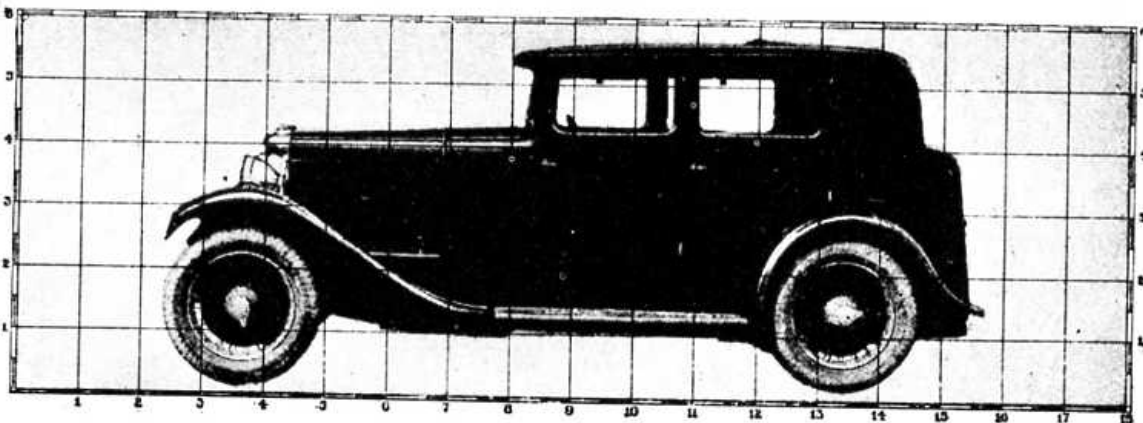


The AUTO CAR ROAD TESTS



The illustration above indicates the size, in feet, of the M.G. Six Mark II saloon

No. 681 (*Post-War Series*)—M.G. SIX MARK II SALOON

AS from time to time acquaintance is renewed with the M.G. Six, the feature which impresses itself most vividly upon the mind is the amazing smoothness of the engine. This is a car which has many admirable qualities; it has power, it has performance, it handles very well indeed, it appeals at once to the enthusiast, yet is suitable for a driver who prefers to run for a great part of the time on top gear.

It is not too much to say that this particular engine is one of the smoothest and least obtrusive in existence, irrespective of price of car. This in itself, desirable as it is, would not be so attractive if the rest of the car did not make the driver feel that it is a machine responsive at once to all the controls, which amply repays intelligent handling, and is the kind of car for which the possessor soon comes to feel real pride of ownership. Moreover, it is one on which high average speeds are maintained without sense of effort.

Why one car should produce this effect, yet another, perfectly good in its way, remain to the discriminating motorist as chiefly a means of conveyance, is elusive.

But to start with, the M.G. has steering which is accurate and gives just the right amount of caster action. Further, the car can be cornered fast without sway or roll, and feels safe at speed. As might be expected, the springing has necessarily to be on the hard side, which is noticeable at low speeds, but even as far as back-seat passengers are concerned there is no suggestion of direct discomfort. Friction shock absorbers are employed, and with these set fairly tight the road-holding is all that can be desired, the springing smoothing itself out, as it

were, as the speed increases. The general stability for what is a comfortable saloon car is very good indeed.

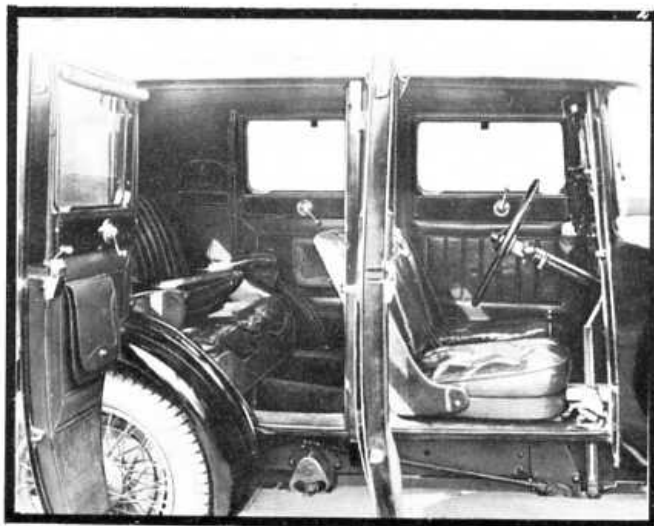
Then the car could not be what it is if the brakes were not entirely adequate to the speed. They have proper progressiveness, so that light pressure produces the amount of slowing required in ordinary circumstances, whilst fairly heavy pressure on the pedal is needed to effect an emergency stop. At no time is it easy to lock wheels, nor is there any deviation from the straight. The hand lever is of racing type, which is actually the best type of hand brake for any car.

Of the several excellent features appealing to a driver who takes any interest at all in driving for its own sake, the gear change, with the short, stiff lever coming to hand at exactly the right point, is, again, one of the most delightful in existence. The movement of the lever from gear to gear is comparatively short; third speed is a silent ratio, and, incidentally, has been found to be quieter on other cars of this model previously driven. The change is perfectly straightforward, very quick for anything but a machine of racing type, and changing from top to third is especially easy, the ratios being

quite close. The clutch takes up its work smoothly, and the pedal action is light.

Top is a well-chosen ratio, though there is every reason, from the interest point of view, why third should be employed frequently to good effect. On the indirects, speedometer readings of 20 on first, 36 on second, and 65 on third are possible without forcing the engine to the point where it becomes even slightly harsh.

As to the limit on top, the great merit of this remarkable engine is that it



"THE AUTOCAR" ROAD TESTS—(continued)

remains smooth almost to the very maximum, and is entirely happy to cruise at a speedometer reading as high as 65. During the timed speed test the speedometer went to a reading of 84 m.p.h. and the rev counter recorded 3,750 r.p.m. The speed, as an average over a measured distance, is excellent for a saloon of this engine capacity.

In studying the car from the point of view of maintenance and convenience, the feature which emerges strongly is that, much more than most, the M.G. has been laid out by practical motorists whose aim has been to make the owner's task as easy as possible, with full appreciation of the kind of difficulty that usually arises. For instance, in detail, the floorboards are arranged in sections, each section being held by locks operated by an ordinary carriage key, so that the floorboards are very easily removed.

Again, the luggage container at the back, which is built very neatly into the body, is capacious in itself, but should an unusual amount of luggage be carried, the lid hinges down, and is already provided with straps so that extra suitcases can be attached to it. Under the bonnet, too, on the cover for the overhead valve gear, is a metal plate inscribed with all manner of information. That alone may be a small thing, but it goes to show something of the attitude of those responsible.

The four-door saloon body has plenty of leg room, there being wells in the floor for the back-seat occupants; and though there are only two windows at either side a point upon which passengers comment is the unusual sense of light and spaciousness in the interior, as well as upon the lack of any drumming effect. The ventilator in the roof, which is provided with glass, helps materially in making the interior light, yet does not detract from the appearance of the car outwardly.

The upholstery is very good, being of durable leather; the bucket-type front seats are immediately



adjustable, their backs sloping rearwards rather more than is usual for this type of seat, whilst at the rear there are arm-rests at either side and a central folding arm-rest, as well as neatly recessed companions.

Glass of the safety type is fitted to all the windows, including that at the back; the blind for the latter is controlled from the driving seat, there being a proper catch to hold it in the raised position. A blind is provided for each of the side windows; the screen opens fully and has an electric wiper with two blades, the mechanism being mounted very sensibly on the

near side, out of the driver's line of vision. The instrument panel carries an engine thermometer as well as an electric fuel gauge, a clock, and a revolution counter, the dials being very nicely balanced and beautifully lighted at night by two direct lamps with green-tinted bulbs. On either side of the instruments are cubby holes with lids; and, in addition, there is a pocket in

each of the rear doors, and a roof net.

The engine is very neat indeed; each of the sparking plugs is easily accessible, the coil also, there being the advantage that it is in a protected position. Carried in the scuttle, with their filler caps accessible under the bonnet, are containers for a spare gallon of oil and a gallon of fuel.

The engine starts remarkably easily, it being unnecessary during warm weather even to employ the mixture control when starting from cold. A special type of automatic chassis lubrication is fitted, the container for the oil being under the bonnet. This is operated by the movement of the car itself actuating an oscillating weight, and so a small plunger pump, with no other mechanism.

The head lamps give a very good beam indeed; the charging rate of the dynamo is sufficiently high to provide a surplus of current with all lights on.

This is a car with a definite personality, most fascinating to drive.

M.G. SIX MARK II SALOON

ENGINE SWITCH & LOCK LIGHTING & CHARGING CONTROL MAIN PANEL LIGHT SWITCH IGNITION CONTROL HEAD LAMP DIPPER CONTROL

MIXTURE CONTROL THROTTLE CONTROL

REVERSING LIGHT SWITCH HORN BUTTON BRAKE LEVER

FUEL GAUGE SWITCH GEAR LEVER STARTER SWITCH ACCELERATOR PEDAL GEAR LEVER POSITIONS (3, 1, 4, 2, R)

DATA FOR THE DRIVER

17.7 h.p., six cylinders, 69 x 110 mm. (2,468 c.c.).
 Tax £18.
 Wheelbase 9ft. 6in., track 4ft. 4in.
 Overall length 13ft. 1in., width 5ft. 5in., height 5ft. 7in.
 Tyres: 29 x 5in. on detachable wire wheels.

Engine—rear axle gear ratios.	Acceleration from steady 10 to 30 m.p.h.	Timed speed over 1 mile.
14.58 to 1	—	
8.5 to 1	6½ sec.	
5.58 to 1	9 sec.	
4.27 to 1	12½ sec.	74.38 m.p.h.

Turning circle: 38ft.
 Tank capacity 12 gallons, fuel consumption 20 m.p.g.
 12-volt lighting set cuts in at 13 m.p.h., 12 amps. at 30 m.p.h.
 Weight: 29 cwt.
 Price, with four-door saloon body, £670.

35 FEET from 30 M.P.H.