



The new M.G. Midget J2 two-seater
which costs £199 10s.

STRIKING NEW M.G. MIDGETS

10 m.p.h. Faster than the Current Series—Better Brakes—
Four Speeds—Real Rudge Wheels—Lower Build

THE M.G. Midget chassis which has enjoyed remarkable popularity for four years has been altered in many respects for 1932.

The aim has been to provide still more "Safety Fast" than in the past, and it appears to have been very successfully accomplished, for the new models are claimed to be 10 m.p.h. faster than the current series, whilst a lower build, better brakes and improved steering are features which are immediately apparent.

In many respects, the general layout of the chassis frame and springs now found on all Midget models resembles that used last year on the Monthléry and occasional-four models, but the chassis as a whole has been considerably improved in many important details.

In succession to the familiar two-seater, the new J.II two-seater makes its bow at £199 10s. On the same chassis there is offered the J.I four-seater at £220 and a small saloon at £255. In addition, the company will continue to market racing models which will be styled the J.III and J.IV models. These will both have 746 c.c. engines, but the normal chassis will continue to have engines of 847 c.c.

Redesigned Cylinder Head.

The specification of the latest 847 c.c. engine shows that many advances in the design have been made. The cylinder head is similar to that recently introduced for the Mark III Monthléry model, having two carburettors on one side and the four separate exhaust ports on the other. This arrangement gives a straight-through passage for the gases.

Exceptional pains have been taken to prevent the formation of steam pockets in the water jackets and a special water manifold has been introduced which has three connections to the jacket on the off side of the head. In keeping with the latest practice, 14 mm. plugs are used and the sump is of Elektron for

lightness. It holds one gallon and is shaped to provide the maximum cooling area. For the man who wants a sports car for competition work, the entire range of M.G. Midgets will be very attractive next year. The two-seater, for example, has a 12-gallon rear tank with a quick-acting filler cap, whilst even the four-seater and saloon have six-gallon tanks—also at the rear.

Four-speed gearboxes of the twin-top type are featured on all models. The constant-mesh and third-speed pinions are of the helical type and the ratios are 5.37, 7.32, 11.5 and 19.2 to 1. Reverse is the same as first. All models except the J.IV special racing model, which has a two-plate dry clutch, have single-plate dry clutches and Hardy Spicer propeller shafts, with metal universal joints at both ends.

Racing Brake Levers.

The latest brakes have 9-in. drums with shrunk-on aluminium cooling ribs. Both the pedal and the lever operate all four brakes and the lever is of the racing type with a ratchet which locks only when its button is depressed.

Quick single-point adjustments are provided for both foot and hand brakes in addition to individual adjustments. Cables are retained with provision for greasing them.

The entire braking system of all models is now identical except that the J.IV racing model has 12-in. drums.

In the driver's seat it is apparent that a lot of thought has been expended on improvements. The lever for the four-speed gearbox is of the remote-control type. The steering wheel is large and spring-spoked. The steering column is adjustable for rake and the controls for the throttle and mixture strength of the S.U. carburettors adjoin the gear lever in the same manner as on current Magnas.

The seat is extremely low, the loading line of the chassis being actually 11 ins.

from the ground. This is brought about by the chassis frame being carried beneath the rear axle and taken in a big sweep over the front axle.

It is claimed that, with its semi-elliptic springs underslung both fore and aft, the latest Midget is probably faster round corners than anything else on four wheels. The springs, incidentally, have phosphor-bronze slides at their rear extremities in place of shackles.

This arrangement has the double advantage of permitting a very low build, whilst having a definitely favourable influence upon steadiness when cornering.

Luvax hydraulic shock absorbers are employed. The steering is of the Marles type and real Rudge-Whitworth wheels with knock-on hub caps are standardized, with Dunlop 19-in. by 4-in. tyres.

A big improvement is the adoption of 12-volt electrical equipment by Rotax, the dynamo continuing to form part of the vertical camshaft drive.

Speedometer Guaranteed Correct.

A novel and useful item of the equipment of the two-seater is a combined speedometer and revolution counter, 5 ins. in diameter and guaranteed to be correct within 2 per cent.

An attractive range of body colour schemes is offered giving pleasing two-shade effects.

The standard finish, however, is black with a choice of apple green, Tudor brown, deep red, cerulean blue or suede grey leather. The closed model has the roof, rear quarters and wheels cellulosed to match the leather with which it is trimmed, whilst in the case of the open models only the wheels are finished to match the trimming.

As we have mentioned, buyers, however, are to be offered their choice of colour scheme, and unless it differs from the various standard combinations no extra charge is made.