

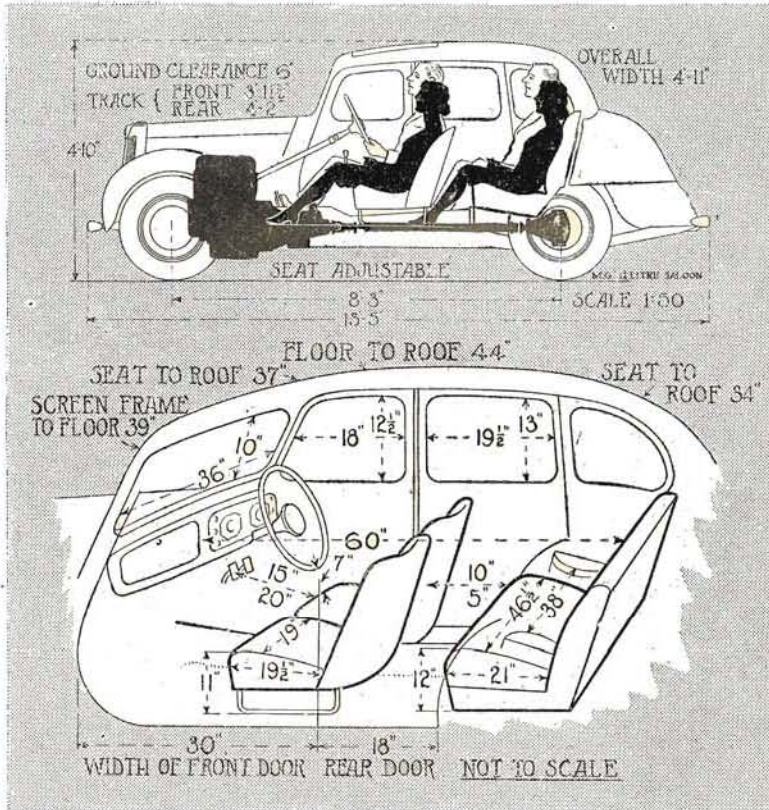
The Motor Continental Road Test No. 1c/47

Make: M.G.

Type: 1½-litre Saloon

Makers: The M.G. Car Co. Ltd., Abingdon-on-Thames, Berks.

Dimensions and Seating



In Brief

Price £525
Plus Purchase Tax £146 11s. 8d.
= £671 11s. 8d.

Tax £13
Road Weight unladen .. 20½ cwt.
Laden weight as tested .. 23½ cwt.
Consumption .. 27 m.p.g.
Speed 69.0 m.p.h.
(mean both ways)
60 m.p.h. 3rd.
41 m.p.h. 2nd.

Acceleration .. 10-30 on top, 10.9 secs.
0-50 through gears, 16.7 secs.

Tapley lb. per ton and
gradients: 210 lb. max. on top = 1 in 10½
280 lb. max. on 3rd = 1 in 8
370 lb. max. on 2nd = 1 in 6

Gearing .. 14.6 m.p.h. in top at 1,000
r.p.m., 61.8 m.p.h. at 2,500
feet per minute piston speed.

Specification

Cubic capacity .. 1,250 c.c.
Cylinders .. 4
Valve gear .. Pushrod o.h.v.
Bore .. 66.5 mm.
Stroke .. 90 mm.
Compression ratio .. 7.4
Max. power .. 46 b.h.p.
at .. 4,800 r.p.m.
H.P. per sq. in. piston area .. 2.14
H.P. per ton, unladen .. 45
Piston area per ton, unladen .. 21 sq. in.
Litres per laden ton-mile .. 2,180
Ft. per min. piston speed at
max. h.p. .. 2,835
Carburetter .. S.U.
Ignition .. Coil
Plug: Make and type .. Champion L 10S,
14 mm.
Fuel pump .. S.U. electric
Oil filter .. Full flow
Clutch .. Borg and Beck 7-in.
Top gear .. 5.143
3rd gear .. 7.12
2nd gear .. 10.65
1st gear .. 18.00
Reverse .. 18.00
Propeller shaft .. Hardy Spicer
Final drive .. Spiral bevel
Brakes .. Lockheed hydraulic
Drum diameter .. 9-in.
Friction lining area .. 104 sq. ins.
Friction lining area per ton,
laden .. 89 sq. ins.
Steering gear .. Rack and-pinion
Tyre size .. 5.25 x 16

Test Conditions

Dry concrete, frosty, slight breeze, synthetic rubber tyres. Belgian pool petrol.
Tested on Jabbeke (nr. Ostend) Motor Road.

Test Data

ACCELERATION TIMES on Two Upper Ratios

	Top	3rd
10-30 m.p.h.	10.9 secs.	7.5 secs.
20-40 m.p.h.	10.7 secs.	8.0 secs.
30-50 m.p.h.	13.8 secs.	10.3 secs.
40-60 m.p.h.	18.5 secs.	16.2 secs.

ACCELERATION TIMES Through Gears

0-30 m.p.h.	6.3 secs.
0-40 m.p.h.	10.1 secs.
0-50 m.p.h.	16.7 secs.
0-60 m.p.h.	27.3 secs.
Standing quarter-mile	23.2 secs.

MAXIMUM SPEED: Flying Quarter-mile

Mean of four opposite runs ..	69.0 m.p.h.
Best time equals	71.4 m.p.h.

BRAKES

The usual brake tests could not be carried out, owing to winter weather conditions.

FUEL CONSUMPTION

Overall consumption for 1 020 miles in Belgium, including driving in soft snow, 38 gallons—equals 27 m.p.g.

39.0 m.p.g. at constant 30 m.p.h.
36.0 m.p.g. at constant 40 m.p.h.
29.5 m.p.g. at constant 50 m.p.h.
25.5 m.p.g. at constant 60 m.p.h.

HILL CLIMBING

Max. top gear speed on 1 in 20 ..	60 m.p.h.
Max. top gear speed on 1 in 15 ..	52 m.p.h.

STEERING

Left- and right-hand lock ..	35 ft.
2½ turns of steering wheel lock to lock.	

Maintenance

Fuel Tank: 8 gallons. Sump capacity: 9 pints
N.O.L. "Thirty." Gearbox and rear axle:
N.O.L. Transmission oil, E.P.140. Radiator
capacity: 13½ pints. Chassis lubrication:
Laminoid soft grease, 9 points for attention every
1,000 miles. Jacking system: Red Jackall fluid.
Brake linings: Ferodo MR19.

Ref. No. B/13/47

THE M.G. 1 $\frac{1}{4}$ -LITRE SALOON

*A Well-equipped Small Car Coupling
High Quality and Refinement with
Brisk Performance*

AMONG the unique products of the British motor industry is a group of cars which, despite small size, are of extremely high quality. Costing, perhaps, almost twice as much as the cheapest makes of comparable size, such models offer a high standard of refinement and performance, together with the usual small car advantages of compactness and economical running.

A new-comer to this field, even though it is in some ways the lineal descendant of a rather larger 1939 model, the 1 $\frac{1}{4}$ -litre M.G. promises to become an enduring favourite. Casual examination shows it to be an appealing little car, smart and well equipped; a road test of unusually comprehensive extent, carried out some months ago on an early production car, convinced us that appearances do less than justice to a mechanically excellent design.

Our road test of the 1 $\frac{1}{4}$ -litre M.G. covered the customary distance on English roads, some 700 miles in the hands of different drivers. Supplementing this, we have had experience of more than 1,000 miles over the roads of Belgium and Luxembourg in the same car.

Reversing the chronological order of tests, it is interesting to record, first, the outline of our Continental experiences with the car. Leaving the quayside at Ostend, a local courier in the back seat began by giving directions how to avoid the bumpiest pieces of cobbled road, then lapsed into silence, and finally remarked: "a very comfortable car, this." In the course of 1,000 miles, many of them over snow, the M.G. received no maintenance and developed no squeaks or rattles, consumed only a pint of oil, and was never touched with a tool, except when one punctured tyre was changed. At the end of the trip, a speed of 70 m.p.h. was held for many miles along the Jabbeke motor road, a speed actually above the normal maximum, without the car showing any signs of distress.

It must be emphasized that, although the octagonal radiator badge is generally

associated with racing and sports cars, the 1 $\frac{1}{4}$ -litre M.G. should rather be regarded as a refined fast touring car. The figures printed on the opposite page leave no doubt that, in terms of acceleration and maximum speed, the car has a performance which is well above the average. Nevertheless, its real function is the daily chores of a four-seater saloon, tasks which it performs briskly with extreme comfort for driver and passengers.

The four-door body of the 1 $\frac{1}{4}$ -litre M.G. has been designed on conservative lines. The car is a typical, good-looking British sports saloon, making no concessions to transatlantic styling trends. It is a comfortable body, however, easily entered and easy to see out of. "Arm-chair comfort" is the only phrase for the leather-upholstered seats, the front ones being luxurious, yet shaped to eliminate side sway, while the rear seat has a folding central armrest. The luggage boot is quite capacious, as was verified abroad, easily accommodating a large suitcase, spare fuel can, and miscellaneous packages, without the flat-folding lid needing to be left open.

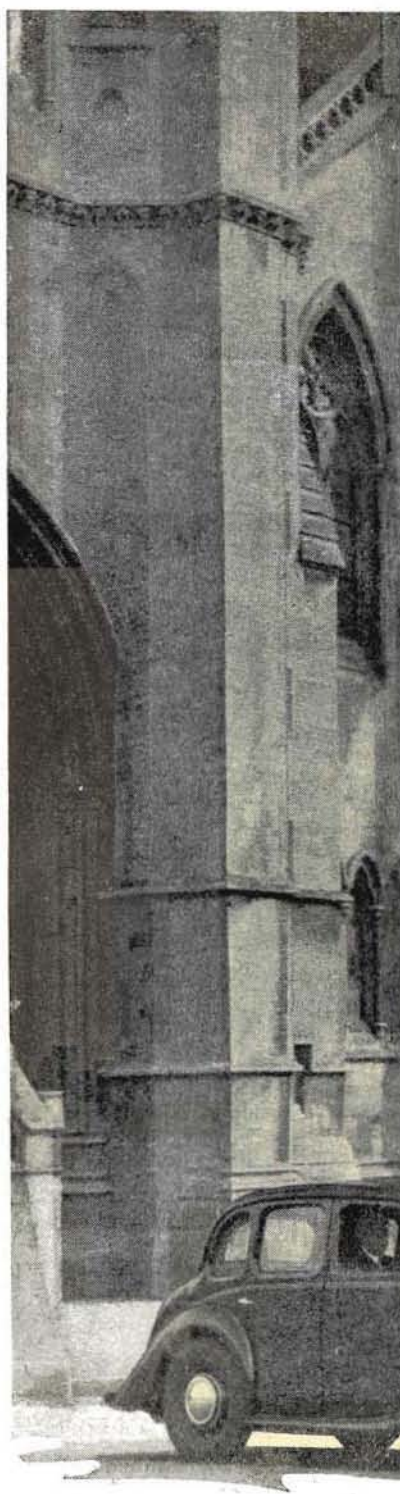
Driving Comfort

A driver entering the car is immediately put at his ease by conveniently placed controls and excellent forward vision. The orthodox seat adjustment is supplemented by a telescopic steering column, the pedals are so spaced that the largest foot need never depress two simultaneously or rest upon the clutch, and a short gear lever is convenient to the left hand. A neat instrument panel faces the driver, equipped with speedometer, clock, fuel contents gauge, oil-pressure gauge and ammeter, neat push-pull switches operating starter, fog lamp, dash lamp, head and side lamps.

Driving away, one quickly becomes charmed by a very delightful car. Mechanical noise inside the car is generally very slight, and the riding on cobbled city streets is extremely comfortable. The steering is extremely light, and not unreasonably low-g geared.

On the open road there is an initial impression that the car's performance is relatively indifferent, for one receives no sensations of speed or fierce acceleration. One soon discovers, though, that each time a traffic signal changes from red to green the M.G. moves smartly to the head of the bunch, and stays there, a phenomenon which recurs so regularly that it eventually has to be attributed to inconspicuously rapid acceleration by the M.G. rather than to loitering by other drivers.

When the performance of the car is checked by stop-watch and Tapley meter, there is yet more surprise, for, in terms of both speed and acceleration, the figures obtained are outstanding for a luxurious 11 h.p. saloon. Only a breath of tail wind is necessary for the car to attain an honest 70 m.p.h. on the level, a speed at which the speedometer of the car tested showed an error of less than 5 m.p.h.



The 1½-litre M.G. Saloon—Contd.

Acceleration and hill-climbing abilities of the 1½-litre M.G. like its speed potentialities, are inconspicuous until they are checked on well-known hills. In top gear, the engine pulls most effectively at around 35 m.p.h., but even though the performance falls off below this speed and becomes less regular below 20 m.p.h. the acceleration figure between 10 and 30 m.p.h. on top gear is extremely creditable. On known hills, the car maintains unexpectedly high speeds, pinking slightly on Pool petrol, but otherwise giving no sign that it is working hard.

The rack-and-pinion steering of the 1½-litre M.G. is in the best race-bred tradition, absolutely positive and free from play, yet extremely light. It is without doubt steering which will delight the keen driver. The car as a whole displays a marked oversteering characteristic, so that its cornering is really willing, and calls for the minimum of wheel movement. The concomitant of this willingness to take corners is, almost inevitably, that the car requires attention from the driver when it is being driven at maximum speed, particularly if the tyre pressures are low, to avoid a slight snaking tendency.

The M.G. can be driven extremely fast over rough roads, the coil-spring I.F.S. system and flexible but well-damped rear suspension combining to smooth out either individual bumps or corrugated surfaces. There is a pleasant lack of any thudding, or of body squeaks and rattles, symptoms of distress which some cars give, even though they are riding fairly comfortably. On rough, cobbled Belgian main roads tackled at speed, the light, frictionless steering allowed a fair amount of reaction to reach the driver's hands, but there is never any question of large

movements of the spring steering wheel.

Slippery roads haunted us during our tests in England and abroad, and the fiercest types of cornering could seldom be indulged in. Nevertheless, we formed the impression that, despite a moderate degree of roll, the M.G. cornered well, any slides which were provoked proving instantly controllable. Fast and bumpy corners were tackled, carrying two people and much luggage, without the springs ever bottoming.

Starting from cold proved extremely good, even though the car was left standing out in a snowstorm overnight. Although the full performance was not obtainable until the engine warmed up, the car pulled steadily without use of the choke almost immediately after starting. Obviously, carburettor settings on the test car were not unduly weak, yet the recorded fuel-consumption figures are eminently satisfactory.

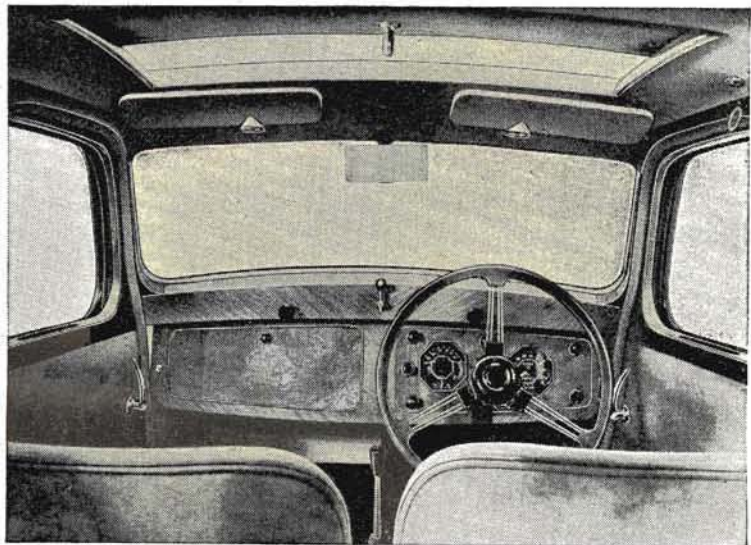
Our test gave us little chance to test accessibility, since it was entirely trouble-free. The two grease nipples on the king-pins were lubricated before the car was taken abroad, and after 1,300 miles there was no steering stiffness or other sign of maintenance being needed. The car used no water during the test, and had a negligible oil consumption.

One puncture showed the permanent jacks to work well, waggling of an under-bonnet lever raising the car into the air; it must be admitted, though, that with memories of earlier M.G. cars we shed a tear for the unenclosed spare wheels and centre-lock hubs of days past.

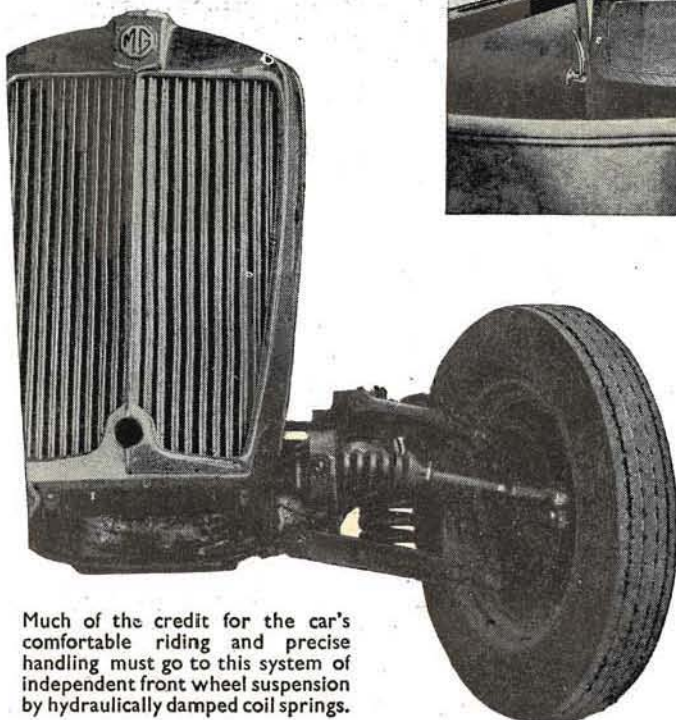
Brakes on the 1½-litre M.G. are Lockheed hydraulic, of a size adequate for the car. No more need be said concerning their smooth effectiveness, except to add that the hand brake, located between the front seats, is also entirely up to its job.

The Borg and Beck clutch on the new car takes up the drive smoothly, yet only slips momentarily when gear-changing methods which are, frankly, wicked, are tried out. The gearbox is delightful, with good synchromesh mechanism which does not interfere with old-fashioned methods of gear-changing. Sporting drivers will appreciate the quick changes of ratio; for example, it is possible to trickle gently through traffic in top gear, yet when opportunity arises, change instantly and directly into second gear for really fierce acceleration.

One of the worries which besets road testers is the fact that cars in catalogued condition are prone to lack important aids to pleasant travel; too frequently



The interior furnishing of the car is in accordance with the best British standards, with leather upholstery, walnut fascia panel, neat instruments and accessible controls.



Much of the credit for the car's comfortable riding and precise handling must go to this system of independent front wheel suspension by hydraulically damped coil springs.

one can become trapped far from home in a car which lacks such "non-essentials" as a fog lamp. Full marks go to the M.G. on this score, for it carries as standard equipment fog lamp, reversing lamp, opening windscreen, and all the vital accessories to year-round driving.

In sum, we feel that the M.G. 1½-litre is an extremely creditable car, a model which we would unhesitatingly order for personal use. Conservative in appearance, it offers good performance and the benefits of a modern design of chassis. It is a car which promises to prove justly popular, both in Britain and abroad, for many years to come.