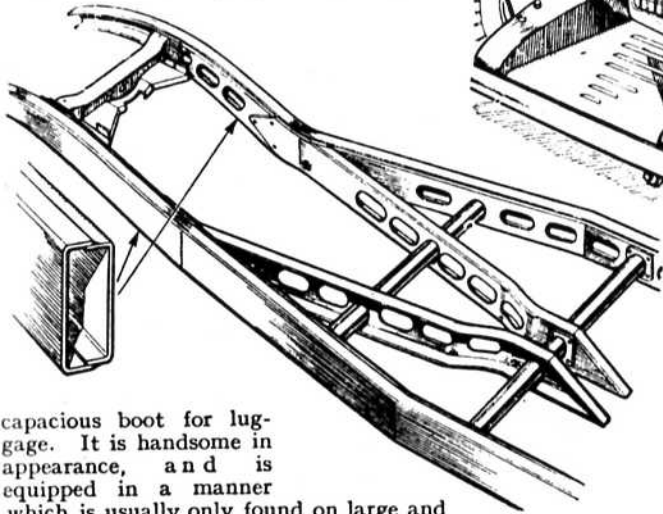


M.G. Announce a Two-litre

A Handsome and Roomy Four-door Close-coupled Saloon on a 10ft. 3in. Wheelbase Chassis

RUMOUR has had much to say of the M.G. Car Company's eve-of-the-Show surprise. It would be this, and it would be that. It would have this feature and that feature. Now, however, the new model is announced, and is seen to be entirely different from the various forecasts.

Briefly, the M.G. Two-litre is a large, roomy sports saloon of the popular four-door close-coupled type, having essentially modern sweeping lines, with a



(Above) The twin Pass lights are omitted in this view in order to show the distinctive radiator and the apron.

(Left) The main frame members are of box section, and tubular cross members give additional rigidity.

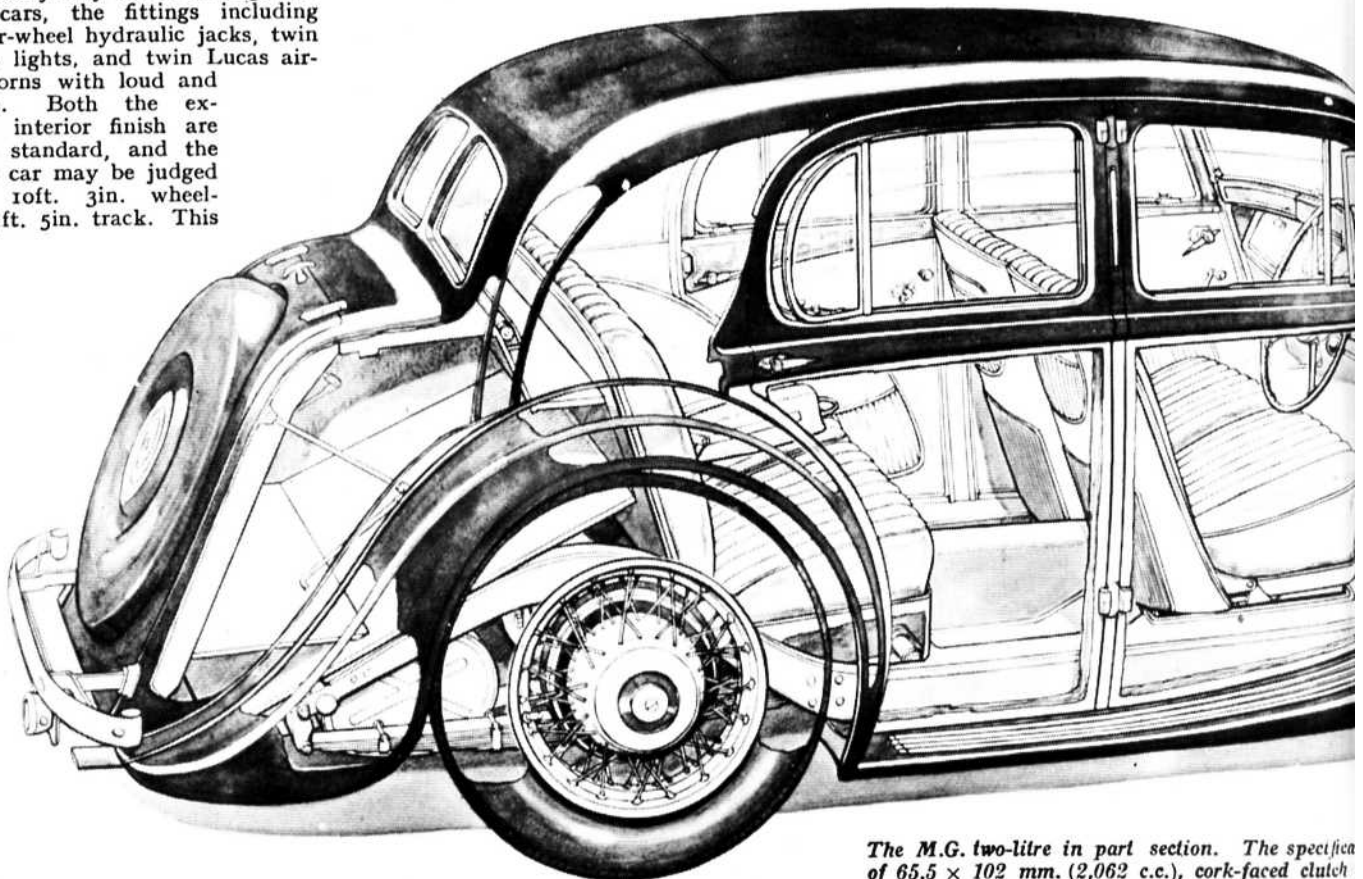
capacious boot for luggage. It is handsome in appearance, and is equipped in a manner which is usually only found on large and expensive cars, the fittings including Jackall four-wheel hydraulic jacks, twin Lucas Pass lights, and twin Lucas air-operated horns with loud and soft notes. Both the exterior and interior finish are of a high standard, and the size of the car may be judged from the 10ft. 3in. wheelbase and 4ft. 5in. track. This

imposing car—imposing in appearance and specification—costs but £375, and there is no doubt that it represents extraordinary value for money.

In design and construction well-tryed features are adhered to. The frame is of the double-dropped type, with main members of box section and three tubular cross-members giving additional rigidity. Furthermore, two channel section stiffening members run from well forward to the second cross tube amidships. Front and rear axles are of conventional design, and the suspension is by long flat half-elliptic springs controlled by Luvax hydraulic shock absorbers. Dunlop Magnum wire wheels carry 5.50in. tyres on 18in. rims, knock-on-type wheels not being fitted as the car is not intended for competitions or racing.

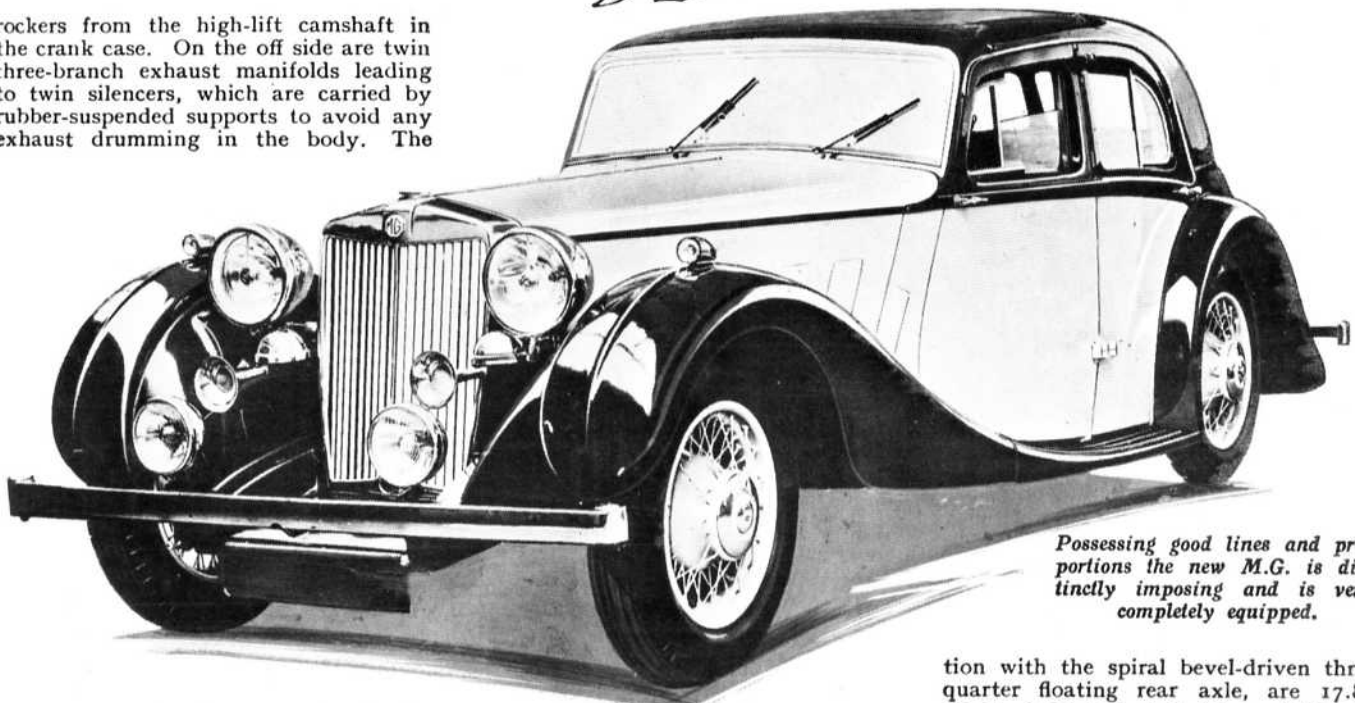
In this frame the power unit is suspended on four rubber mountings. The engine is a six-cylinder of 65.5 × 102 mm. (2,062 c.c.), R.A.C. rating 15.96 h.p., and annual tax £12, with a sturdy crankshaft carried in four large main bearings in a rigid cylinder-block-cum-crank-case casting. Light alloy pistons and steel connecting rods are used, the main and big-end bearings being of white metal.

The detachable head carries overhead valves operated by push rods and



The M.G. two-litre in part section. The specification of 65.5 × 102 mm. (2,062 c.c.), cork-faced clutch action for third and top, spiral bevel driven rear hydraulic four-wheel jacks. The wheel

rockers from the high-lift camshaft in the crank case. On the off side are twin three-branch exhaust manifolds leading to twin silencers, which are carried by rubber-suspended supports to avoid any exhaust drumming in the body. The

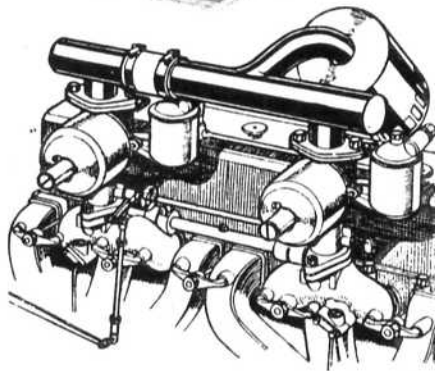


Possessing good lines and proportions the new M.G. is distinctly imposing and is very completely equipped.

manifolds provide hot spots for the induction system, which is fed by two downdraught S.U. carburettors supplied by twin S.U. fuel pumps from the large rear tank.

Lubrication is forced, and all oil passes through a Tecalemit filter. The large aluminium alloy sump is ribbed for cooling, and the oil filler is accessibly placed on the valve cover. Cooling is by pump and fan, the system being controlled by a thermostat, and the radiator is of the well-known and distinctive M.G. design with vertical slats forming a stoneguard.

The electrical equipment includes automatic voltage control of the dynamo, and ignition is by coil, with automatic advance, 14 mm. sparking plugs being used. Twin batteries are



The induction and exhaust system. Twin S.U. carburettors of downdraught type take their air through a large cleaner and silencer.

tion with the spiral bevel-driven three-quarter floating rear axle, are 17.82, 10.15, 6.59 and 4.45 to 1. The propeller-shaft has Hardy Spicer needle roller-type universal joints, which require no attention.

Lockheed hydraulic brakes with 12in. diameter drums are operated by the pedal, while the racing-type brake lever, which lies horizontally along the tunnel between the front seats, operates the rear shoes through cables, and has a very accessible butterfly nut adjustment. Steering is by Bishop cam and lever gear, giving $2\frac{1}{2}$ turns of the spring-spoked wheel from lock to lock, the turning circle being approximately 40ft.

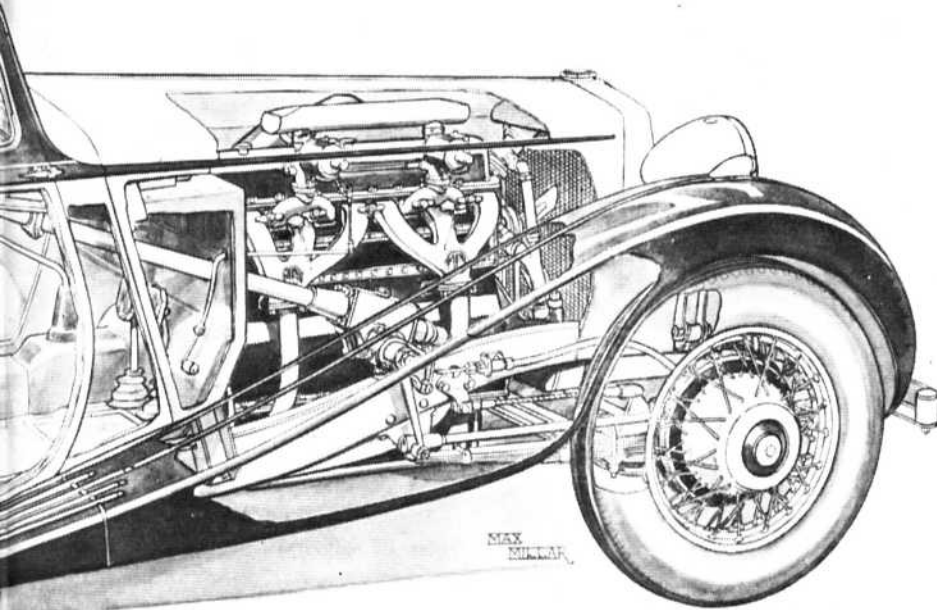
Chassis lubrication is by grouped nipples on each side of the dash. Large tools are carried in spring clips on the dash, and small tools in a box on the off side beneath the bonnet.

For Four Large Occupants

As regards the body, the occupants sit well within the wheelbase but have ample leg room, while the luggage boot is of unusually large capacity. The front bucket seats are adjustable, and have air bags in the spring cases of the squabs. The rear seat has a wide folding centre arm-rest, and side-rests in which are mounted ash trays. The whole scheme of the seating has been arranged to give ample room and every comfort to four large occupants, with room for their luggage in the boot.

The doors are hinged on the centre pillars, and have winding windows and "no-draught" ventilating windows also. Useful pockets are formed in the leather trimming of the doors, also in the backs of the front seats. Ash trays are also fitted in the front doors. The doors are of good width and give easy access to all seats.

The interior woodwork is of burr walnut, and cupboards are formed at each end of the fascia board, in the centre of which the instruments are most attractively grouped. There are from left to right a combined oil pressure gauge and ammeter, a 100 m.p.h. speedometer, a combined rev counter and clock, a combined radiator thermometer and oil-petrol gauge, with switches and controls neatly arranged in a row beneath the instruments. The dials have dull gold



carried at each side of the propeller-shaft beneath the rear seat.

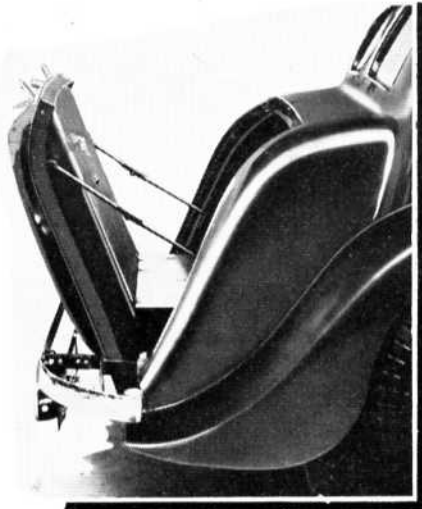
From the engine power is transmitted by a cork-faced clutch running in oil to a four-speed gear box with double helical gears and synchromesh action for top and third. The gear ratios, in conjunc-

tion includes a six-cylinder overhead valve engine running in oil, four-speed gear box with synchromesh axle, half-elliptic springs, Lockheed brakes, and base is 10ft. 3in., and track 4ft. 5in.

M.G. Announce a Two-litre

figures and mounts, and at night are illuminated from behind, a refinement being a rheostat to give a graduated light.

The single-pane screen opens to a wide angle, and has twin wiper blades which lie horizontally out of sight, the motor being in front of the driver but below his line of vision. A Weathershields sliding roof is fitted, as are two visors which when not in use lie beneath the cantrails. Two large rear lights give



The capacious boot gives ample luggage accommodation.

good visibility for reversing, and are fitted with a blind under the driver's control. Trafficators are mounted in the centre pillars, the switch being in the steering wheel boss, also the loud and soft horn switch. A push-switch on the tunnel changes over from head to Pass lights, and vice versa.

There is much that one could say of the style and finish of the coachwork, but the accompanying illustrations show the graceful modern lines and good proportions. The sweeping wings are well valanced and add to the general appearance, as does the extended bonnet with four ventilator panels in each side. The spare wheel is mounted on the lid of the boot beneath a metal cover.

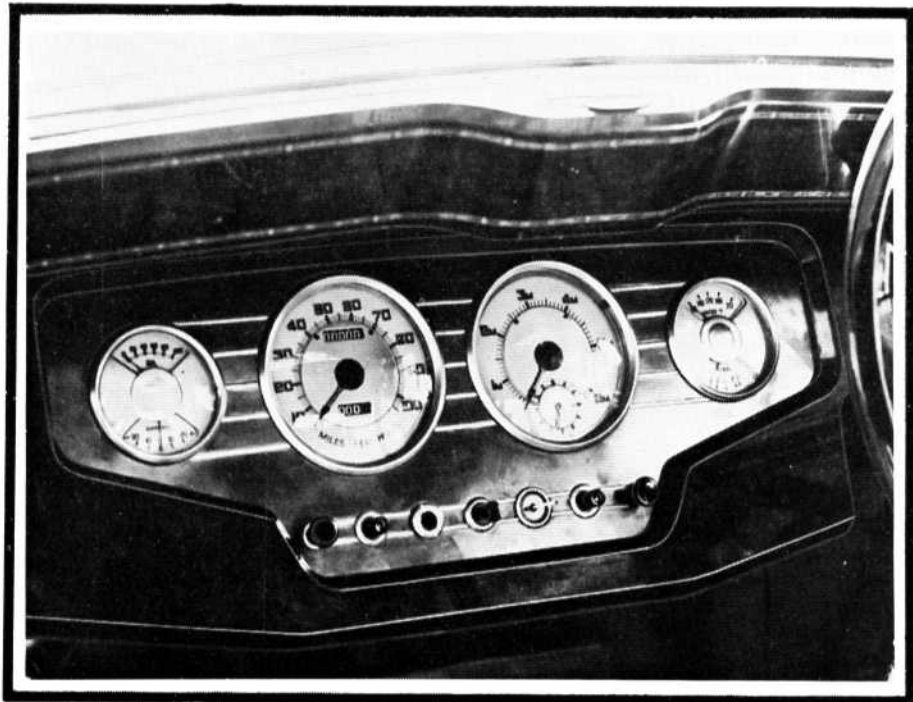
Altogether the new M.G. Two-litre is bound to attract considerable attention by reason of its striking appearance, its very complete equipment, and its most moderate price.



Side and centre arm-rests are provided. Note the no-draught ventilation panels.



Easy access is given to the seats and the steering wheel is well raked.



The neat instrument panel with dull gold dials is set in a burr walnut fascia board.