

THE MOTORING WORLD



Speed With Safety And Comfort

(By "Camshaft.")

Independent front suspension and the famous M.G. motor, combined with an attractive appearance and a high-quality finish, would entitle the 1½-litre M.G. saloon to alter its well-known slogan to "safety fast with comfort."

Outstanding mechanical features of the saloon are its underslung chassis, an independent front suspension system of the coil-spring type with Luvax Girling piston-type hydraulic dampers, rack and pinion steering gear with a telescopic column, and a built-in hydraulic jacking system.

The ability of the car to maintain a high cruising speed for the size of its motor, which incidentally has only one carburettor while the Midget has two, is a creditable performance that is generally expected from M.G.'s.

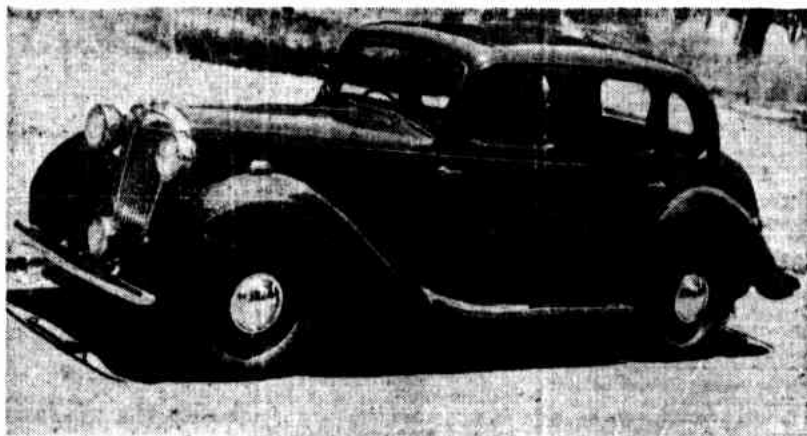
The engine is a four-cylinder pushrod o.h.v. unit that develops 46 b.h.p. at 4,800 r.p.m.

a revolution counter to match a large speedometer are sports car features that are additional to the specifications of the saloon.

The hood of the tourer folds down and stows behind the rear seat with the side screens, a tonneau cover protecting the interior when necessary. If desired, the windscreen can also be folded flat.

Both these models are distinctive M.G. products that will give comfortable and fast motoring at low cost.

The price of the saloon is £938/16/8 and of the tourer £868/10/4, both prices including tax.



The 1½-litre M.G. Saloon.

Other details are: Bore, 66.5 mm.; stroke, 90mm.; capacity, 1,250c.c.; compression ratio, 7.4 to 1; S.U. down draught carburettor; S.U. electrical fuel pump; tank capacity, eight gallons; sump capacity, 1.8 gallons; and 12-volt electrical system.

The transmission system consists of a Borg and Beck dry-plate clutch, a four-speed gearbox with synchromesh on second, third and top, a Hardy Spicer propeller shaft and a spiral bevel drive to three-quarter floating rear axles. The braking system is Lockheed four-wheel hydraulics.

A centrally hinged bonnet has the release controls mounted under the fascia panel, and lifting it reveals a compact design with

THIS WEEK'S R.A.C. HINT

Squeaky spring shackle rubber joints should not be oiled, because oil will damage the rubber. Usually they can be quietened without harming them by the application of a mixture of equal parts of glycerine and methylated spirit, applied with a small brush or a piece of rag.

the battery on the dash and the hydraulic jacking system control mounted on the left bulkhead. This unit has a hand set selector by which the driver can determine whether he will lift the front wheels only, the rear wheels only or all four wheels. A small crank is used, being operated on the top of the hydraulic pump at about elbow level.

Easily adjusted twin bucket seats and a rear seat with central folding and side armrests, well upholstered in quality leather, with polished walnut fascia panels and window fillets, give the interior a refined appearance that is generally associated with the coachwork of a specialist.

An opening screen, a sunshade roof and large quarter-windows at the rear give ample ventilation and visibility. The driver is well provided for with a telescopic steering column, three-spoke wheel, instruments located directly in front, and a gear lever that is about halfway between a true remote control type and the usual long floor type.

There is a roomy luggage compartment at the rear with the door hinged at the bottom so as to provide extra carrying space if required. The spare wheel and tool kit are carried in a separate locker and are accessible without unloading the luggage.

TOURER MODEL

The 1½-litre tourer model is of the sporting four-seater type with the appearance and good quality finish of the saloon.

Twin S.U. carburettors and a full width instrument panel with