

ngs for the M.G. Midget

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rder is needed has been suco change a car juely able to rkets, such as the directors of e now decided having put the America, must ressor of more

popular model roused, as was first of the v. M.G. Midget head - camshaft ace showed that modern engine ully as was its loubted that the kly prove itself ement over its M.G. MIDGET (Series TD) DATA

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Engine Dimensions: Cylinders Bore Stroke Cubic capacity Piston area Valves Compression ratio Engine Performance: Max. power at	4 66.5 mm. 90 mm. 1,250 c.c. 21.6 sq. ins. Pushrod o.h.v. 7.25 to 1 4.4 b.h.p. 5,200 r p.m.	Chassis Details: Brakes	Lockheed hydraulic (2L.S. front) 9 ins. 99.5 sq. ins. Coil and unequal wishbone 1.F.S. Semi-elliptic leaf Luvax-Girling Steel disc 5.50 × 15 ins., Dunlop Rack and pinion
Max. b.m.e.p	126 lb./sq. in.	Steering gear	161 ins. dia., spring spoke
at	2,600 r.p.m.	Steeling whoel	
B.h.p. per sq. in. piston area Piston speed at max. b.h.p., ft. per min	2.52 3,070	Dimensions: Wheelbase Track	7 fc. 10 ins.
		Front	3 fc. 11 ins.
Engine Details:	T in Cill inglined	Rear	4 ft. 2 ins. 12 ft. 1 in.
Carburetter		Overall length	4 fc. 10g ins.
Ignition	14 mm.: Champion L1OS S.U. electric	Overall width Overall height: Hood up	4 ft. 5 ins.
Fuel capacity Oil filter Oil capacity	Full-flow	Screen down Ground clearance Turning circle	3 ft. 9 ins. 6 ins. 31 tt.
Cooling system Water capacity	Pump and fan 12 pints	Dry weight	17½ cwt.
Electrical system Battery capacity	1 40	Piston area, sq. ins.	25
Transmission:		per ton	
Clutch	Borg and Beck 7½" s.d.p.	Ins. per ton	1113
Gear ratios: Top 3rd	7.098	Top gear m.p.h. per	17.5
2nd 1st	10.61	Top gear m.p.h. at 2,500 ft./min. piston speed	61.2
Rev Prop. shaft Final drive	Hardy Spicer, open	Litres per ton-mile	

re has been no ing a vivacious open twooung in spirit to find fun in has been no move towards /le of coachwork, either, for e incentive to really keen sports car with front wings le of a long, low bonnet.

alloy pistons carrying three rings apiece, and the combustion chambers of the cylinder head carry overhead valves of unequal size; inlet valves of 30 mm. throat diameter give good breathing, while exhaust valves of 4 mm. smaller size are more readily cooled.

Dual S.U. carburetters of 11-in. size, with downwardly inclined choke tubes, and dual springs for the overhead valves are further engine details contributing to the