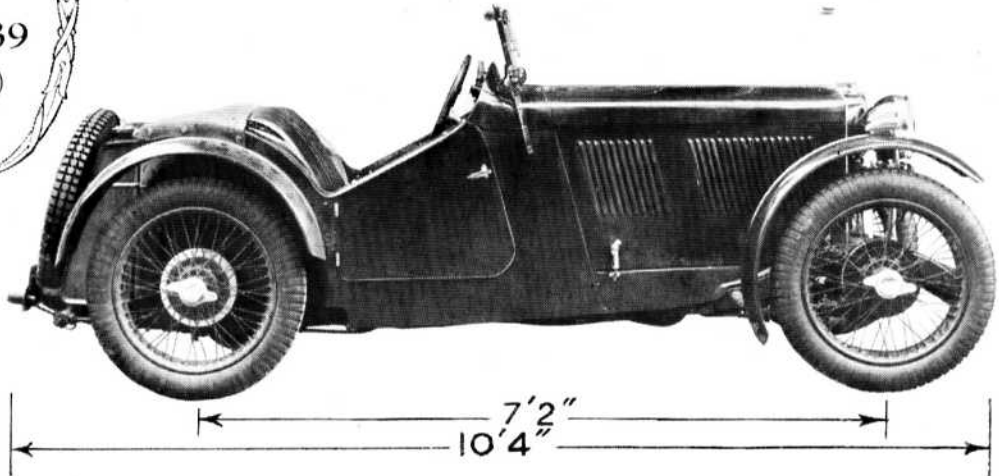


THE AUTOCAR ROAD TESTS



M.G.
MIDGET
TWO-
SEATER



THERE is every reason to suppose that the new M.G. Midget will be a great success. The latest car, described in detail elsewhere in this issue, is a direct and logical development from the experience gained by the firm in competition work of all kinds, yet its appeal is not based solely on performance, tremendous though that is for the engine size and the price of the complete car. Comfort has been studied so carefully that it is a remarkably pleasant car to ride in, quite apart from what it is able to do.

It would naturally be expected from the mechanical modifications in this latest car that the performance would be improved as compared with its predecessor, the ordinary Midget. What is not so much expected is that the performance should have gone up to a genuine 80 m.p.h., the car still retaining tractability and flexibility at low speeds. After testing the machine for sheer performance on Brooklands track, and then observing on the road how it behaves in comparison with other much bigger vehicles, there is every reason for the driver to feel amazed at what has been achieved, and to be led into the impression that the engine must be bigger than it actually is.

Apart from speed, not only on top gear but on the indirect gears, the things that matter most about a sports car are the driving

position and controls. The new Midget has a driving position which is exactly right, the back rest of the seat being sloped at a natural angle, while the pneumatic cushions for driver and passenger are separate.

The steering wheel comes within easy reach, is bigger than it was formerly, and, of course, is spring-spoked; the short, stiff gear lever is of the remote control type, with a visible gate; the racing type central hand-brake lever is where it should be; in front of the driver is a big, clear dial, consisting of a combined speedometer and rev. counter, the latter applying to top and third gears, and each of the controls works with a minimum pressure of hand or foot.

The charm of the car to the enthusiast, again, is in the ability, in fact the eagerness, of the engine to turn over at extremely high revs., 5,800 r.p.m. being well within its capabilities. This means that though second and first are comparatively low gear ratios, the car gets going very snappily indeed, for it can be run up to 20 m.p.h. on first, 36 on second, and easily to 60 on third, in which connection it may be mentioned that on the cars delivered second gear will be a higher ratio, which should be a considerable improvement.

A highly commendable feature is that the speedometer read slow throughout

M.G. MIDGET TWO-SEATER

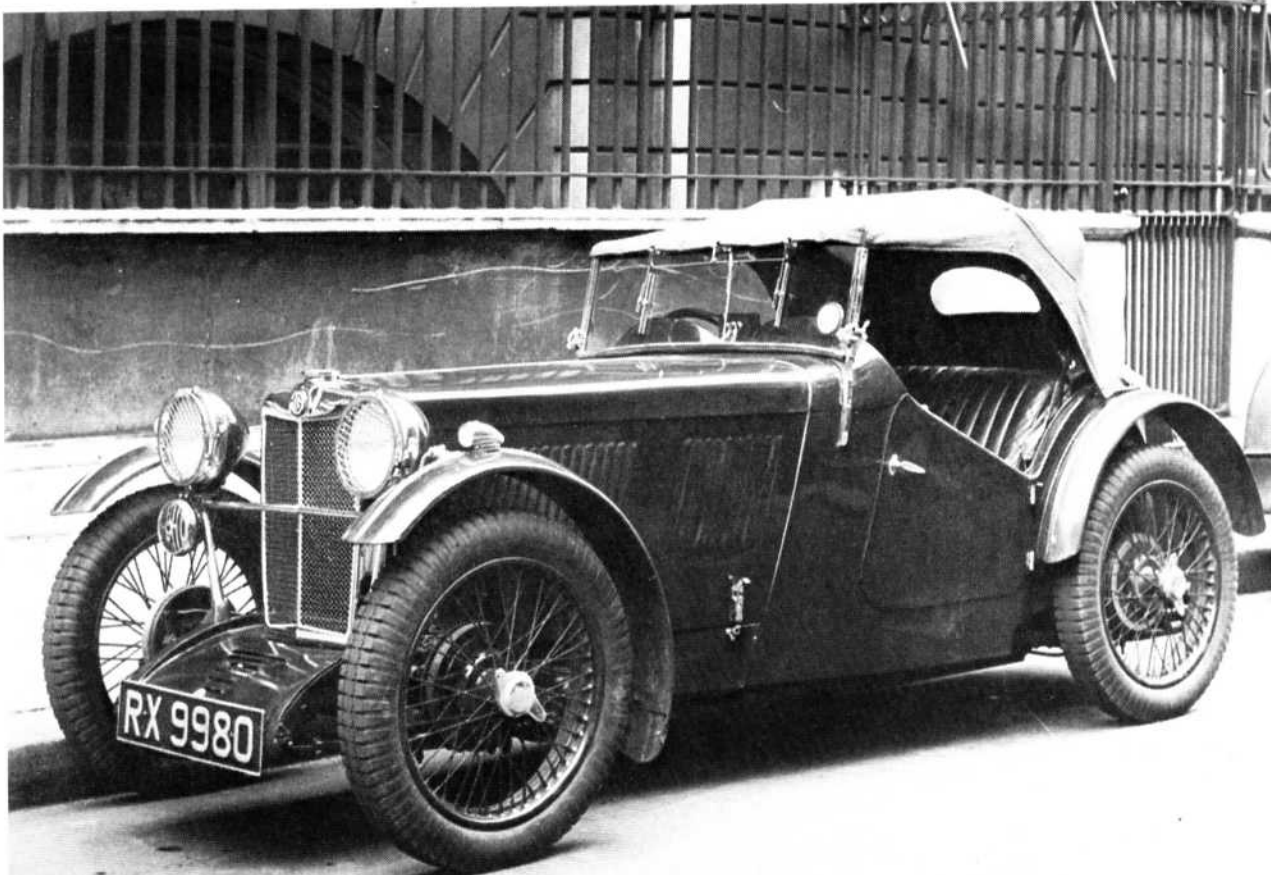
DATA FOR THE DRIVER

8 h.p., four cylinders, 57 x 83 mm. (847 c.c.).
 Tax £8.
 Wheelbase 7ft. 2in., track 3ft. 6in.
 Overall length 10ft. 4in., width 4ft. 3in., height 4ft. 4in.
 Tyres: 27 4.00in. on detachable wire wheels.

Engine-axle gear ratios.	Acceleration from steady speed. m.p.h.	Acceleration from steady speed. m.p.h.	Acceleration from steady speed. m.p.h.	Timed speed over mile.
19.24 to 1	—	—	—	—
11.50 to 1	5½ sec.	—	—	—
7.31 to 1	9½ sec.	9½ sec.	10 sec.	—
5.37 to 1	14½ sec.	13½ sec.	16 sec.	80.35 m.p.h.

Turning circle: 34ft.
 Tank capacity 12 gallons, fuel consumption 35 m.p.g. (approx.).
 12-volt lighting set cuts in at 12 m.p.h., 7 amps. at 30 m.p.h.
 Weight: 11 cwt. 1 qr.
 Price, with sports two-seater body, £199 10s.

“THE AUTOCAR” ROAD TESTS



the range, and even during the timed test did not go above 78. The maximum speed and acceleration figures were taken with the windscreen folded down flat on the scuttle.

The new Midget swings along beautifully anywhere from 30 to 60 m.p.h., as conditions permit. Yet immediately the driver wishes to increase the performance still more there is the extraordinarily valuable third gear which is not noisy, the change as a whole being delightful, allowing quick upward changes, though with the higher second gear the change from second to third—an important one—will become more rapid.

There is obviously speed in plenty—to a degree, in fact, which means that for the greater part of the time the car will be driven well within itself. What can be called the secondary appeal of the machine is very strong, too, because there is not that fierceness which, while it may be pleasing to the driver, is not, perhaps, regarded in the same way by a passenger.

The occupants sit well down in the car, the cushions and back rest are deep, the doors are wide and make getting in and out easy, and the real abilities of the car are still further disguised because a particularly effective form of silencer makes the exhaust note at ordinary speeds as quiet as that of many normal touring cars.

On the comfort side, again, the car is good at low as well as at high speeds, with the frictional shock

absorbers not too tightly adjusted. The steering is beautifully light and has a little caster action, the brakes are well up to their work, and the clutch takes up the drive smoothly. On top gear with the ignition retarded the engine will pull down to 8 m.p.h., which is an illustration of its flexibility, but is obviously not a thing which the owner of a car of this nature would wish to do.

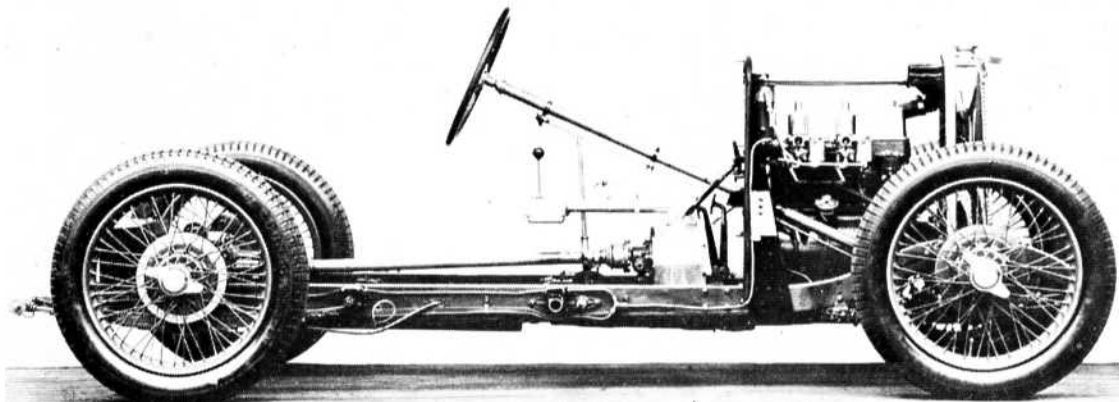
From a standing start on first gear the Brooklands test hill, with its average gradient of 1 in 5, was climbed at 17 m.p.h., the speed being maintained steadily all the way up the 1 in 4 section. First gear is a low ratio on which there is an immense reserve of power for this kind of work.

Such points as pockets in the doors, a space for small luggage in the tail, and an easily erected hood and side screens for bad weather have not been neglected; it does not follow that an owner who wants high performance does not also require comfort and convenience in one and the same car. The hood is permanently secured, but is stowed out of sight in the tail beneath a neat cover held by quick-action fasteners; the big rear fuel tank is clearly most valuable, giving a range of something like 400 miles without need for replenishment, and there is a reserve supply of three gallons.

At the back the spare wheel is held securely, and the sensible mountings for the wings and head lamps are noteworthy.



MG Midget J2



Remarkable value for £199 10s, the J2 Midget was announced in August 1932, with its 847 c.c. engine based on the design of the successful Monthéry Midget derivative of the original M-type. From the start, the little cars represented everything that was "right" in sports car design, embodying rear-mounted slab-tank, quick-action filler cap, centre-lock wheels, spring-spoke steering wheel, fold-flat screen, remote control gear-change—and, if you liked, radiator and headlamp grilles, and a strap over the bonnet . . . such things as Le Mans cars were made of! *The Autocar* staff achieved a mean maximum of 80 mph during the road test—from, it must be confessed, a somewhat non-standard car (though the road test staff were ignorant of the fact). In attempting to emulate this performance, one or two owners discovered the disadvantages of a two-bearing crankshaft! This model was announced in August 1932.

