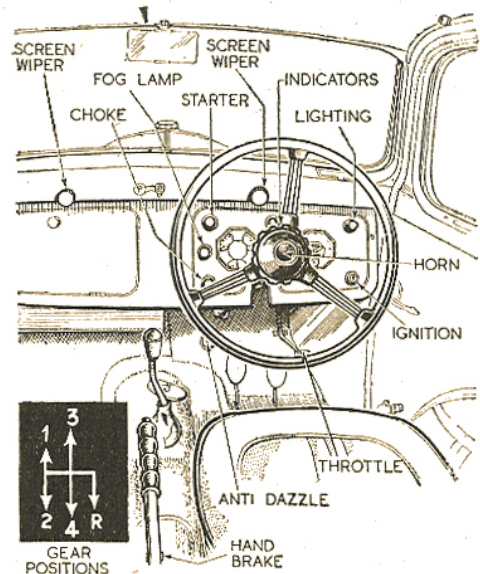
Speedometer correction by Electrical Speedometer: 10 = 10; 20 = 20; 30 = 30; 40 = 39.5; 50 = 49; 60 = 59; 70 = 69.

Speeds attainable on indirect gears (by Electrical Speedometer)	M.p.h. (normal and max.)
1st	15-24
2nd	30-40
3rd	50-60.5

WEATHER: Dry, fine, mild; wind light.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of May 9, 1947.



MANY people will have been awaiting with interest the post-war introduction of a saloon model M.G., for until now only the open Midget TC two-seater has been produced since manufacture was resumed. Keen as is the following for the sporting Midget, it is not, of course, everyone's car. This new model, the 1 1/4-litre saloon, which is fully described on the foregoing pages in this issue, takes the place in the M.G. range of the pre-war 1 1/2-litre, from which it differs materially, notably in the incorporation of independent front-wheel suspension. Nor is it in any sense, except as regards some commendable individual features of the marque, just a saloon version of the Midget. Indeed, this is a new conception of M.G. altogether, with marked differences from its forerunners, the cumulative effect of which should undoubtedly be to widen the appeal of the car. The price might well have been expected to be higher under prevailing conditions.

The 1 1/4-litre, whilst it follows the current Midget in engine size, departs from that model's specification in having a single-carburettor instead of a twin-carburettor engine. A brief summary of its characteristics is that it is quiet and smooth, and extremely comfortable to ride in, at the same time offering typical MG. roadworthiness.

One takes to it at first acquaintance, and the attraction

is maintained through considerable experience of the car. In all, on two separate occasions this year, some 1,200 miles have been covered by *The Autocar* in the new model, including a winter-time journey to North Devon and more recent experience of the car under a wide variety of motoring conditions.

One of its outstanding points is that it is an "all-rounder," a phrase which perhaps requires amplification. By it is meant that it offers a satisfyingly high cruising speed, a maximum of over 70 m.p.h. if required, comfort for the family, and yet a high degree of driving interest for the driver who likes motoring for its own sake as well as for transport purposes. In addition it is smooth and flexible, with the result that handling it in town is not irksome, and also when the mood or occasion suggests such methods, it can be pottered delightfully round country lanes at 20 to 30 m.p.h.

Some people with preconceived notions of M.G.s would probably be surprised at the quietness and docility of the 1 1/4. Its lightness and ease of control, too, would please them. Yet the other side of the performance picture is that it quickly attains speeds between 60 and 70 m.p.h., can be cruised happily at 60 and puts 40 miles into an hour even when the driver is not making particular efforts

to achieve such a showing.

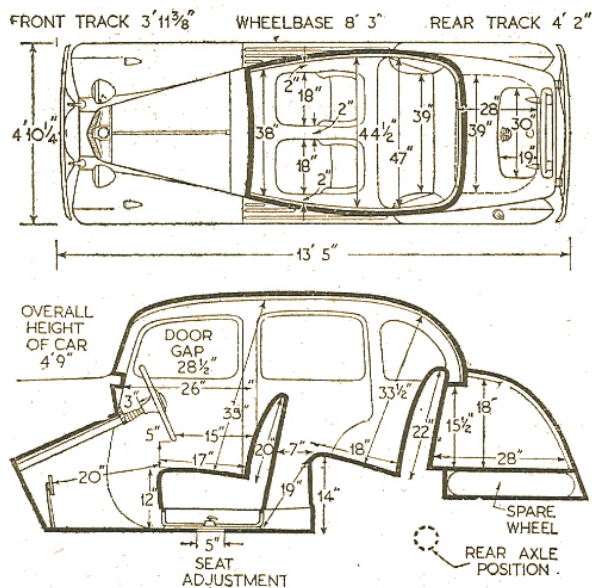
The body is a compact four-seater offering plenty of room for driver and passengers in the front and rear seats, and overall the car is of such dimensions as to make it most happily handy in town traffic and on narrow roads, under which conditions, too, its brisk acceleration has great value, it is a particularly untiring car to handle; the steering is exceptionally light yet not vague-feeling, for it is quite high geared and also has decided castor action. On the average road one does little more than rest one's hands on the wheel to keep the car on a course, and cornering is an ever-pleasant process, for the car goes round either gentle bends or sharp turns with such a positiveness and sense of clear-cut control, without side sway, that one feels safe and entirely in command of it.

### Satisfying Gear Change

It is rather unexpectedly quite a top gear machine, and if asked to do so accelerates strongly without much use of the gears, albeit with some slight pinking on present fuel. By contrast the indirect gears can be used to real advantage up to about 30 on second and 50 mph. on third, and the gear change is a delight to use. The lever is not of the short, remote-control type usually associated with M.G.s; it is a cranked, more normal type of control, but is firm and definite feeling, and the gears engage with a pleasingly positive click, with good synchromesh on second, third and top. Another way in which the traditions of the better kind of car are preserved is in driving visibility. An average-height driver can see both wings, and vision to the sides and rear is good. It is a very easy car to park and manoeuvre in restricted spaces.

The suspension includes coil springs in front and half-elliptics at the rear, and a happy effect has been obtained. The car's stability has already been indicated. As regards riding comfort even quite appreciable deteriorations in road surface are not felt, and undoubtedly in general riding it gains enormously over its normally sprung predecessors in softness and comfort.

As a whole, in fact, a quite remarkable compromise has been achieved between, on the one hand, the best points of the sports machine in accuracy of handling and road hold-



Measurements are taken with the driving seat at the central position of fore and aft adjustment. These body diagrams are to scale.

## Autocar ROAD TESTS

continued

ing, and, on the other, comfort, ease and lightness of control, flexibility of the engine and freedom from need for any special technique on the part of the driver. It has that faculty

possessed by a limited number of today's cars of making the driver feel that he is a good driver, whereas at least part of the truth is that the car itself by its sound qualities of design makes things easy by responding so readily to the controls, and encourages a good standard of driving.

The brakes match well with the performance. They are Lockheed hydraulic, very even and balanced in their application, bringing the speed down surely but smoothly from the higher speeds when required, and in ordinary driving calling only for a degree of pedal pressure which is not specially noticed. The clutch pedal movement is light, and smooth starting is obtained without any special thought being given to the matter; there is plenty of room for the left foot off time clutch pedal. It is of interest that the car on which these remarks are based had covered, it is understood, many thousands of miles beyond the 18,000-odd shown by the mileage recorder at the time of the test. It will be noticed that the speedometer on the car tested was accurate within 1 m.p.h. up to a reading of 70; the highest reading seen, in favourable conditions, was 75.

The driving position is of the kind which gives confidence, the driver sitting well up to a thin rimmed spring-spoked wheel which is telescopically adjustable by means of a quick-action locking device. The gear lever knob is close to the wheel rim. Alone among the controls a driver used to M.G.s is inclined to be critical of the hand brake, which gains by not being of the modern pistol-grip type—it is an "honest" lever placed between the front seats, but of the normal type and not the fly-off pattern fitted previously to M.G.s. Curiously, it seems that the latter type, while appealing to the keener driver, is not universally liked.

### Hill-climbing Verve

A great deal of normal running, it will be gathered, can be covered on top gear, and frequently the car surprises the driver by the way in which it accelerates uphill on top with a full load, but decidedly speedy climbs can be made of steeper gradients by the use of third and second if a driver wants to obtain the utmost from the car. A main road 1 in 9 hill with a sharp corner was climbed at nearly 40 on hird, whilst the 1 in 6 1/2 gradient frequently included in *The Autocar* Road Tests was taken at a minimum of just below 30 on second gear, a spirited, clean-cut performance with no sense of stress.

In the body the use of polished hardwood is pleasing, the instruments are compactly grouped in front of the driver and clearly but not aggressively illuminated at night; a new point among the minor controls is appreciated, a push-and-pull control for the lights, which is particularly easy to operate. Maximum convenience is not achieved by the forward door window winders, which are placed low down, but presumably they are so arranged to avoid getting in the way of the driver's and front passenger's arms. In the rear seat both a central folding arm rest and side arm rests are provided, and the windows are of sufficient depth for good visibility for passengers. A sliding roof is fitted, affording a rather small area of opening, but in many people's opinion far better than having a fixed roof. An excellent view astern is given by the driving mirror.

Starting from cold was immediate and the engine soon gained temperature. Useful luggage capacity is provided in the tail. The equipment includes a Jackall permanent hydraulic jacking system. The engine is trim and normal looking with a very accessible ignition distributor; the battery, too, is ideally placed under the bonnet in a metal container, and none of the auxiliaries requiring periodical attention strike one as being inaccessible.