

## 1953 TF Press Release

### **MG's new TF - the latest version of this 1¼-litre car has many improvements without any increase in price, it sells for £982**

A more powerful engine, a higher back axle ratio and different styling and interior fittings are features of the new MG TF. The chassis and mechanical components are similar to the obsolete TD series, but the engine has been made more powerful by increasing the compression ratio from 7¼ to 8 to 1 and fitting larger carburettor and valves. Power has been increased from 54 bhp at 5,200 rpm to 57½ at 5,400 rpm. Better breathing and increased compression ratio will give better economy and more rapid acceleration in the lower ranges. The safe engine rev. limit has been raised from 5,700 to 6,000 rpm. With good tuning the car should reach 6,000 rpm in top gear, giving a road speed of a genuine 90 mph. Top gear speed per 1,000 rpm is now 15.25 mph. Despite the many improvements in the car, the price is still under £1,000. The headlamps have been faired into the wings and the bonnet line lowered. The radiator shell is curved and retains the MG appearance. The cockpit is now less spartan and more comfortable. Genuine twin bucket seats are fitted as a contrast to the twin cushion, single-piece squab arrangement before. The facia panel has a central instrument board flanked by two large glove boxes of useful size - even though the windscreen wiper knobs inside them will get in the way. The instruments are grouped in three dials; rpm on the right, speedometer on the left and oil pressure, ammeter and water temperature combined in the central dial. There is a clock insert in the speedometer. Flashing light turn indicators are an addition.

A fly-off handbrake - the button on the end of the lever must be pressed before the brake will lock on the reverse of the normal arrangement - is retained, a welcome continuation of old practice.

Alterations to the line of the car at the rear have been made. The windscreen wipers now work from the bottom instead of the top of the windscreen.

Overall the height is 1½" lower and 2" longer.

The 4-cylinder, push-rod overhead valve engine has a swept volume of 1,250 cc with a bore of 66.5 mm and stroke of 90 mm. Compression ratio is 8 to 1, and twin 1½" bore S.U. carburettors are fed from a 12-gallon external fuel tank at the rear by an electric pump. The sump is alloy.

Transmission is through a single dry-plate clutch with a four-speed gearbox. Ratios are 4.875, 6.725, 10.09, and 17.06 to 1. Speeds in the gears are 15.25, 11, 7.37 and 4.36 mph per 1,000 rpm. Peak rpm is 6,000. Top gear speed at 2,500 ft/min piston speed is 64.5 mph.

Suspension is independent in front by coil springs and wishbones. Semielliptics are fitted at the back and there are double-acting hydraulic shock absorbers all round.

The Lockheed hydraulic brakes have 9" drums. Friction area is 99.5 sq. in.

Fifteen-inch wire wheels with 5.50 tyres are fitted to all models imported so far, but ex-factory the discs remain as standard with the wire wheels extra.

The steering is rack-and-pinion with a 31 ft. turning circle and 2½ turns of the wheel from lock-to-lock. Dry weight is 17½ cwt.

The chassis has boxed side frames, and the body remains wooden framed.

Another feature is the much-improved hood material, replacing the previous fabric, which did not give good service.

Dimensions are: Wheelbase, 8' 6"; track 4' 3"; length; 14' 1", width

Thanks to Australian T Series Association  
<http://www.british-cars.org.uk/kimber/news/news83.html>