

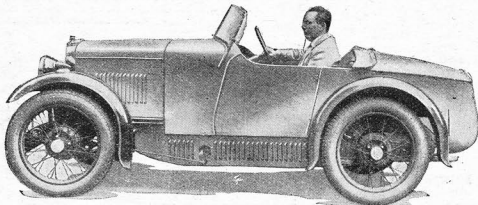
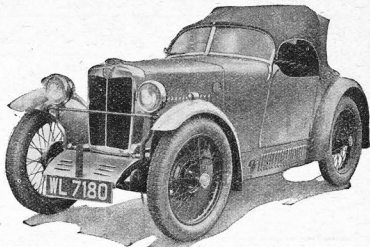
Road Tests Showing Principal Characteristics

The M.G. MIDGET

An Intriguing Specialized Small Car
With a Fine All-round Performance

UNDoubtedly one of the most attractive small sports vehicles available to-day, the M.G. Midget is becoming increasingly popular, combining as it does good performance, excellent appearance and exceptionally cheap transport for two persons. Although primarily a sports

Two views of the M.G. Midget, showing its attractive lines and neat hood.



car, it is just as tractable as the average small car, and consequently does not require any particular skill in handling. It is these attributes that all contribute to the making of a really charming little vehicle.

Despite its diminutive size, there is ample space both as regards width of the seating and legroom, while a 4-in. range of adjustment, together with the provision for altering the rake of the squab, ensures driving comfort. The spare wheel is accommodated in the boot, likewise tools, and the collapsible hood stays and the material that forms the hood itself are stored in the lid of the boot, where they are held in position by two web straps. Incidentally, the hood is particularly easy to erect, and, providing one is not too tall, enables

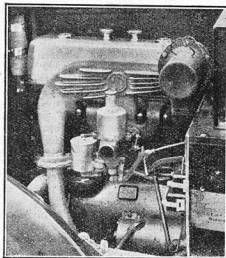
quite good vision to be obtained. Should it be necessary, as, for example, in competition work, to carry two spare wheels, there is plenty of room in the boot; but, of course, this causes a restriction of luggage space.

Considering the diminutive engine and its propensities for revving one is not prepared to expect flexibility on top gear to any marked degree. In this, however, one is promptly deceived, and in the thickest of London traffic very little gear changing is really necessary, for the engine can be throttled down to a road speed of 5 m.p.h. without the slightest evidence of snatch. The real enthusiast, however, delights to use the gears, and with but a short acquaintance with the car really quick changes can be executed at high revolutions. The power unit simply revels in high speeds, and, no matter whether it is revved to its utmost capabilities, there is not the slightest sign of roughness. On second gear the car in question did a genuine 42 m.p.h. and 62 m.p.h. on top, while on a slight down grade a speed of 66 m.p.h. was attained.

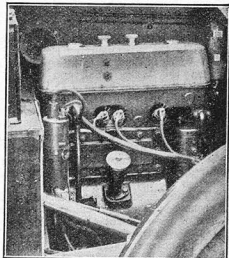
The car was a perfectly standard product, and, indeed, has been driven very hard by all and sundry, so that this performance is all the more creditable. After covering some 200 miles on the road it was tested, as is our usual practice, at Brooklands. Here are the results obtained:—A flying lap at 53.55 m.p.h.; a flying quarter-mile at 60 m.p.h.; a flying half-mile at 58.06 m.p.h.; and a flying mile at 53.73 m.p.h.

TYPE: Two-seater, price £185.
ENGINE: Four-cylinders; o.h. valves operated by c.h. camshaft; bore, 57 mm.; stroke, 83 mm.; 947 c.c.; R.A.C. rating, 8.03 h.p.; tax, £8.
GEARBOX: Three forward speeds with central control; Ratios: 4.98, 8.96 and 17 to 1.
SUSPENSION: Semi-elliptic springs with Hartford shock absorbers all round.
BRAKES: Both foot and hand systems operate on all four wheels.
MINIMUM SPEED ON TOP GEAR: 5 m.p.h.
MAXIMUM SPEED ON GEARS: 2nd, 42 m.p.h.; top, 62 m.p.h.
FUEL CONSUMPTION: 40 m.p.g. (approx.).
DIMENSIONS: Wheelbase, 6 ft. 6 ins.; track, 3 ft. 6 ins.; ground clearance, 9 ins.; overall length, 9 ft. 2½ ins.; width, 4 ft. 2 ins.
TURNING CIRCLE: 34 ft.

M.G. CAR CO.,
Pavlova Works, Abingdon-on-Thames, Berks.



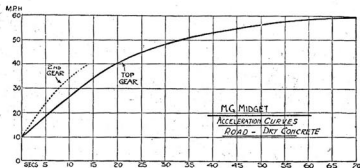
The neat o.h.c. power unit, showing the S.U. carburettor and ribbed exhaust manifold.



The coil mounting, accessible location of the sparking plugs and dynamo drive.

A V-type windscreen is fitted, the body sides are high enough to give good protection, and the close-up wings seem quite efficient in the worst of weather. The cowl-ing in of the front dumbirons also assists materially in preventing mud being flung in all directions. Owing to the low build, running boards or steps are unnecessary, and it is actually possible for one to sit on the seat and rest the feet flat on the ground.

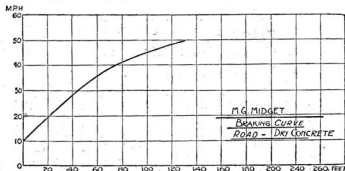
THE M.G. MIDGET—Contd.



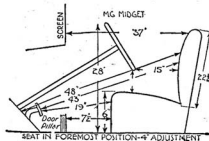
The excellent acceleration is plotted on an accompanying graph, and although it will be seen that 70 secs. are taken to reach 60 m.p.h. from a 10 m.p.h. start, it is possible to reach the magic figure in 46 secs. from a 20 m.p.h. beginning.

On the track the M.G. Midget sits down equally as well as on the road. The suspension is a trifle harsh at low speeds, but when "flat out" the road-holding qualities are really amazing for so light a vehicle. In other words, one feels perfectly safe, whether passing another car against the camber, when cornering fast, and at maximum speed. These features naturally give one every confidence and enable high average speeds to be maintained in safety.

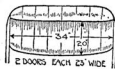
On hills this little car is an outstanding performer. For example, on the steepest gradient between Maidenhead and Henley-on-Thames



(Above) Graphs showing respectively the excellent acceleration and the efficiency of the four-wheel braking system.



Dimensions of the two-seater body.



the speedometer did not drop below 40 m.p.h. on top gear and main-road hills of a little less severity can be negotiated at 50 m.p.h., so it will be seen that it takes hills of the 1-in-6 variety to make a change down to second necessary.

Steering is exceptionally light and accurate; the brakes are smooth in operation and efficient; petrol consumption averages 40 m.p.g. with hard driving, and the oil consumption during our test was so small

that no difference in the quantity of the sump could be detected on the dip rod.

Altogether the M.G. Midget can be safely said to be a very intriguing little car possessed of a superlative performance. Prospective buyers will also be interested to learn that it is being turned out in rapidly increasing numbers in the huge new works which the manufacturers have acquired recently at Abingdon-on-Thames.