



**"THE AUTOCAR" ROAD TESTS**

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 twist 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 excels. It will shoot up a straight 1 in 10 grade on top gear. One particular hill of this kind was approached at 52 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 surprisingly 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 car 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 60 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 liveliness of the car.

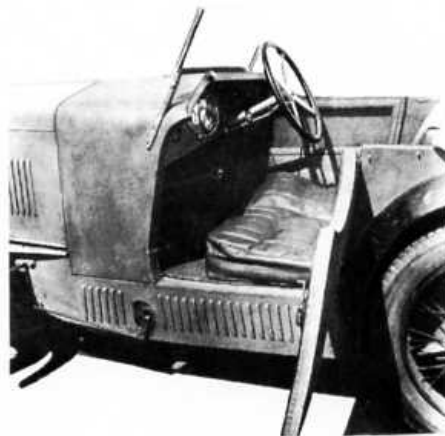
Not the least satisfactory feature is the brakes. They are effective, do not require a lot of force on the pedal, and do not show any tendency to lock an odd wheel. Also they are smooth unless applied with extreme



*Front view of the M.G. Midget.*



*Over the whole top of the tail is a hinged lid.*



*The driving compartment.*

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, beneath 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 dumb-iron shield, cycle type wings, and side valances. Actually the wings are carried on the car, not 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 adjustable; 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.