

A continuation of a series of summations on foreign cars by that super enthusiast, Roger Barlow. All prices quoted are F.O.B. Great Britain.

# BRITISH AUTOMOBILES



As most enthusiasts already know, the car was first a modified Morris, hotted up by the mechanics in a Morris service garage, and when this early British "hot rod" was entered in competition, the builders simply took the initials of Morris Garages as the name for their product. This first "M.G." of 1923 was so successful that there were requests for more to be built. Eventually the demand became so great that production could no longer be a side line and the Morris firm established the M.G. builders in a factory of their own at Abingdon-on-Thames with the great Cecil Kimber as the guiding light.



*Safety first!*

Here was a car which could take one back and forth to work, yet could also be raced—and very successfully too, for in a few years M.G. Midgets and Magnettes had the greatest list of victories and records ever amassed by a single marque. Class records for 76 cu. in. engines were pushed up to over 203 miles per hour before 1939! Since the war, 150 mph has been exceeded by a 30 cu. in. M.G. Early M.G.s were 4 and 6 cylinder single overhead cam units, superchargers being available on many models.

In 1937, the famous "T" type M.G. Midget was introduced with a 4-cylinder pushrod engine and this has gone thru several stages of modifications—the "TC" being the type which so won the affection of Americans since 1947.

Now, this rather hard riding conventionally sprung model has been superceded by the new "TD" M.G. which has an entirely new chassis with coil spring independent front suspension, giving a comfortable ride yet providing even better stability, especially on bumpy corners, than ever before.

A new low U. S. price of only \$1750 makes it better value than ever. A four door sedan and 4-passenger tourer on a slightly longer chassis are part of the current M.G. line.

## SPECIFICATIONS:

**1½-litre—4 cyl., 66.5 x 90 mm (1,250 cc), ohv; 4-speed, synchromesh (5.143, 7.121, 10.646, 18.0). Central change. Wheelbase 8' 3", track (front) 3' 11 $\frac{3}{8}$ ", (rear) 4' 2". Length 13' 4"; width 4' 11"; height 4' 10". Ground clearance 6". Suspension, independent coil front; ½-elliptic rear. Tank capacity 8 Imp. gallons.**

List price, saloon and tourer \$1470.

**TD Midget—4-cyl., 66.5 x 90 mm (1,250 cc), ohv; 4-speed synchromesh (5.12, 7.10, 10.61, 17.94). Central change. Wheelbase 7' 10". Track (front) 3-11 $\frac{3}{8}$ ", (rear) 4' 2". Length 12' 1"; width 4' 10 $\frac{3}{8}$ "; height 4' 5". Ground clearance 6". Suspension, independent coil front; ½-elliptic rear. Tank capacity 11 imp. gallons.**

List price, \$1155.

