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No. 1339

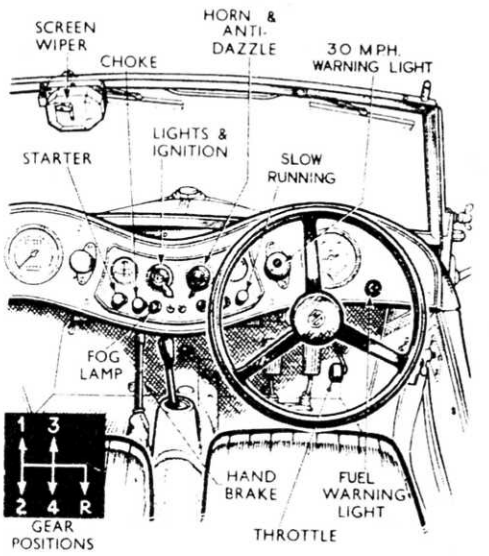
TC M.G.

MIDGET

TWO-SEATER

The Autocar ROAD TESTS

DATA FOR THE DRIVER



TC M.G. MIDGET.

PRICE, with open two-seater body, £412 10s, plus £115 6s 8d purchase tax. Total, £527 16s 8d.

RATING : 10.97 h.p., 4 cylinders, overhead valves, 66.5 × 90 mm, 1,250 c.c. **TAX** (1947), £13.

BRAKE HORSE-POWER: 54.4 at 5,200 r.p.m. **COMPRESSION RATIO**: 7.25 to 1.

WEIGHT, without passengers : 16 cwt 19 lb. **LB. PER C.C.** : 1.45.

TYRE SIZE : 4.50 × 19.0in on knock-off wire wheels.

LIGHTING SET : 12-volt. Automatic voltage control.

TANK CAPACITY : 13½ gallons : approx. fuel consumption range, 28-34 m.p.g.

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

MAIN DIMENSIONS : Wheelbase, 7ft 10in. Track, 3ft 9in (front and rear). Overall length, 11ft 7½in ; width, 4ft 8in ; height, 4ft 5in.

ACCELERATION

Overall gear ratios	*From steady m.p.h. of* 10 *to* 30	20 *to* 40	30 *to* 50
5.125 to 1	12.1 sec.	13.5 sec.	14.9 sec.
6.93 to 1	8.9 sec.	9.5 sec.	10.3 sec.
10.00 to 1	6.2 sec.	6.6 sec.	—
17.32 to 1	—	—	—

From rest through gears to :

30 m.p.h.	5.7 sec.
50 m.p.h.	14.7 sec.
60 m.p.h.	22.7 sec.

Steering wheel movement from lock to lock : 1⅞ turns.

Speedometer correction by Electrical Speedometer : 10 (car speedometer) 7 ; 20 — 22 ; 30 — 29 ; 40 — 41 ; 50 — 50 ; 60 — 59.5 ; 70 — 70.

Speeds attainable on indirect gears (by Electrical Speedometer)	M.p.h. (normal and max.)
1st	15 — 25
2nd	32 — 40
3rd	52 — 61

WEATHER : Dry, warm ; wind light.

Acceleration figures are the means of several runs in opposite directions.

Current model described in "The Autocar" of October 12, 1945.

IN a motoring world in which there is so much talk as there is today of rationalization, and in which cars tend more and more to resemble one another in appearance as well as in performance for a given size, the M.G. Midget two-seater stands unique. Yet an interesting point, as shown by recent public utterances on export subjects as well as by other sources of information, is that this car does not appeal only to the trials-minded and youthful fraternity of motorists in this country. On the contrary, it is gaining more and more of a following in other countries, including the U.S.A., and has reached a position where it can be regarded as one of our more exportable cars in terms of proportion of total output of the model.

Today it is certainly a class alone among cars made anywhere in the world as a sporting type retaining the conventional outward appearance of the "real" car dear to the hearts of enthusiasts in years gone by—that is, by displaying its radiator, or at all events a normal grille, and lamps, and in not having gone "all streamlined." It is a model, too, which more than most cars has evolved through the years, with its beginnings in that much smaller Midget of seventeen years or so ago that instantly registered a success. No car has done so much to maintain open-air motoring and to support the demand that exists all over the world for sports car performance and characteristics in a car of not exorbitant first cost and at moderate running costs.

It offers a great deal in sheer performance, yet is not just a sports car with an appeal limited to special occasions; instead it is in every way a perfectly practicable car for all occasions where two seats are sufficient and the fresh-air style of progress is preferred. Actually, the all-weather equipment is good, the hood being easily erected and the side screens likewise, and they turn this car into a very reasonable imitation of a permanently closed car for bad weather use.

The Midget is in no way more difficult to drive than the ordinary family saloon, but given the type of driver who usually falls for such a machine—not necessarily a youngster—and who likes to use the gear box, the performance becomes quite vivid. That is not to suggest that the gear box has to be used in the manner of a pump handle whether the driver chooses or not; the 11 h.p.-rated engine that the TC Midget possesses has quite a range of flexibility on top gear, and the car is tractable in traffic. On the other hand, with an engine that will rev very freely without

complaint much more can be made of the performance, of course, by using indirects that offer maxima as high as 60 m.p.h. on third and 40 on second.

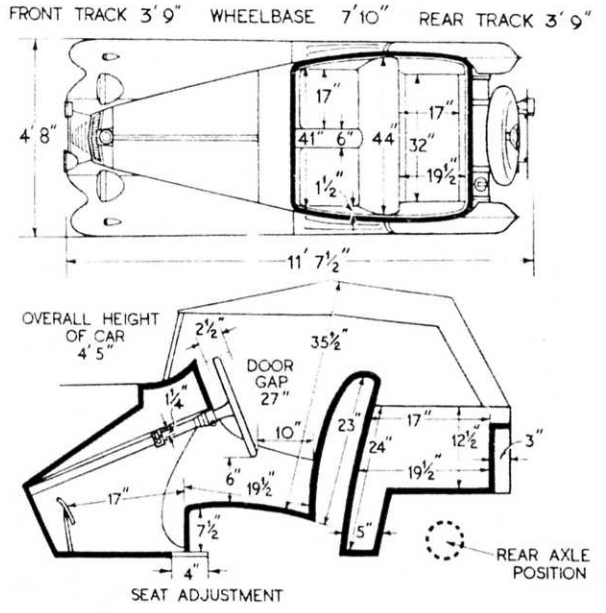
Owing to the handy size of this car, its ability to pass safely where a bigger car would be held back, and the way in which it regains its cruising rate after it has been checked by other traffic, the Midget is almost as fast a car, over British roads, as can be found today. One feels, too, from its ability to take hard treatment and to hold speeds between 60 and 70 m.p.h., apparently for as long as roads in this country permit such motoring, that stretches of motor road offering far more opportunity of sustained speed than ever is found in this island would not "melt" a Midget engine.

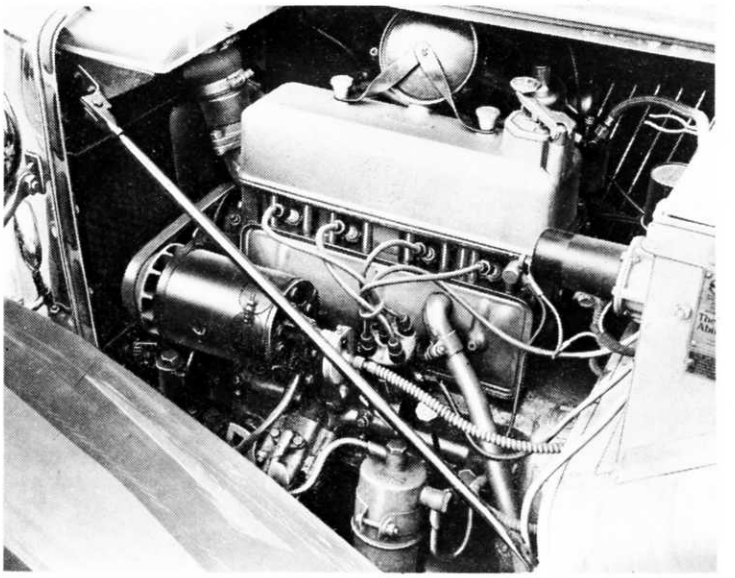
The handiness of the car, the way in which it helps the driver in its manner of cornering, its "quick" steering, are big factors in giving it unusual average speed capabilities without an extremely high maximum speed being attained. The present car has been handled over a considerable distance in conditions which provided crowded roads, and also over routes on which traffic had been thinned by seasonal and petrol considerations. In both circumstances the average speeds were exceptional, a 40-miles-in-the-hour showing seeming always to be within its reach on a journey of any length, while, when roads are clear, figures such as 44 and 46 m.p.h. averages have been obtained. When the car was being timed by *The Autocar's* electrical speedometer to be travelling at 75 m.p.h., the car's speedometer showed only 73 an unusual state of affairs. In other more helpful road conditions subsequently the car's speedometer was seen at the 75 mark.

Sense of Accurate Control

Always one has the feeling of being able to make a fast run easily in the Midget, for it responds so readily to all the controls and is so quick—eager, it seems—to get moving. The biggest factor in this and other directions, apart from the actual performance available, is the complete sense of command which the driver feels he has over the car at all times, including the major features of brakes, steering and road holding on corners. The Lockheed brakes deserve special mention, for they deal most effectively with high-speed braking, and also are powerfully smooth in low speed applications.

Merits and demerits of normal versus independent suspension can be argued, in the main to the latter's marked





With a hinged-down-the-centre bonnet and normal wings it is easy to reach the engine, and accessibility of the individual components that require periodical attention is well above the average of presentday standards.

advantage, but there is no doubt of one fact in this connection. The normally sprung car, rather hard sprung, as in this instance, does let the driver gauge within close limits the speeds at which he can corner safely fast. After a little experience of it one finds oneself holding quite high speeds round bends in the Midget, and the car steering to a close course only a foot or two out from the near-side verge. Such a half-elliptic suspension has, of course, the counter-balancing feature that it is on the harsh side over poor surfaces, but on the Midget this tendency is by no means excessive.

It is a trim and appealing little car in its general arrangement and very practically laid out, besides offering a considerably higher accessibility factor than is usual today. One quickly comes to feel an affection for its efficiency and willingness, and in all respects, including performance, it is "man-size," with no suggestion of the tiny car about it.

Driving Position and Controls

Doubly important in a car of this type is the driving position. The Midget is provided with an adjustment for the seat back rest, which is in one piece, although there are two separate cushions, whilst also the spring-spoked steering wheel is telescopically adjustable and can be placed ideally for full power of control. A feature much appreciated or disliked, according to the point of view, is the fly-off type of hand brake lever—in *The Autocar's* view a form of control to be highly commended for its certainty and positiveness of operation. A more comfortable position for the left foot off the clutch pedal would be welcomed.

The gear change has synchromesh on second, third and top, and with a short vertical lever, which is well placed, this works very well for really quick upward and downward changes when the utmost is being made of the performance potential. The instruments include a rev counter, and the engine can be taken round to 5,500 r.p.m. with celerity, and it will readily go beyond that figure.

One does not think of this car in the usual way in terms of top gear climbing ability. Actually, however, the capabilities in this direction are good, for the power-to-weight ratio is favourable, but it is a delight to drop to third and fly over the gradients that bring the speed down at all appreciably on top. As to steeper gradients, second gear lets the car tear up a hill of 1 in 6½ calibre.

The head lamps are good for fast night driving. Starting from cold is immediate, and not much use of the mixture control for the twin S.U. carburettors is needed before the engine will pull properly. An excellent point, of value here, but still more so in territories where filling facilities are widely spaced, is the big petrol tank, giving a range of action of approximately 400 miles.

Measurements are taken with the driving seat at the central position of fore and aft adjustment. These body diagrams are to scale.