



there are a roof-light and a rear blind. Generous luggage accommodation is arranged in a rear compartment which has a lid opening downwards to provide additional space if required. The spare wheel and tool kit are in a separate section at the rear of the car, accessible independently of the luggage facilities.

So much can be seen, and the impression is one of comfort, roominess and luxury, enhanced by the attractive radiator in traditional M.G. style.

The car is a delight and begs to be driven. The ingenious combination of a widely adjustable driving seat and an adjustable steering column enables the average or abnormally tall or short driver to find a position of immediate comfort—a most important contribution to safe driving. The next impression from the driving seat is of the extreme freedom of vision, and headroom is ample in all seats.

A cruising speed of 60 m.p.h. can be maintained effortlessly and continuously when road conditions permit. At a further touch of the throttle pedal from that speed, the car leaps into the seventies and, on a good stretch of road, eighty was reached on the clock.

At any speed within the car's capabilities it is rock-steady. Up to and around the

FOR over twenty years the products of the M.G. Company have been held in high regard bordering on positive affection in motoring circles where performance is understood as an affinity between man and machine.

The translation of the driver's requirements into action by the car has always been almost uncannily immediate. To the average motorist, M.G. has meant the flash of a brightly coloured car on the highway, a high placing in the results of speed events, rallies or trials, or a new high speed record filched from continental specialists. Any one of these impressions will have registered satisfaction at the basic goodness of British workmanship.

But M.G. does not mean sports or racing alone. During the 1930's an entirely new section of the motoring community was added to the M.G. fraternity with the production of a series of saloons in which the best examples of the coachbuilder's craft were allied to traditional M.G. performance.

And now this policy has taken a further logical step with the production of the new "One-and-a-Quarter." This is a four-

The New 1 $\frac{1}{4}$

door saloon with finish and appointments of a character rarely found in combination with an engine of such modest proportions.

The bodywork is on a luxury level, with the fascia board, instrument panel, garnish rails, window fillets and, in fact, all the cabinet work carried out in walnut.

Trimming and upholstery are of high-grade leather of pleasing neutral tint, carried out in an exclusive style. Pile carpet throughout, with a rubber reinforcement mat for the driver, supplement the attractive upholstery.

Equipment includes a centre arm-rest for the rear seat, which has an assist pull at each side; sun visors for both front seat occupants, ashtrays, and a spacious glove-box opposite the front passenger seat which is lined and has a drop front.

The windscreen opening is controlled by a centrally disposed winding mechanism. All doors have winding windows, the roof has a "flush-fitting" sliding panel, and

fifties my wife was reading her morning paper in comfort. A stream of cars strung out ahead on an average road will cause the driver little concern. Flicking the lever from top into third, a speed of 60 m.p.h. can almost immediately be picked up to enable quick, safe overtaking.

When climbing an average main road hill in top, the car will accelerate up through the fifties and still seem anxious for even more speed. Its propensities for work are quite insatiable. A drop to the speed of an average week-end convoy of cars gives an impression practically of standing still, for at 30-40 m.p.h. the inherent features of a gentlemanly town carriage are even more emphasised.

Although the car I drove had over 19,000 miles on the clock, the intermediate gears were quiet; quick, "racing" changes could be made up or down instantaneously. The car will run in top

gear without any suggestion of transmission "snatch" from 15 m.p.h., and pull away smoothly in that gear. There is, as there should be in a well-tuned engine, an initial period of "pinking" in such a case, but the flexibility of engine performance through the whole speed range is remarkable.

The overhead-valve engine is unobtrusively quiet, while at any comfortable speed and in any gear a conversation can be carried out in the car in surprisingly low tones.

One of the car's most delightful features is the perfect harmony between steering and road-holding. Coming into a bend, either left or right, at speeds which a normal car would require to reduce to take the bend in safety, the M.G. will blend into the arc without any adjustment of, or juggling with, the steering. There is no strain on either driver or car to keep on a perfect course, and this is a contribution which the independent front suspension makes to safety and stability.

Another practical advantage springing from this design is, of course, the extra comfort imparted to all passengers. Road irregularities are smoothed out almost to billiard-table-smooth surfaces, and a remarkable feature of this car is that the same riding qualities obtain throughout the speed range.

Braking facilities of a high order fully accord with the general performance of the car. Light pressure on the pedal only is needed for service deceleration, and braking is instantly responsive, powerful and perfectly balanced through the Lockheed

Litre

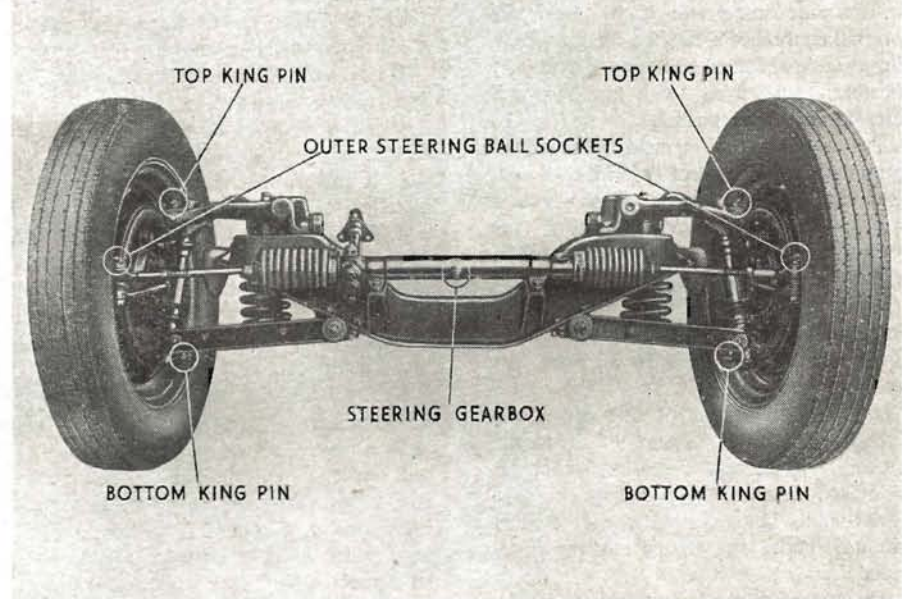
hydraulic system. In emergency, quick application of the brakes brings the car to rest smoothly and in a dead straight line without skidding or slipping.

The engine is a four-cylinder overhead-valve design of 1,250 c.c. capacity. On the basis of the superseded R.A.C. formula the rating is 10.97 h.p. The crankshaft is carried in three large main bearings, and the camshaft is driven by Duplex roller chain.

Lubrication from the 1½-gallon capacity aluminium alloy sump is force fed with 100 per cent. filtration guaranteed by a special type of oil filter. The oil filler is accessibly situated on the overhead valve cover.

An S.U. carburettor of semi-down-draught design is fitted in conjunction with an oil bath air cleaner. Water circulation is by gear-driven pump, fan assisted, with temperature thermostatically controlled.

The drive is taken by a Borg & Beck



M.G.: THE NEW 1¼ LITRE

—continued

dry plate clutch to a four-speed gearbox having the gear lever centrally situated and a reverse gear stop provided, thence by means of a Hardy Spicer needle bearing propeller shaft to a three-quarter floating spiral bevel drive rear axle.

Freedom from whip or distortion of the chassis frame is ensured by the sturdy box frame construction in conjunction with the tubular cross members. The frame is electrically welded throughout and under-slung at the rear.

The most interesting single chassis development in this new M.G. is probably the arrangement of the independently sprung wheels. This is the "wishbone" design, employing coil springs with rubber-bushed inner mountings.

The steering gearbox and mechanism transverse the front of the general layout, and steering is direct acting, rack and pinion.

The rear suspension is by the more normal method of laminated springs which, however, are of maximum length, extremely flexible, interleaved with rubber and located in rubber bushes.

An additional refinement is a rubber mounted lateral control link which stabilises rear axle movement. The whole is assisted by Luvax-Girling piston type hydraulic dampers, which round-off a sound, comfortable suspension.

Wheels are the disc type, size 3.00 x 16 in., with large chromium-plated centres. Tyres are Dunlop 5.25 x 16 in. extra low pressure.

Another refinement of this car is the inbuilt "Jackall" system of hydraulic jacking, by means of which any wheel can be raised clear of the ground quickly and conveniently by operating the control situated under the bonnet at the near-side.

Equipment, which is complete and of the highest grade, includes speedometer, which registers m.p.h., trip and total mileage, ammeter, oil pressure and petrol gauges and electric clock grouped in an attractive fascia panel, with diffused lighting.

The 12-volt electrical system has compensated voltage control and automatically controlled advance and retard mechanism on the distributor. There are a Lucas high-frequency horn, twin screen wipers with remote driving motor, and traffic indicators.

The service lights, controlled by switches on the instrument panel, include two C.P. headlamps, two wing and twin tail-lamps, fog light, "stop" and reversing lamp, which is automatic in operation when reverse gear is engaged.

B. A. Richards

SPECIFICATION

ENGINE: Bore 66.5 mm., stroke 90 mm., 1,250 c.c., rating 10.97 h.p. Tax £13.

Counterbalanced crankshaft, three main bearings.

Pistons of controlled expansion aluminium alloy. Overhead valves, push-rod operated.

Force feed lubrication, pressure oil filter, 100 per cent. filtration. Oil filler on valve cover. Oil bath air cleaner.

Water circulated by pump; temperature thermostatically controlled.

Sliding pinion type electric starter.

TRANSMISSION: Borg & Beck dry clutch.

Gear ratios: Top 5.143 to 1; third 7.121 to 1; second 10.646 to 1; first 18.0 to 1; reverse 18.0 to 1. Second, third and top synchromesh.

Gear change lever centrally situated, with reverse gear stop.

Hardy Spicer needle bearing propeller shaft dynamically balanced.

Rear axle three-quarter floating; spiral bevel drive. Ratio 5.143 to 1.

FUEL: Eight-gallon tank at rear. Quick filler, with snap type cap. S.U. petrol pump. Flexible piping to carburetter.

CHASSIS: Track: Front 3 ft. 11½ in., rear 4 ft. 2 in. Wheelbase 8 ft. 3 in. Clearance 6 in. at lowest point. Construction is of sturdy "boxed" type side members, underslung at rear, with robust tubular cross members.

SUSPENSION: In front, the latest development of M.G. wishbone type, independently sprung wheels, employing coil springs and rubber bushed inner mountings. At rear, long flexible laminated springs, mounted in rubber bushes, with which is incorporated the additional refinement of a rubber-mounted lateral control link, to stabilise rear axle movement.

Luvax-Girling piston type hydraulic dampers.

WHEELS: Disc type, with large chromium plated centres. Size: 3 in. x 16 in. Dunlop tyres—5.25 x 16 in. E.L.P.

JACKING SYSTEM: Jackall built-in, with control on left-hand side under bonnet.

STEERING: Direct acting, rack and pinion type; light, positive and accurate at high speed.

Adjustable steering column. Spring-spoked wheel, with comfortably shaped rim.

BRAKES: Lockheed hydraulic—large area drums, 9 in. dia. Ferodo linings.

Foot pedal operates on four wheels.

Adjustments at each brake-drum. Independent central hand brake, cable operated, on rear wheels.

INSTRUMENTS: Ammeter, oil pressure and petrol gauges. Speedometer (m.p.h. or k.p.h.) and electric clock.

Instrument panel has diffused lighting.

ELECTRICAL EQUIPMENT: 12-volt coil and automatically controlled distributor. Dynamo, belt-driven from crankshaft, operates in conjunction with a compensating voltage control unit. Electrical wiring is single pole, and the circuit has two fuses for simplicity. Lucas high-frequency horn. Twin screen wipers, with remote driving motor. Self-cancelling traffic indicators.

LIGHTING: Double-dipping headlamps, both dipping vertically; foot operated.

Two wing-lamps. Two tail-lamps. "Stop" light, automatically controlled by foot brake pedal.

Fog lamp, with separate control switch.

Reversing light, automatically controlled by engagement of reverse gear.

Roof-light, with control switch over driving seat.

COACHWORK: All wood trimming is in polished walnut.

Comfort, roominess and luxury have been achieved throughout. There is plenty of head room, and the well designed windows give an unimpeded view to driver and passengers.

Trimmed and upholstered throughout in panelled-style trimming in leather or all-wool cloth (depending on availability).

The driving seat has a wide range of adjustment; front passenger seat is also adjustable. Rear seat has a centre armrest, and assist pulls at either side. Pile carpet back and front. Sun visors for driver and front seat passenger.

Opening adjustable type windscreen, with central easy-winding control.

The "flush-fitting" sliding panel in the roof has been skilfully designed to ensure that rear passengers are not subjected to any draught.

Excellent accommodation is arranged for luggage in the rear compartment.

DIMENSIONS

Overall length	13 ft. 5 in.
Overall height	4 ft. 9 in.
Overall width	4 ft. 10½ in.
Width: rear seats at elbow	3 ft. 9½ in.
Height of floor to roof, at rear seats	3 ft. 8 in.
Width of each front seat	1 ft. 7 in.
Width at front seats, pillar to pillar	3 ft. 9 in.
Total adjustment on driver's seat, plus steering column	8 in.