

MIDGET
MARK ONE

SAFETY
FAST

8/33 M.G. MIDGET
FOURSOME COUPÉ
(Long Chassis)

£250 - - ex Works

INTRODUCTION

It is no idle boast to say that this little car is Britain's most popular Sports car, for it has more than adequately earned this title in the competition world. Innumerable awards for the best performance of the day stand to its credit. In all the classic reliability trials the greatest number of awards go to M.G. Midget owners.

In the 1930 Double Twelve Hour Race at Brooklands the M.G. Midgets walked off with the coveted team prize. In the 1931 Double Twelve event M.G. Midgets were placed first, second, third, fourth and fifth in the general classification, the same places for the class awards, and won the team prize. Under R.A.C. observation an M.G. Midget has made one hundred consecutive ascents of the noted Beggars Roost Hill, near Lynton, N. Devon. The M.G. Midget was the first car of 750 c.c. to exceed 100 miles per hour; also the first to cover over 100 miles in one hour.

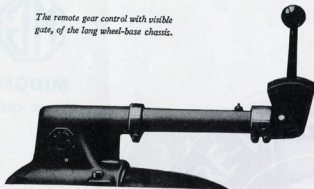
The 1931 Irish Grand Prix was won by a Midget, and the team prize; also the Ulster T.T.

Ask your nearest Agent to let you try one and enjoy a new thrill in motoring.

The M.G. Car Company Ltd. Abingdon-on-Thames



The remote gear control with visible gate, of the long wheel-base chassis.



SPECIFICATION

ENGINE.—The 4-cylinder engine is a monobloc casting embodying an exceptionally sturdy two-bearing crankshaft, one end of this supported on ball bearings. Overhead valves operated through fingers by an overhead camshaft are carried in a detachable cylinder head. Aluminium pistons with steel connecting rods are fitted.

LUBRICATION.—**ENGINE.**—Pressure throughout by gear-type pump. Oil is carried in a large aluminium sump having a capacity of 1 gallon, whilst the oil temperature is maintained at a low level by use of cooling fins. **CHASSIS.**—Tealemit grease gun and connecting connections on all chassis points. A semi-grouped system is now used on the Occasional Four and Coupé models.

CARBURETTOR.—S.U. automatic piston type with hand mixture control and throttle on dash.

COOLING.—By thermo-syphon, utilising a chromium plated solid brass radiator of exclusive M.G. design.

TRANSMISSION.—Single dry-plate clutch and three-speed gear box unit bolted direct to the rear end of the engine. The gear control is central, and the ratios are as follows:—

Two-seater and Coupé.

Top	4.89-1
Second	8.96-1
Bottom	17.0-1
Reverse	13.83-1

Occasional Four.

Top	5.98-1
Second	9.84-1
Bottom	18.8-1
Reverse	15.3-1

When fitted as an alternative the four-speed gear box is of the twin top variety and the ratios are:—

Two-seater and Coupé.

Top	4.89-1
Third	6.7-1
Second	9.78-1
Bottom	19.57-1
Reverse	19.57-1

Occasional Four.

Top	5.98-1
Third	7.31-1
Second	10.75-1
Bottom	21.5-1
Reverse	21.5-1

The final drive is taken through a $\frac{1}{2}$ floating spiral bevel rear axle with an open propeller shaft which has Hardy Disc Universal joints at each end, except the Occasional Four, which has Hardy Spicer metal universal joints.

CHASSIS FRAME.—Exceptionally wide and sturdy, tapered and upswep fore and aft, giving very low seating line is used for the Two-seater and Coupé. The new long chassis used for the Occasional Four has the side members carried under the rear axle and the side members are braced by tubular cross members.

SPRINGS.—Long, flat, semi-elliptic springs fore and aft provide extraordinary comfort and exceptional road holding. The spring movement is damped by means of Hartford shock absorbers.

STEERING.—Worm and wheel type, column adjustable for rake, fitted with a 16-in. celluloid covered spring steering wheel.

ELECTRICAL.—Ignition by Rotax coil and battery starter motor of normal type with Bendix pinion drive. Electric horn, large headlamps, side and tail lamps. A conveniently placed switch on the steering column controls the offside headlamp whilst the nearside headlamp is set permanently deflected. This is easily the safest, simplest, and most reliable way in which courtesy can be extended to other road users when night-driving.

[Continued on page 4]

Data	
Number of cylinders	4
Bore and stroke	57 mm. by 83 mm.
c.c. of cylinders	847
Treasury rating	8.05 (Tax £8)
Size of tyres	27 in. by 4 in.
Track	3 ft. 6 in.
Wheelbase, Short, 6 ft. 6 in.	Long, 7 ft.
Overall width	4 ft. 2 in.
Overall length	Short, 9 ft. 2½ in.
	Long, 11 ft.
Overall height—	
Two-seater (hood up)	4 ft. 5 in.
Occasional Four (hood up)	4 ft. 7 in.
Coupé	4 ft. 9 in.
Ground clearance—	
Short chassis	8½ in.
Long chassis	6½ in.
Petrol tank capacity	5 galls.
Weight—	
Chassis	8½ cwt.
2-str.	10 cwt.
Occasional Four.	11 cwt.
Coupé	11½ cwt.

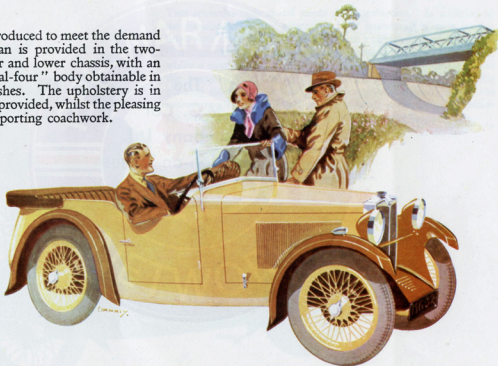


WINNERS OF THE INTERNATIONAL DOUBLE TWELVE HOUR RACE, THE IRIS

8/33 M.G. MIDGET OCCASIONAL FOUR

£210 - - ex Works

This new model has been introduced to meet the demand for more accommodation than is provided in the two-seater. It is fitted on a longer and lower chassis, with an attractive panelled "occasional-four" body obtainable in a wide variety of colour finishes. The upholstery is in leather. A rear petrol tank is provided, whilst the pleasing lines are the last word in sporting coachwork.



INTERNATIONAL GRAND PRIX, THE ULSTER INTERNATIONAL T.T., AND FIRST CAR



SPECIFICATION—continued

BRAKES.—Footbrakes operating on all four wheels, single point adjustment being provided as well as individual adjustment for each wheel. The central handbrake is coupled independently to all four wheels.

INSTRUMENTS.—80 m.p.h. speedometer, oil gauge, ammeter and switches. The open Two-seater and Occasional Four are fitted with rim-lit instruments. The Coupé model has a clock in addition to the above, and two neat dashlamps in place of the concealed lighting.

WHEELS.—Five wire wheels with 27 in. by 4 in. Dunlop tyres.

TOOLS.—A full set is provided.

COACHWORK.—The Two-seater Fabric model is finished externally in four shades of colour—Ebony Black, Cerulean Blue, Pillar Box Red, and Suede Grey, whilst the upholstery in each case is in best quality Black leather cloth, and the wheels, in the case of the Ebony Black finish, are coloured Red.

The rear squab is adjustable, whilst an easily erected entirely detachable hood is stored away in the lid of the boot.

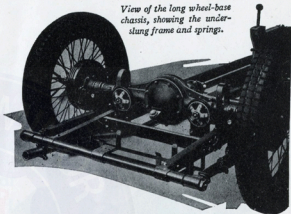
The Two-seater Panelled model is provided with accommodation for two large adults, with back squab being adjustable to suit different heights. A new design of hood is incorporated, which, although out of sight when folded and not in use, is permanently hinged in position and can be erected in one movement. Side curtains form part of the equipment. The spare wheel is housed in the tail part of the body, but when this space is wanted for luggage a simple bracket-fixing can be supplied at a small extra charge, which enables the wheel to be carried in a vertical position at the extreme tail of the body. The fascia board is of solid mahogany, the upholstery is in real leather, whilst the coachwork finish is, of course, cellulose.

The Occasional Four is quite new. It is one of the lowest and smartest designs of this particular style that has as yet appeared. The finish is panelled cellulose, the upholstery is leather, the petrol tank is carried at the rear, the screen is flat and can be folded down forward.

The Coupé is a most intriguing and delightful piece of panelled coachwork. The occasional seat behind the front seats is, in this model, frankly only intended for children. There is ample luggage accommodation, and with the seat removed the space available for suitcases is greater than in most other cars. The sliding roof has an excellent feature, being that transparent windows are let into the sliding portion. This gives the body a wonderful spacious feeling when the roof is closed, with none of that "boxed-in" effect. Included are elbow rests, cubby holes, pockets, and roof light. Solid walnut or mahogany interior wood fittings, and the finest quality washable furniture hides, in several pleasing shades, combine to make this little Coupé easily the prettiest car on the road. Triplex glass is fitted throughout to all models.

FINISHES.—ALL MODELS.—The stock exterior finish is Black with a choice of Apple Green, Tudor Brown, Deep Red, Cerulean Blue, or Suede Grey leather. The wheels are cellulosed to match the leather, and the closed models have the roof and rear quarters coloured to match, except with Tudor Brown upholstery, when the wheels, roof, and rear quarters are finished in Cream.

View of the long wheel-base chassis, showing the under-slung frame and springs.



The following range of duotone colours provide extremely pleasing two-shade effects, an extra charge of £2 10s. being made, and delivery being approximately one week longer than the stock Black finish:—

Ulster Green }	Abingdon Grey }	Carmine Red }	Tudor Brown }
Dublin Green }	Brooklands Grey }	Saratoga Red }	Hazel Brown }
Oxford Blue }	Light Fawn }	Ebony Black }	
Cambridge Blue }	Old Ivory }	White }	

In the case of the open models the body and wheels will be in the lighter shade, and the wings and chassis in the darker shade.

With the closed models the body and wheels again are in the lighter shade, whilst the chassis, wings, roof top and rear quarters are in the darker shade.

Any other colours than the above entail an additional charge of £4 10s., whilst deviation from any one of the five standard leathers entails an additional extra price of £5 5s.

EXTRAS.—

Supercharger. Additional price for supercharger, including all necessary modifications, £65.

When a supercharger is fitted the engine guarantee is definitely withdrawn, as considerable damage can result by lack of discretion on the part of the driver over which the Company has no control.

Spare wheel bracket for two-seater. Not fitted, £1 5s.; fitted, £1 10s.

Four-speed box, £30.

The right is reserved to vary this specification without notice.

This is a reproduction produced in a limited edition

OF 750 C.C. IN THE WORLD TO COVER OVER 100 MILES IN ONE HOUR

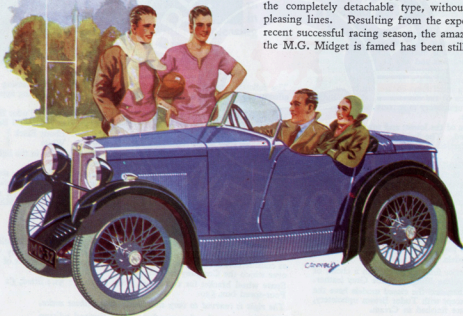




**8/33 M.G. MIDGET
TWO-SEATER**

£185 - - ex Works

THIS attractive little model needs no introduction. In addition to the popular fabric two-seater we have introduced a new model, fitted with a panelled body obtainable in a range of pleasing colours. The upholstery is in real leather, the seating is more commodious, whilst a neat folding, disappearing hood removes the objections to the completely detachable type, without in any way spoiling the pleasing lines. Resulting from the experience gained during the recent successful racing season, the amazing performance for which the M.G. Midget is famed has been still further improved.



WINNERS OF THE "DOUBLE TWELVE," THE IRISH GRAND PRIX, AND THE ULSTER T.T.



