

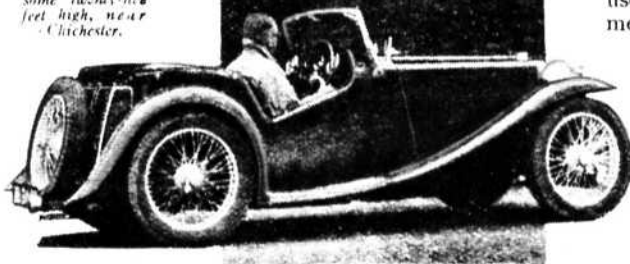
The Autocar Road Tests

THOUGH there are many changes noticeable in the latest Series T M.G. Midget by anyone who has been well acquainted with its extremely popular forerunners, in character the car remains of the same type. That is, it gives an unusually good performance for its engine size, handles in a distinctly better manner than the ordinary touring vehicle, and possesses those touches in the *tout ensemble* that endear it to the owner with sporting tendencies. In fact, as regards the last-mentioned point, the new car achieves a more

"solid" and impressive appearance, the wheel-base being longer and the track slightly wider, with a greater length of bonnet, and the further important practical advantage of a wider and more roomy two-seater body. It will be remembered that the design of the latest car embodies a four-cylinder engine, with push-rod-operated overhead valves, of appreciably larger

capacity than the previous model of the Midget possessed. On the road the "feel" of the car has undergone a change; the new Midget is softer, quieter, and more flexible at low speeds from the ordinary touring car angle. No car, even a sports machine, is driven fast all the time, and to be able to potter really satisfactorily is a quality worth having. That the sheer maximum possible is extremely creditable with the new engine is shown by the figures in the table, and it is certain, too, that the acceleration has been improved for ordinary purposes, in overtaking and in getting away from low speeds. It was odd to be without the familiar exhaust burble, for there was no real sound from the tail pipe. Ideas in this respect

The M.G. has as background a remarkable hedge, some twenty-five feet high, near Clitchester.



No. 1,058.—10 h.p. M.G. MIDGET SERIES T TWO-SEATER

New Bigger Model, Although Considerably Altered, Remains Essentially of the Same Likeable Style

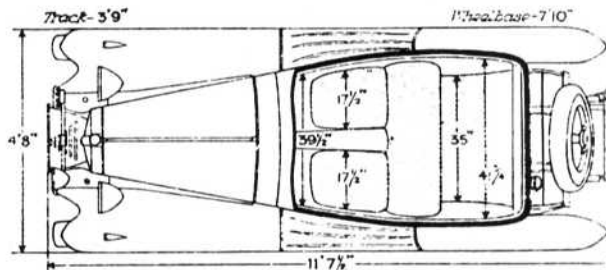
have considerably altered latterly, but it is understood that slightly more of an "M.G. note" is to be restored; indeed, the same car was tried a second time with this change effected.

It is in itself a tribute to the success and popularity attained by the Midget that in driving this new model one is inclined to be more analytical than usual; in other words, to take more than average interest in the car. Really, of course, it has to be judged as a new car.

Probably the biggest advantage of the larger engine is that it needs to be less highly tuned to give a good all-round performance, is therefore not so sensitive to both fuel and ignition, and gives about as much performance as can be used, with reduced stress upon the mechanism. A good power output is obtained — superior over a normal r.p.m. range even to that of the N-type Magnette—and higher gear ratios are used, which have a notable effect as regards ease of performance, for engine revs are kept lower. In consequence of these points it should be a better machine for the ordinary owner to maintain.

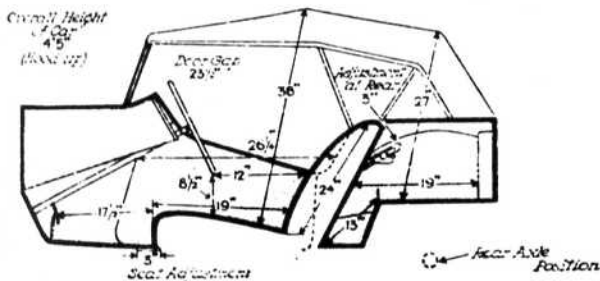
It is still a car which seems to revel in being held at a speed between 50 and 60 m.p.h., and which, given any chance, will run easily up to a good deal more when wanted. The new engine will rev freely on the indirect gears, too, and as a result, coupled with the handy size of

the car, its cornering capabilities, and hydraulically operated brakes that are fully capable of dealing with the performance, a very good average can be made, even over roads that give little assistance. This car does more than may be suspected until actual measurement of the performance comes to be made.



Seating dimensions are measured with cushions and squabs reassembled.

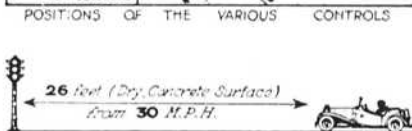
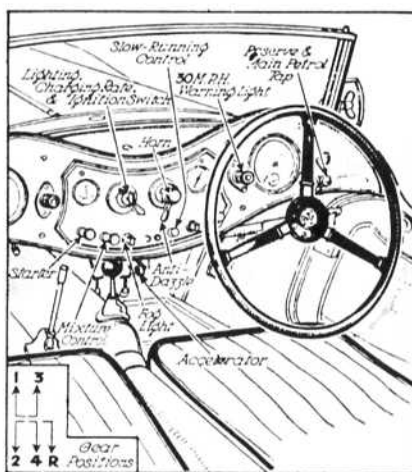
General handling is good, for though the springing is a shade softer, and hydraulic shock absorbers are now fitted all round instead of at the back only, the Midget can be put into a fast curve confidently and be swung round an acute turn with a most satisfactory feeling of stability. The steering is firm, more so than formerly, without becoming actually heavy for manoeuvring, and has definite



"The Autocar" Road Tests

caster return action; the latest steering gear ratio is higher, rather less than $1\frac{1}{2}$ turns being needed from lock to lock. The suspension avoids shock to the occupants except in really severe conditions, though on a wavy surface there is sometimes a good deal of motion apparent. The brakes give a most potent power for an emergency pull-up, which can be regularly repeated, and the braking tests were made immediately after 300 miles of road work.

Synchromesh is employed for the gear changes to top, third, and second; there is a new well-placed rigid remote-control lever. Some people may disagree with the use of synchromesh on the Midget, there again indirectly paying tribute to the esteem in which the car has been held by enthusiasts, but there is no getting away from the fact that for general purposes this box handles easily, and at the same time satisfactorily to anyone who takes a pleasure in using the gears of a sports car. Changing up quickly is greatly facilitated, and rapid, quiet, downward changes can be made by speeding up the engine exactly as would be done were there no synchromesh. At lower speeds the synchromesh engages very



and so forth. The speedometer proved to be 1.6 m.p.h. fast at 30, 4.8 at 50, and showed a highest reading of 90-91 when the car was being timed in the favourable direction with the windscreen lowered. Tests were made also with the windscreen raised normally, and the car covered a timed quarter-mile thus at 73.77 m.p.h.

The latest hood goes up and down easily and secures quickly to the windscreen frame, whilst the all-weather protection is good, there being two screens at each side which render the interior light with the hood up and at the same time snug. Also, the luggage space behind the seats has been considerably increased. Although there is a straight-across, one-piece back-rest, easily adjustable for angle, separate adjustable seat cushions are fitted. They are very comfortable seats.

There are door pockets, ventilators in the scuttle sides, a twin-blade electric screenwiper, dip and switch head lamps, a fog lamp out in front with a separate switch, and, an extremely good feature, a control on the instrument board to bring a reserve supply of fuel into use, three gallons being trapped.

A "different" Midget, admittedly, but one with some distinctly practical features embodied, and giving plenty of performance in an interesting way.

DATA FOR THE DRIVER.

10 h.p. M.G. MIDGET SERIES T TWO-SEATER.

PRICE, with open two-seater body, £222. Tax, £7 10s.

RATING: 10 h.p., four cylinders, o.h.v., 63.5 - 102 mm., 1,292 c.c.

WEIGHT, without passengers, 17 cwt. 1 qr. 3 lb.

LB. (WEIGHT) PER C.C.: 1.50.

TYRE SIZE: 4.50 - 19in. on knock-off wire wheels.

LIGHTING SET: 12-volt; 7 amps at 30 m.p.h.; three-rate charging.

TANK CAPACITY: 15 gallons; fuel consumption, 27-29 m.p.g. (approx.)

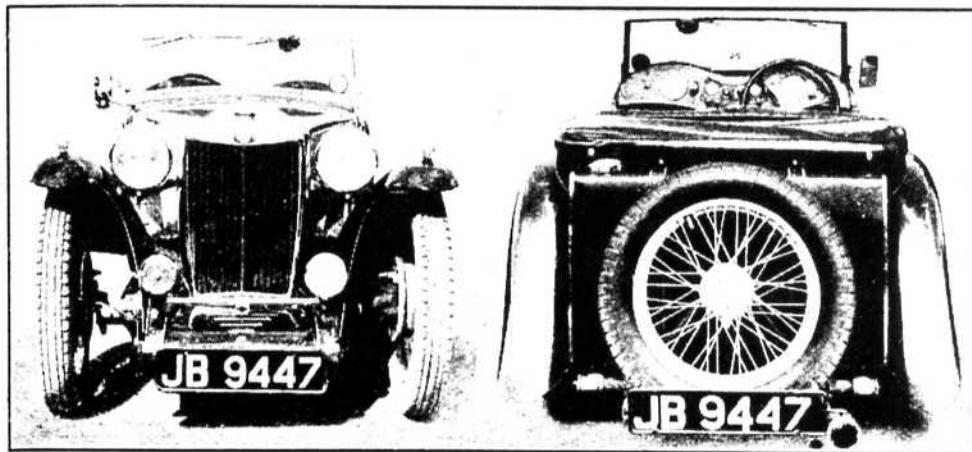
TURNING CIRCLE (L. and R.): 37ft. GROUND CLEARANCE: 6in.

ACCELERATION		SPEED	
Overall gear ratios	From steady m.p.h. of	Mean maximum timed speed over 1/4 mile	m.p.h.
4.88 to 1	10 to 30	77.59	
6.46 to 1	20 to 40	79.65	
9.85 to 1	30 to 50		
13.2 sec.	15.2 sec.		
9.9 sec.	10.6 sec.		
6.4 sec.	11.5 sec.		
From rest to 30 m.p.h. through gears, 6.1 sec.		Speeds attainable on indirect gears:	
From rest to 50 m.p.h. through gears, 15.4 sec.		1st	17-23
From rest to 60 m.p.h. through gears, 23.1 sec.		2nd	29-39
25 yards of 1 in 5 gradient from rest, 5.0 sec.		3rd	50-61
Performance figures for acceleration and maximum speed are the means of several runs in opposite directions.		Speed from rest up 1 in 5 Test Hill (on 1st and 2nd gears) 18.91	

(Latest model described in "The Autocar" of June 19th, 1935.)

well unassisted, and a sure drop can be made to third or second for extra acceleration or a steep gradient. The gears, more particularly second, are on the noisy side, judged by this particular car. The hand-brake lever is of the familiar fly-off type, operating in the rear drums, and powerful to hold the car on a hill.

The driving position has not been in the least spoilt, again making mental comparison, as seems inevitable with this car; the spring-spoked wheel is set well down in a position that gives the driver power over it, and he has very good



Front or rear, the new Series T Midget is typically an M.G. in lines. The body is wider, and the rear petrol tank is now of even greater capacity than before.