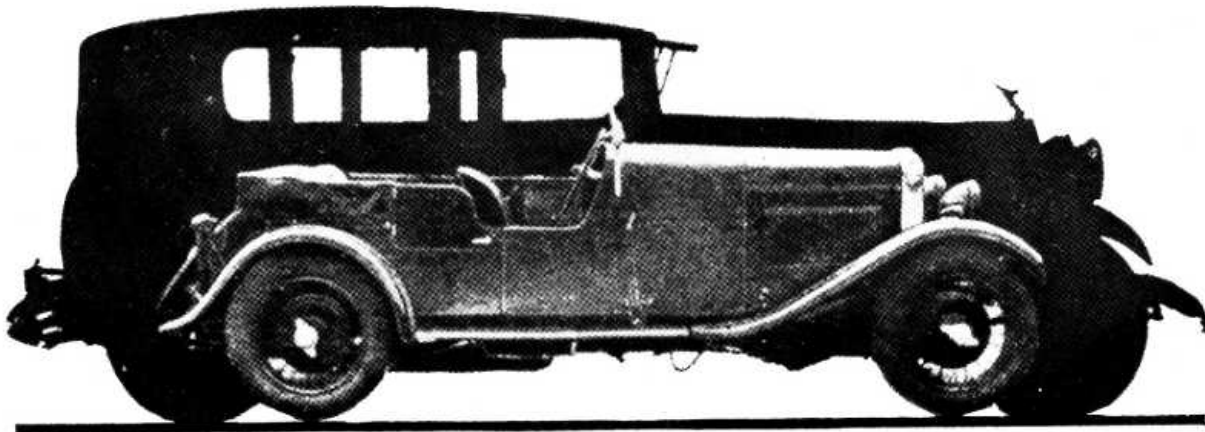


"THE AUTO CAR" ROAD TESTS



M.G. SIX SPEED MODEL.

Fascinating Car with an Excellent Performance, which Handles Very Well Indeed.

The illustration above indicates the size of the M.G. Six Speed Model compared with a 40-50 h.p. Rolls-Royce.

UNTIL recently the buyer wanting a real four-seater sports type car of medium size has been limited in scope by the fact that the majority of sports machines are, by their nature, relatively expensive. The M.G. speed model, which is a new type on the latest Mark I six-cylinder chassis, admirably fills this need, and, into the bargain, is a remarkably fascinating motor car to handle and own.

It is a very big asset that the engine is exceedingly smooth, devoid of all fierceness sometimes associated with this kind of car in the ordinary driver's mind, and in fact, the vehicle is capable of being driven for the greater part of a day's running on top gear alone.

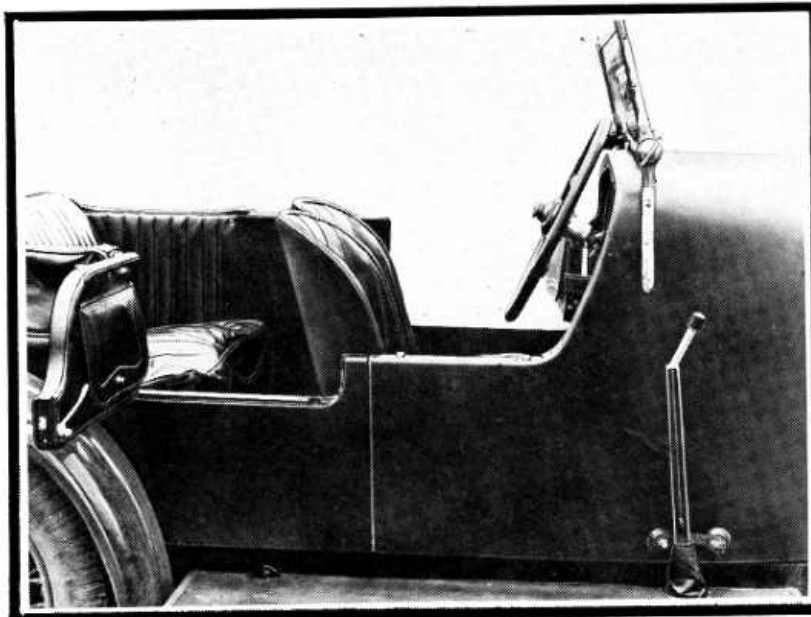
In a sense, this extreme smoothness is deceptive, for, although the engine can be throttled down so as to run without jerk at 5 m.p.h. on top, there is in reserve that extra liveliness of performance which is the very essence of a sports model.

Without using the indirects at all, except, of course, in starting from rest, the acceleration is very good, and a cruising speed which can be as high as 60 m.p.h. is quickly reached, and maintained, if the driver

wishes, for as long as road conditions permit. On the other hand, second gear of the three-speed box is a relatively close ratio and exceedingly useful, in that a speedometer reading of 61 can be obtained on it. Obviously, therefore, the man who buys this type of car, who, as a rule, finds gear changing an art instead of an annoyance, can very materially improve the performance by judicious use of second, the change itself handling exceptionally well.

On a long run the M.G. is most satisfying, the high cruising speed—in almost complete silence, only the rush of air and the sound of the tyres on the road-surface showing that the machine is travelling fast—and

the performance on second gear already referred to, being just what are wanted. As illustrating the ability of the car to maintain a good speed, it was taken through an officially observed trial on Brooklands, in which, driven continuously for one hour, it covered 69.75 miles in the sixty minutes. The maximum is, obviously, excellent, and 80 is attainable on the road in conditions not unduly favourable to the car. The car handles most satisfactorily,

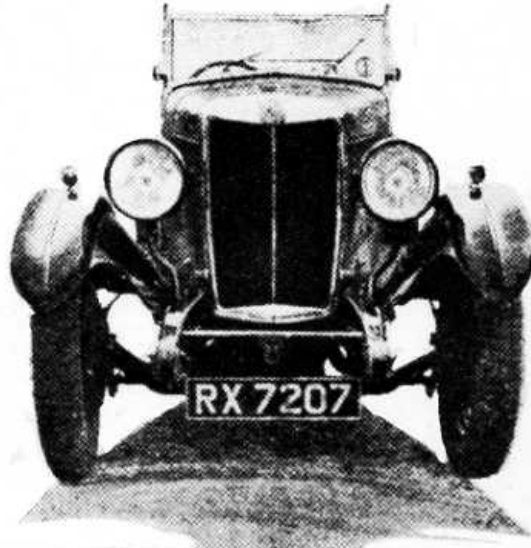


too; the control is light, and the brake action, with the vacuum servo now added, extremely good. The hand brake lever outside the body is of racing type, and the brake itself will hold the car on a steep gradient.

Steering is light, positive, and does not transmit road shock to the steering wheel itself—which has a thin rim and spring spokes—though it is possible that even more definite caster action than is provided at present, with consequent automatic sense of direction, would help a car of these speed capabilities, and is not difficult, by the way, to introduce. The suspension is exactly right, it being possible, of course, to set the big double-acting friction shock-absorbers so as to make the springing comparatively hard at low speeds, but giving the car an extraordinary stability that is essential for fast corner work.

A most interesting point is that the back seat is really comfortable, the occupants experiencing no direct shock, a thing not altogether common with a sports four-seater. The way in which the car can be taken round corners absolutely accurately, with not the slightest sway, contributes not a little to the success of the machine. It is interesting that the car is quiet, which is a very big point indeed, with just the right note in the exhaust to distinguish it from that of an ordinary touring car; while, in passing, the obvious possibilities of the car for competition work are worth mentioning.

The driving position is excellent, the bucket front seats holding one, as it were, in just the right position, the driver's seat being adjustable; the other front seat swings forward so as to make access to the back compartment more convenient, there being one door at each side of the car. The upholstery is very good indeed and comfortable; while as to detail, the instruments are grouped, panelled, and well lighted by two neat lamps giving a green-tinted light, among the dials being a rev. counter, fuel tank gauge, trip-type



speedometer, engine thermometer, and a clock. At either side of the instruments is a deep cubby hole, there are three pockets in the sides of the body, and the single panel windscreen, which has an electric wiper with dual arms, folds right down flat on the scuttle—a feature really worth having.

The engine is extremely neat, with all the sparking plugs very accessible indeed; the overhead-valve gear is easily reached when the cover secured by two hand wheels is removed; while the ignition distributor and coil, and the junction box for the electrical connections, are also well placed. On the other

side of the engine, the carburetter, which is a dual type with a single float chamber, is also very accessible indeed, fuel feed being by an electric pump; and the oil filler is big, combining in its cap the dipstick.

The head lamps, by the way, are powerful, the dimming device is controlled by a convenient switch on the steering column, and with all the lights on there is a surplus of 3 amperes at normal speeds.

The chassis is well laid out for maintenance, the floorboards being held down by locks which are operated by an ordinary carriage key, which arrangement allows them to be removed with unusual ease. In the scuttle are separate spare tanks holding respectively a gallon of oil and two gallons of fuel.

Racing-type wire wheels give the right touch, and the hood is very neat, held securely when furled, and has a good cover. An interesting point was that during a particularly heavy rainstorm, with the hood up but none of the side curtains erected, practically no water at all came inside the car.

The appearance of the car as a whole is obviously just right for the type of machine; the general finish, too, is excellent.

The M.G. speed model is an exceedingly pleasant car to drive—in short, an enthusiast's delight—and should have a bright future.

M.G. SIX SPEED MODEL.

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.
 Overall length 13ft. 9in., width 5ft. 1in., height 5ft. 2½in.
 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 ½ mile.
13.2 to 1	—	—
6.58 to 1	7½ sec.	79.64 m.p.h.
4.25 to 1	11 sec.	—

Turning circle: 43ft.
 Tank capacity 12 gallons; fuel consumption 18-20 m.p.g.
 12-volt lighting set cuts in at 12 m.p.h., 12 amps. at 30 m.p.h.
 Weight: 22 cwt. 3 qr.
 Price, with speed model four-seater body, £525.