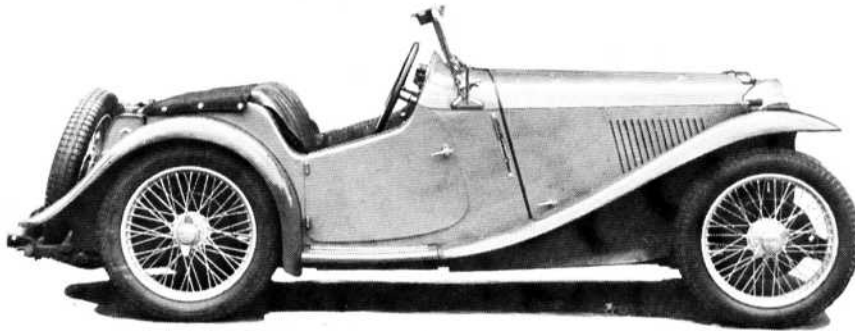


"THE AUTOCAR" ROAD TESTS



M.G. MIDGET
P-TYPE
TWO-SEATER
No. 894 (*Post-War Series*)

THE P-type M.G. Midget is already very well known, but it so happens that only recently has there been an opportunity of carrying out the ordinary Road Test on it. Anyone who has had experience of the various preceding Midget models cannot fail to be struck by the very great improvement which this P-type shows in practically all respects over its forerunners.

One of the greatest things is that the latest engine, with its three-bearing crankshaft and other improvements, is an enormous gain in smoothness, so much so that it seems as happy at high engine speeds as it is lower down the range. This is very valuable indeed, for pre-eminently it is a car which depends upon revs for its performance. If it be driven gently on top gear and with early upward changes, then its performance is much like that of any ordinary small touring car; the gears are definitely there to be used, and thoroughly justify their use.

An excellent gear change, with remote-control lever, is provided, and the engine can be taken up as a regular thing to as much as 5,000 r.p.m., thereby obtaining a performance definitely superior to that of ordinary cars of small and medium size, and very pleasing to the enthusiastic driver because of the remarkable ease with which the engine turns over fast.

There is no doubt that the M.G. people have developed to a fine art the attainment of revs without fuss by engines of small capacity.

The car was driven hard, particularly during the tests on Brooklands, and for several hundred miles on ordinary roads, but at no time did it give any impression that anything was going to break. It seemed, in fact, to defy any such attempts.

On one occasion, on second gear, the revs were taken round to an indicated 6,000 r.p.m. on the instrument, yet still the engine was smooth and apparently contented.

The figure given in the table for maximum speed was taken with the windscreen lowered and with only the driver on board, and represents a

Latest Model a Marked Improvement in All Important Respects Over Its Forerunners

mean of several runs in opposite directions. As the best speed under such conditions, but with the wind following, 76.27 m.p.h. was recorded over the quarter-mile. With the windscreen raised a best speed of 69.23 m.p.h. was given over the timed quarter-mile.

It was not a good day for these tests, since a strong cross-wind gave no real help at any time, and was a handicap in one direction. The speedometer did not go above a reading of 78, and a rather remarkable thing about the maximum speed is that, though somewhere about 5,000 r.p.m. is being held, the engine feels perfectly happy. In fact, after several such runs it began almost to feel slow at this speed.

On the gears, using a limit of 5,500 r.p.m. on the combined rev counter and speedometer instrument, readings of 20 on first gear, 36 on second, and 60 on third are given, but there are still revs in hand, and a full 60 m.p.h. on third is possible. The speedometer had an optimistic error not above 2½ m.p.h. at any speed.

Along with this most useful performance the handling of the car is excellent. The P-type feels more comfortable as a touring car,

especially at the lower speeds, yet is steadier in the sports car sense at speed. It can be taken round corners with that feeling of rock-steadiness and absolute control which is altogether delightful, and the steering, though very light, is accurate. The brakes, too, are very good indeed. Their full power is not realised until one comes to tread hard on the pedal in making an emergency stop; then it is found that they pull up the car really decisively. The very good figure given was taken using the pedal alone:

With the hand lever as well, which gives an even more powerful leverage, 27ft. from 30 m.p.h. was recorded as the mean of two tests. For ordinary slowing they are really good brakes, too, as the action is smooth and progressive, and the pedal pressure need only be light.

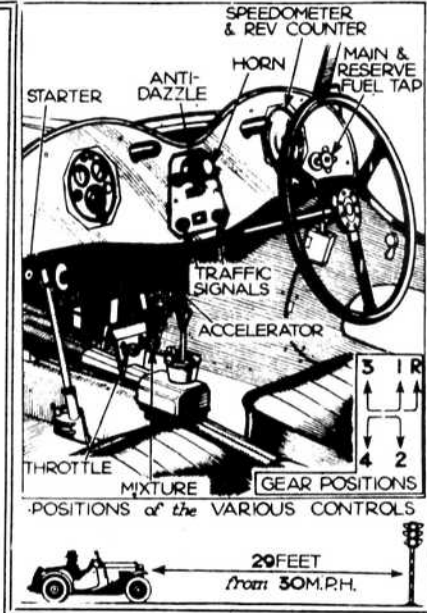
A cruising speed cannot be quoted

M.G. MIDGET P-TYPE TWO-SEATER
DATA FOR THE DRIVER

8 h.p., four cylinders, 57 x 83 mm. (846 c.c.). Tax £8 (1935, £6).
Tyres: 19 x 4.00in. on knock-off wire wheels.

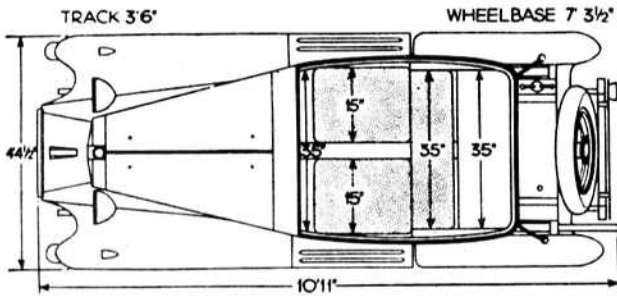
Engine—rear axle gear ratios.	Acceleration from steady speed. m.p.h.	Acceleration from steady speed. m.p.h.	Acceleration from steady speed. m.p.h.	Timed speed over ¼ mile.
22.50 to 1	—	—	—	—
12.46 to 1	7½ sec.	—	—	—
7.31 to 1	12½ sec.	12½ sec.	13½ sec.	—
5.375 to 1	19½ sec.	19½ sec.	26½ sec.	74.38 m.p.h.

Acceleration from rest through the gears to 50 m.p.h., 20½ sec.
Acceleration from rest through the gears to 60 m.p.h., 32½ sec.
Speed up Brooklands Test Hill from rest (1 in 5 average gradient) 18.19 m.p.h. (on first and second gears).
Acceleration up 15 yards of 1 in 5 gradient from rest, 3½ sec.
Turning circle: 36ft.
Tank capacity 12 gallons, fuel consumption 35 m.p.g. (approx.)
12-volt lighting set cuts in at 16 m.p.h., 8 amps. at 30 m.p.h.
Weight: 13 cwt. 2 qr.
Price, with two-seater body, £222.
(Latest car described in "The Autocar" of September 14th, 1934.)



"THE AUTOCAR" ROAD TESTS

M.G. MIDGET P-TYPE TWO-SEATER



It is possible to say of this particular car, in a way not always feasible under the conditions of an ordinary test, that the oil consumption was exceptionally light.

The hood is easily raised and lowered, there are good side screens, and a fair-sized luggage space is provided under cover. The seats are very comfortable.

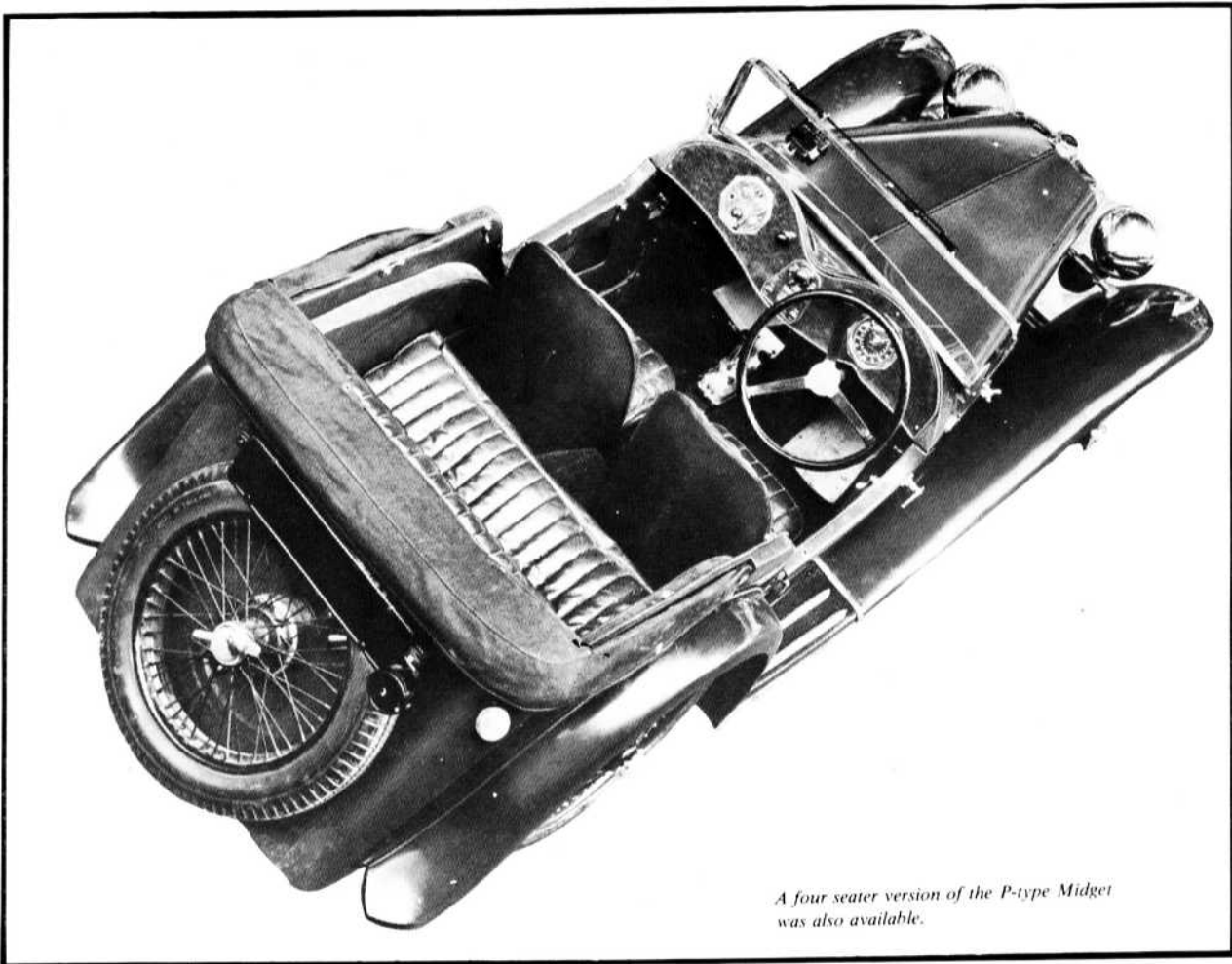
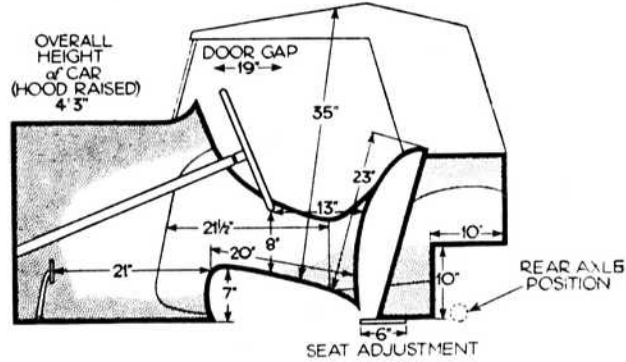
The fuel tank is of a sensible capacity; a noticeable point under the bonnet is the provision of a fuse to guard each circuit. The new oil filler in the top of the valve gear cover is a great convenience. The exhaust note is quieter than when the P-type was first produced, apart from a period of resonance at about 2,500 r.p.m.

A most desirable little sports car.

for the Midget in the ordinary way, for it can be taken along at whatever speed within its range the road permits; 60 m.p.h. is quickly attained on a good open stretch.

The gear change, especially between top and third, is a delight to use, third is barely distinguishable from top in sound; the upward changes, except between third and top, need a fair pause in neutral. The performance would be still better in acceleration were it possible to get through more rapidly from first to second and from second to third without crashing the gears.

The two-seater body is comfortable and adequately wide; the windscreen has a double-blade electric wiper, there are recessed traffic signals, and the head-lamp beam is good. An important point which has been noticed in all the normal M.G. models is the instantaneous starting from cold, with very little use indeed of the mixture control.



A four seater version of the P-type Midget was also available.

MG P-type Midget

Introduced in February 1934, the P-type replaced the starker J. Available in two-seater form for £220, 4-seater for £240, and as the stylish, closed Airline Coupé for £290, the new model retained the 847 c.c. engine capacity of the earlier car, though the engine was a new design with a much-needed third bearing on the crankshaft. Right: The car in two-seater form, and below, the construction details of the 4-seater laid bare.

