NOT only has the M.G. Midget a fascinating appearance, but it goes so exceedingly well. Sixty to sixty-five miles an hour with it are not adventure but delight. It sits down on the road like a thoroughbred and at high speed feels more like a big car than a tiny one. Nor does it fuss when travelling quickly.

All cars seem to have a speed to which a sensitive driver settles down automatically. Some call it the "crusing speed," others the "kindest" speed. On the Midget this speed is 50 m.p.h. However, too much stress must not be laid upon the upper end of the performance scale, although for its size the car is decidedly fast, for there is plenty of flexibility, and on top gear it is possible to crawl along in traffic behind a slow-moving vehicle and get away quite smoothly again. In this respect the redoubtable S.U. carburetter and the battery ignition play their parts. Acceleration on top gear from very low speeds is notable for its smoothness more than for its rapidity, though the latter is pretty useful.

From 25 m.p.h. onwards on top gear acceleration is very brisk, while on second gear the little car fairly leaps away, as the figures in the table show. The gear change needs knowing. Changing is not difficult to accomplish after a little practice, but at first the shortness of the gear lever and the short travel of the clutch pedal are disconcerting. The clutch takes up the drive smoothly, and at the end of an hour one is accustomed to the process.

The speeds claimed by the makers for the various gears are, on first 20, second 40, and top 60 m.p.h. The claims are modest and the car will exceed these figures quite easily, though at 25 on bottom gear and at 45 m.p.h. on second there is a period of valve bounce. Although the exhaust has
a fairly healthy crackle when
the throttle is wide open, the
car itself is not unduly
noisy; there are no annoying
mechanical sounds, and the
indirect gears do not shout about
their work.
When the car is bowling
along at 20 or so in the streets
of a town the wary policeman
is more interested in the look
of the car than in the noise it
is making. In confined spaces
the Midget is very easy to
manoeuvre, for the steering is
light and quick, and one can
sway and turn rapidly through
traffic. At high speed on the
open road the car can be
steered comfortably with one
hand. It is very steady even
over poor surfaces, really
remarkably so in view of its
small size.

Where the Infant Shines.
It is perhaps on hills that
this infant phenomenon really
excel. It will shoot up a
straight 1 in 10 grade on top
gear. One particular hill of
this kind was approached at
32 m.p.h. and crested at 33
m.p.h. on top. Another 1 in
10 gradient, with a sharp turn
at the foot which quite
precludes a rush being made, was
very nearly climbed on top.
Steeper hills of the type which
reach a maximum of 1 in 6
served to show up a surpris-
ingly vivid second gear. They
were surmounted on second at
speeds varying between 32
and 38 m.p.h. This car is
most excellent at hill-climbing.
Petrol consumption on a
hill of this nature depends
very largely upon the way in
which it is handled and the
speed at which it is driven.
The makers claim that the
consumption lies between 37
and 45 m.p.g., according to
circumstances. Over a run of
100 miles, including one or two
hills, and driving fairly fast,
the consumption worked out at 38 m.p.g., which is an
economical figure in view of the liveness of the car.

Not the least satisfactory feature is the brakes. They
are effective, do not require a lot of force on the pedal,
and do not show any tendency to lock an odd wheel.
Also they are smooth unless applied with extreme
violence. Each brake has an
adjustment for its cable, and
these are fairly accessible.
There is also a single main
adjustment for all four brakes
under the floor boards,
beside the driver's feet. This
adjustment is not very
accessible.

As regards other matters
of accessibility: the battery
is below the driver's legs
and is quite easy to reach.
The engine oil filler and
dipstick are on the off side
and, with the ignition coil,
the make-and-break and
the distributor, as well as a
drain-cock at the base of the
radiator, are quite accessible.
The sparking plugs, which
are at a slight downward
angle, can easily be tackled
with a spanner, except that
nearest the dashboard, this
one being screened by the
coil. On the near side
of the engine is a detachable
oil filter; on this side also lies
the electric starting motor,
while the cut-out and junction
boxes of the electrical system
are attached to the forward
side of the dash.

Smart and Up to Date.
Outwardly the car is smart
and up to date, with its
striking radiator, fat filler
cap, detachable rubber
shield, cycle type wings, and
side valances. Actually the
wings are carried on the car,
on the axles, and are
rigidly attached. The two
doors are extra wide, and it is
easy enough to enter or leave
the car. The screen is a fixed
V type.

Pneumatic upholstery is
employed and the seat is adjust-
able; also the back squab is
movable, not only fore and aft,
but can be set as to angle as
well. Just behind the seat is
a compartment in which the
hood stays are carried when
out of use. Over the whole top of the tail is a hinged
lid, and in the compartment beneath is stowed the
spare wheel, whilst above it is fair space for luggage.

Altogether the M.G. Midget is an extraordinarily
fascinating little car, both to look at and to handle on
the road.