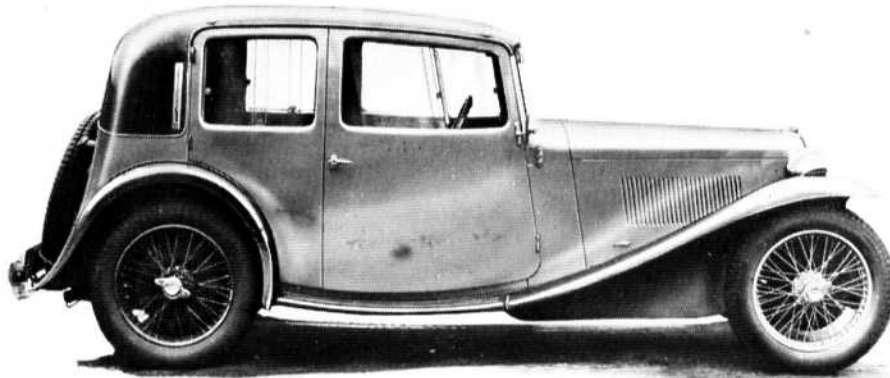


The Autocar Road Tests



12 h.p. M.G.
MAGNETTE
KN SALOON
No. 913 (*Post-War Series*)

ONE approaches an M.G. saloon in the expectation that it will prove to be decidedly above the average of cars of similar nominal size in regard to road behaviour. In this new KN pillarless saloon the market represented by those who appreciate performance and fine handling qualities in a car is better catered for, one can say, than by any previous closed model on a comparatively small chassis that the M.G. Company have put forward.

One very important underlying reason is that the N Magnette engine, which has been doing so well during the past year, provides ample power for the additional weight of a saloon body. To-day, the makers of these cars have a very varied experience in producing fast cars, that enables them to provide not only a powerful, willing and reliable engine, but to fit this engine in a chassis which as regards stability, braking, and steering, those all-important factors, is in every way excellent.

Experience of the KN saloon, which, incidentally, is on a chassis with a longer wheelbase and a wider track than that applying to the open Magnette models, has extended for purposes of this account over some hundreds of miles, taking in all kinds of conditions of fast motoring, byway pottering, and traffic use, as well as distinct variations in weather.

It happened that a car of this type was driven for some distance on two separate occasions. During the greater part of the time on the first occasion the roads were wet, and there was no opportunity of discovering how the car showed up on a dry road. From the very commencement, however, and this is the important point, a driver new to the car felt that he was able to handle this saloon on surfaces far from ideal almost exactly as though the roads had been dry, either in cornering or under braking, and there was no suggestion at any time that his faith in the road-holding qualities was misplaced.

Accuracy of Control and a Feeling of Complete Safety Outstanding Features of a Fast 12 h.p. Car

With the greater confidence of even the experienced driver when eventually it was possible to drive on dry roads, it was found that almost anything could be done with the car on corners, bends being hardly noticed as regards need for conscious steering, whilst on sharper turns taken fast where there was vision ahead the car felt rock-steady.

This question of stability is stressed because in it lies much of the character of the car, and by it is emphasised the natural safety of a machine designed from the start to be driven fast where conditions permit.

There is that feeling about the steering which enables one to steer to the proverbial inch, at all events, to place the car exactly where one wishes on the road, and as to the brakes, with their large, businesslike-looking drums, they can be put on hard without thought on average roads as to whether the car will remain on a straight course. They are most satisfactorily progressive brakes in that light pressure on the pedal gives ordinary slowing down, and for maximum results heavier pressure is needed.

A rather remarkable feature of the springing is that in spite of the extreme steadiness the riding is not harsh. For all its accuracy, the steering is very light indeed, though not disconcertingly so.

The gear change remains of straightforward pattern; that is, there is no synchromesh or similar device, but third speed has helical-toothed pinions which run in constant mesh. Without being difficult, it is a gear change suited to the car, with its short, stiff remote-control lever, and it handles with exactness.

Third is a quiet gear, second and first are more noisy, but not markedly so. Limits of approximately 16, 35, and 62 m.p.h. are given on first, second, and third gears, up to a full 50 m.p.h. on third without appearing to stress the engine in the least.

12 h.p. M.G. MAGNETTE KN SALOON.

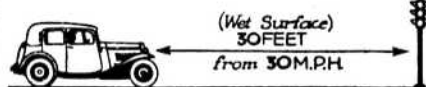
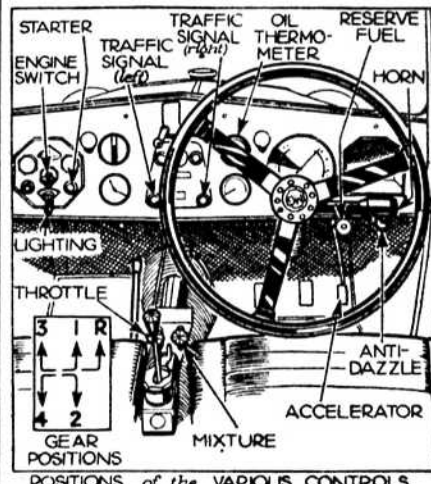
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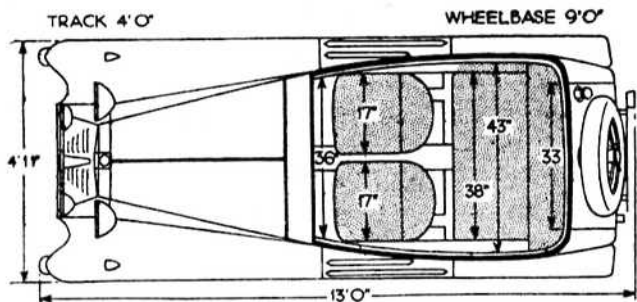
12 h.p., six cylinders, 57 × 84 mm. (1,287 c.c.). Tax £9.
Tyres: 4.75 × 19in. on knock-off wire wheels.
Engine—rear axle gear ratios. Acceleration from steady speed. Timed speed over 1 mile.

axle gear ratios.	10 to 30 m.p.h.	20 to 40 m.p.h.	30 to 50 m.p.h.	over 50 m.p.h.
24.15 to 1	—	—	—	—
13.40 to 1	6 sec.	—	—	—
7.86 to 1	9½ sec.	10½ sec.	12½ sec.	—
5.78 to 1	13½ sec.	16 sec.	17½ sec.	75.31 m.p.h.

Acceleration from rest through the gears to 50 m.p.h., 18½ sec.
Acceleration from rest through the gears to 60 m.p.h., 28½ sec.
Speed up Brooklands Test Hill from rest (1 in 5 average gradient), 16.45 m.p.h. (on first and second gears).
Acceleration up 15 yards of 1 in 5 gradient from rest, 3½ sec.
Turning circle: 38ft.
Tank capacity 10 gallons; fuel consumption 25 m.p.g.
12-volt lighting set; 8 amps. at 30 m.p.h.
Weight: 21 cwt.
Price, with pillarless four-door saloon body, £399.

(Described in "The Autocar" of September 14th, 1934.)





The manner of one's progression depends almost entirely upon the circumstances. If to go from one place to another is the object, the car responds beautifully, and will hold its 60 m.p.h. or more. On the other hand, it is happy in itself and pleasing to the occupants when running in the thirties and forties, though seeming to express a preference for somewhere about 50 m.p.h. on open roads.

Humming along in its purposeful stride it sweeps up the ordinary kind of hill, helped by the fact that top gear ratio is lower for the saloon model. Often, if slowed by other traffic, it will naturally make a faster climb on third; second, too, is a very valuable gear.

In acceleration the car exhibits a cleanness of carburation, with ready response to the throttle pedal, this on the gears especially, though on top gear, too, the pick-up is satisfactory and it is a machine that can still accelerate usefully from speeds of 40 m.p.h. or so.

For a 12 h.p. saloon which is not particularly light, though material has not been wasted, the speed figures show up outstandingly well. For the test at Brooklands conditions were bad, with a strong head wind against the car in one direction and a wet surface, but the mean speed of several runs, above a genuine 75 m.p.h., speaks well

for the power. The best timed run over a quarter-mile with the wind following was at 78.26 m.p.h.

The standard combined rev counter and top and third gear speed instrument read high by 5 m.p.h. at 60.

The pillarless four-door construction of the body is an asset as regards convenience of getting in, and out where a car of comparatively small size is concerned. Pneumatic upholstery is used and is very comfortable, the back rest and cushion being in one, deck-chair style.

Elbow room is conserved for the occupants of the front seats by the use of sliding windows, which obviate winding mechanism in the doors. The driving position is particularly comfortable, with the spring-spoked wheel brought well back and set not too high. The rear view mirror, fitted externally, could be more effective. At the back a platform can be lowered to carry luggage.

A machine for an owner who appreciates a car as a car and not solely as a means of transport.

