

Road Impressions of New Models

The M.G. Magna Two-seater

IT is for ever a refreshing experience to change over from the everyday sort of saloon to a piquant and intensely alive little car like the M.G. Magna type "L." The road is no longer a mere highway from place to place, but a path of adventure, as the sea must be adventure to the man who handles a trim sailing craft. There is appeal in the very lines of the Magna, with its long bonnet promising speed, its workmanlike stern view, and long, graceful mudguards. To sense the appeal and try the car is to appreciate in full the very real qualities which are there.

Sitting well down in a deep cockpit, rendered comfortable by pneumatic upholstery, the driver starts the engine, finds a steering wheel tucking itself into his hands, notices the freedom for his arms and elbows, and, looking over the curved scuttle along the shapely snout of the car into the distance of the road, drops his left hand instinctively to the little close-up gear lever. A little light footwork, a snick of the gear lever, a flick of the accelerator, and he is away off the mark with the engine note rising.

Smoothness Outstanding

This modern six-cylinder 1,086 c.c. engine in the Magna is a fine design, and it runs with notable smoothness right throughout its range, from a comfortable toddle on top gear right up to nearly 6,000 r.p.m. when all out. Its flexibility and its freedom from vibration or mechanical noise are remarkable, when taken in conjunction with a big power output in relation to size. It responds instantly to the movements of the accelerator pedal, and, as the acceleration figures show, maintains its liveliness right up through the speed range. The car can be depended upon to reach its maximum on the level without hesitation.

There is a great fascination in driving the Magna. The steering is

DATA FOR THE DRIVER

12 h.p., six cylinders, 57 x 71 mm. (1,086 c.c.) Tax £12.
Wheelbase 7ft. 10in., track 3ft. 6in.
Overall length 10ft. 10in., width 4ft. 3½in.
height 4ft. 2in. Hood up.
Tyres: 4.5 x 19 on detachable Rudge-Whitworth wire wheels.

Engine-rear axle gear ratios.	Acceleration from steady speed.	10 to 30 m.p.h.	20 to 40 m.p.h.	30 to 50 m.p.h.
19.21	—	—	—	—
11.49	6½	6½	—	—
7.31	10½	10½	10½	—
5.375	14½	15½	17½	—

Timed speed over ¼ mile, 75 m.p.h.

With screen down 77.59

Turning circle 32ft. 6in.

Tank capacity 10 gallons; fuel consumption 22-24 m.p.g.

12-volt lighting set.

Weight: 16 cwt.

Price, with two-seater body, £285.

Acceleration from rest through the gears to 50 m.p.h. 18 sec.

Acceleration from rest through the gears to 60 m.p.h. 24½ sec.

15 yards of 1 in 5 gradient from rest 3½ sec.

light and quick—at first grasp disconcertingly so—with a strong caster action, but, as soon as it is realised that the wheel is best held with a light grip, the car can be placed neatly, or taken round curves at speed, in an elegant fashion. Although the car is light and lively, the steering has no apparent vices such as incipient wheel tramp, and the radiator and head lamps do not dither about on bad surfaces. Because of the low build and special form of spring anchorages, the car holds the road excellently, and can be driven anywhere with confidence.

One of the features is the four-speed twin-top gear box with remote control. A long extension on the top of the box brings a short gear lever close to the hand, and the gear change is a simple and effective one to handle, whilst the indirect gears are quiet. The ratios are well chosen and the car will reach 40 m.p.h. on second gear, which is pretty useful. The clutch is sweet and light, and is well up to its work. It may be noted that the cockpit of this two-seater does not become uncom-

fortably hot, due no doubt to the metal facings of the dashboard and the rubber sealing around the clutch pit and the steering column, which prevents hot air from blowing through.

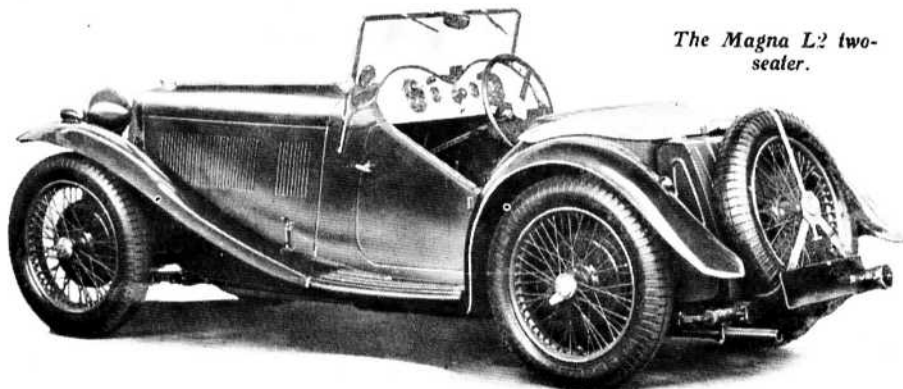
Another point which contributes to the general attractiveness of the car is that the large diameter brakes are smooth and progressive, and may be used to pull the car up from high speed without trepidation. Because of the smoothness, they are deceptive in that they pull the car up more quickly than they appear to do, which is always a hall-mark of good brakes. They are armoured-cable operated, but proper provision is made for regular lubrication of the cable sheathing. Except at low speeds, when the shock absorbers can be felt to be doing their work, the comfort of riding is very good, and the stability of the car at any speed of which this model is capable on the track is all that could be desired.

Special Points

There are certain points to attract special attention. The large fuel tank at the rear of the body has a gauge visible on the top, and there is a two-way control which enables some two gallons to be held in reserve. The wind-screen is arranged so that it can be folded down flat forwards when needed, and incidentally there is surprisingly little wind when the screen is down, owing to the shape of the dash "humps" and the way that they deflect the wind over the heads of the occupants. It may be mentioned that the maximum speed figure given in the table was an average obtained with the screen down; with it up the maximum was 75 m.p.h.

The speedometer on the car gave a reasonably accurate reading. This instrument is, by the way, a combined speedometer and revolution indicator, for it has separate calibrations showing the engine revolutions equivalent to various road speeds on the different gears. The various controls of the car are well placed and simple to handle; mounted on the tunnel just forward of the gear lever are knobs for the jet adjustment and the slow running setting of the twin S.U. carburetters, the ignition advance is automatic, the lights are controlled from the instrument board, and thus the steering wheel is left quite free of encumbrances.

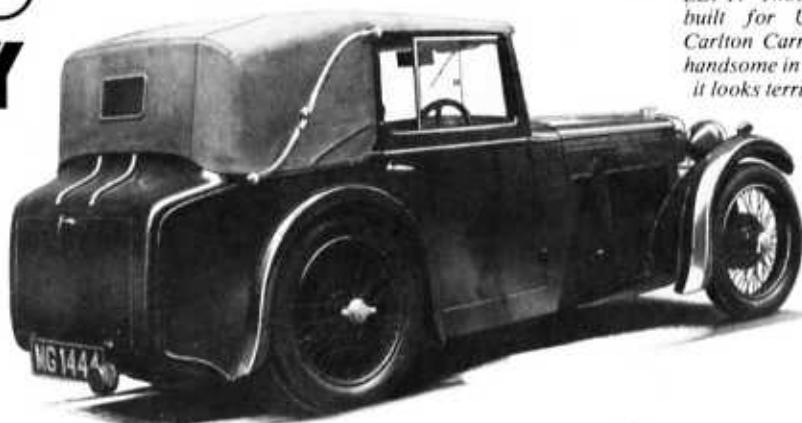
Taken all round, the open two-seater Magna is a most delectable car with the manners, as well as the air, of a thoroughbred.



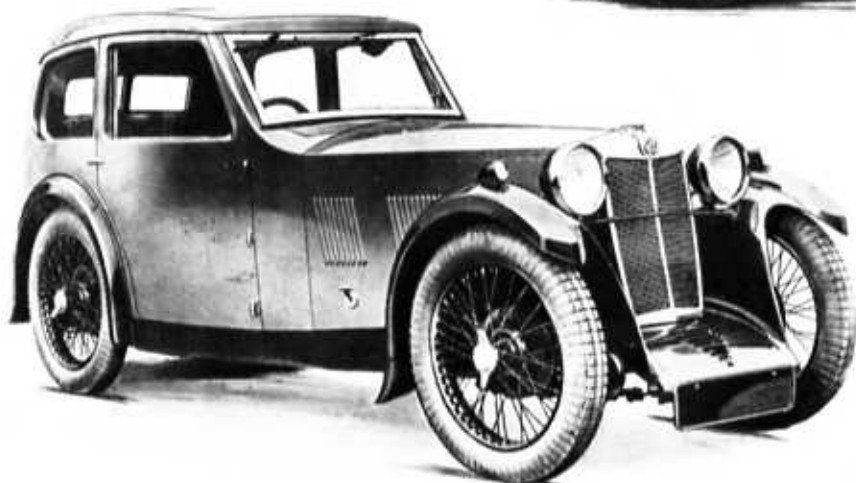
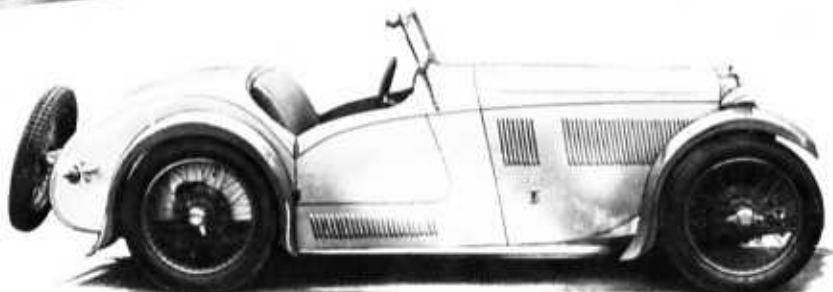
The Magna L2 two-seater.

GILDING THE LILY

LEFT: Though this convertible coupe, built for University Motors by the Carlton Carriage Company Ltd., looked handsome in its day, by today's standards it looks terribly tail-heavy (1932 Magna)

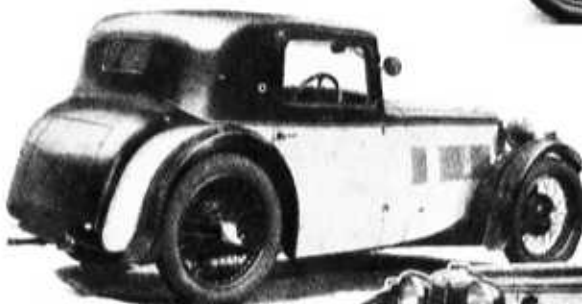
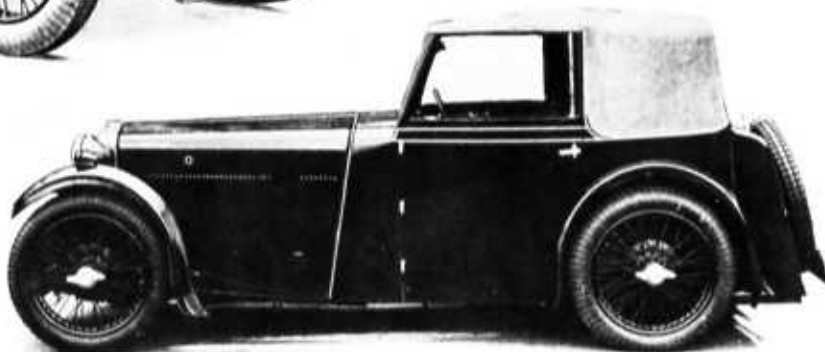


RIGHT: In the tail of this very pretty body by Stiles, Ltd., of Baker Street, London, there is a single-seater "dicky" providing every comfort - achieved at the expense of hanging the spare wheel very far back, and spoiling the lines (1932 Magna)



LEFT: Though the passenger compartment looks small enough, this was termed a "two-door, four-seater, close-coupled saloon" by its creators, Abbey Coachworks, Ltd., of North Acton, London. With special 8-gallon tank and very full equipment it cost £345 (1932 Magna)

RIGHT: Abbotts of Farnham contributed this drophead coupe body to the wide range of styles available on the Magna chassis in 1932. It cost £325.



LEFT: Windover - a coachbuilder famed for magnificent creations on some of the most costly chassis - bodied this 1932 Magna 2-seater coupe, providing plenty of luggage space by stowing the spare wheel at the side.