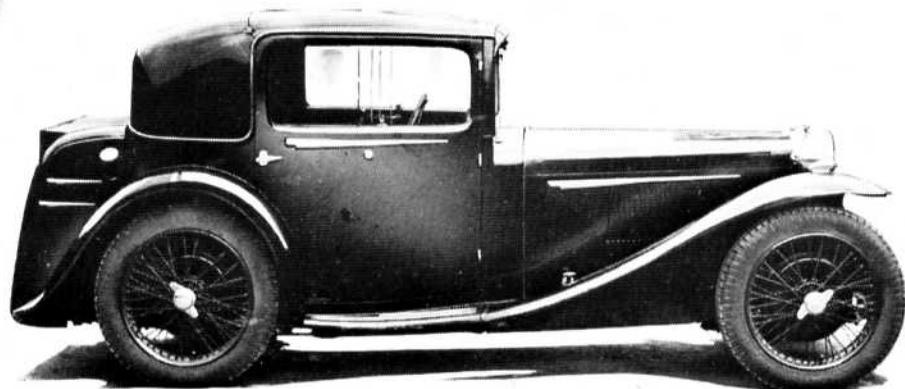


The Autocar Road Tests



No. 852 (*Post-War Series*)

**M.G. MAGNA
CONTINENTAL
COUPÉ**

Very Comfortable, Beautifully Finished Small Quality Car Which Easily Makes High Averages

SOMEHOW it is natural to think of the M.G. as an open car, but there must be a considerable number of owners who require the various advantages of a closed body, and at the same time appreciate the mechanical qualities of a proved sports engine and chassis design such as the M.G. There are many of the closed models, of various types, in use.

For such people there is the Magna Continental coupé, a smart two-seater saloonette which was introduced as a new body type at the last Olympia Show, and which is mounted on the 1,100 c.c. six-cylinder chassis. It is a fascinating little car, which handles beautifully and involves practically no sacrifice of usable performance compared with the normal open models, such is the power developed by the very lively overhead camshaft, twin-carburettor engine.

Especially in acceleration through the gears this car is the match of most small sports-type machines one encounters on the road. It gives all the protection of a saloon without the occupants feeling too much shut in, in which matter the M.G. arrangement of transparent panels in the sliding roof has a considerable influence.

It is a deceptive kind of car in the right sense; for all its power the extremely smooth, quiet engine does not appear to be working at ordinary road speeds. The car floats along happily at 50 to 55 m.p.h. or so without feeling stressed—seems as though it wants to go faster, in fact, besides holding its speed well on gradients, and picking up rapidly after it has been slowed for other traffic.

It is found on a known journey that one has put up an average very nearly as good as that achieved by any type of car one has driven over

the same road, yet without effort having to be exerted by the driver or by the car itself. This is an exceedingly valuable attribute and one of the car's principal characteristics.

Whatever may be the conditions of road or traffic, the driver has the most satisfactory feeling that the car will answer exactly. When passing another vehicle at speed, or rounding curves and appreciable corners quite fast, there is still a feeling of certainty and accuracy, yet all

the controls are exceptionally light in action. The coupé is as steady to all intents and purposes as an open model, and it rides very well over the wavy type of road which sometimes sets up fore-and-aft pitching in small cars. Friction shock absorbers are used on the M.G.

This Magna exhibits its curious deceptiveness even in the brakes. One discovers that very light pressure on the pedal produces the necessary deceleration for all average requirements,

and there is little suggestion of the real decisiveness that the big drums can give until the pedal is pushed hard down for a sudden emergency stop. The figure given in the table, 31 feet from 30 m.p.h., is an average of two tests, and though the braking test had to be made on a wet concrete surface, the car pulled up all square, without grab to either side.

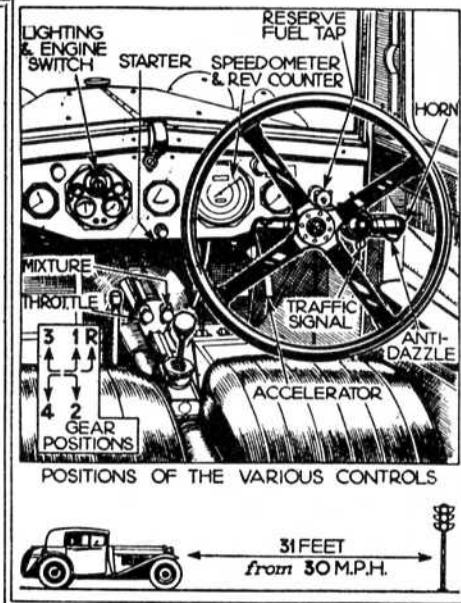
The type of hand brake for long used on M.G.s, in which the lever does not engage with the ratchet unless the knob is depressed, and is freed by a slight backward pull, is exceedingly useful in restarting on a gradient, and the brake holds absolutely firmly.

The other test figures, for speed and acceleration, are increased in value by the fact that conditions at the time were by no means ideal,

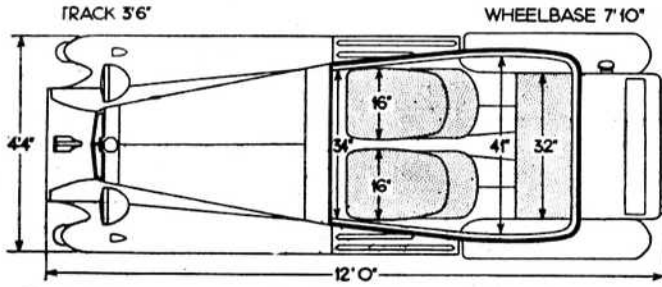
M.G. MAGNA CONTINENTAL COUPÉ

DATA FOR THE DRIVER

12 h.p., six cylinders, 57 × 71 mm. (1,087 c.c.).	Tax £12.
Tyres: 4.50 × 19in. on knock-off wire wheels.	
Engine—rear axle gear ratios	Acceleration from steady speed.
10 to 30 m.p.h.	20 to 40 m.p.h.
20 to 40 m.p.h.	30 to 50 m.p.h.
19.21 to 1	Timed speed over 1/4 mile.
11.49 to 1	
7.31 to 1	
5.375 to 1	
6½ sec.	
9½ sec.	11 sec.
14½ sec.	15½ sec.
	17½ sec.
	72.58 m.p.h.
Acceleration from rest through the gears to 50 m.p.h., 19 sec.	
Speed up Brooklands Test Hill from rest (1 in 5 average gradient), 17.92 m.p.h. (on first gear).	
Acceleration up 15 yards of 1 in 5 gradient from rest, 3½ sec.	
Turning circle: 36ft.	
Tank capacity 13 gallons, fuel consumption 26 m.p.g.	
12-volt lighting set cuts in at 13 m.p.h., 6 amps. at 30 m.p.h.	
Weight: 17 cwt.	
Price, with Continental coupé body, £350.	
<i>(Latest chassis described in "The Autocar" of September 1st, 1933.)</i>	



since it was raining, and Brooklands track was waterlogged in places. Apart from the mean average timed speed given, the best run over the quarter-mile was at 73.17 m.p.h., the speedometer then showing 77.



On third gear 40 m.p.h. is reached easily and naturally in accelerating, but an extreme reading of as much as 60 is actually possible on this gear, equivalent to 5,500 r.p.m., according to the calibrations on the speedometer-cum-rev counter dial. On second gear 25 m.p.h. is easy, and 35 is possible, whilst on first about 15 may be regarded as a normal reading, but as much as 22 was held on first up the Brooklands Test Hill. The speedometer proved slow at 40 and 50, and only 1.75 m.p.h. fast at 60.

The gear change, with remote-control lever, is a good one; quite rapid upward changing is possible noiselessly. Third is a dead-silent gear, second is more noisy by comparison, and it is only the change down to second at higher speeds which is at all difficult. The spring-spoked steering wheel is brought right back and placed comparatively high, but the driving position as a whole is extremely comfortable, and affords confidence.

There is a host of practical features about the car. Under the bonnet there is at each side a group of three lubricators for the chassis bearings. Particular trouble has been taken to shut off the engine from the body.

Then the body is very tastefully and attractively finished, with leather upholstery and polished wood in the interior, and good detail work. The windows are of the sliding type; the rearward section on each side is fixed. By the use of this type of window several valuable inches of elbow room are saved.

A platform behind the two front seats is valuable for luggage; the container which neatly finishes off the tail houses the spare wheel and conceals the big fuel tank.

It is interesting that the test data were taken after nearly 600 miles had been covered, without adjustment, from the time the car left the works.

A small closed sports car of quality and character.

