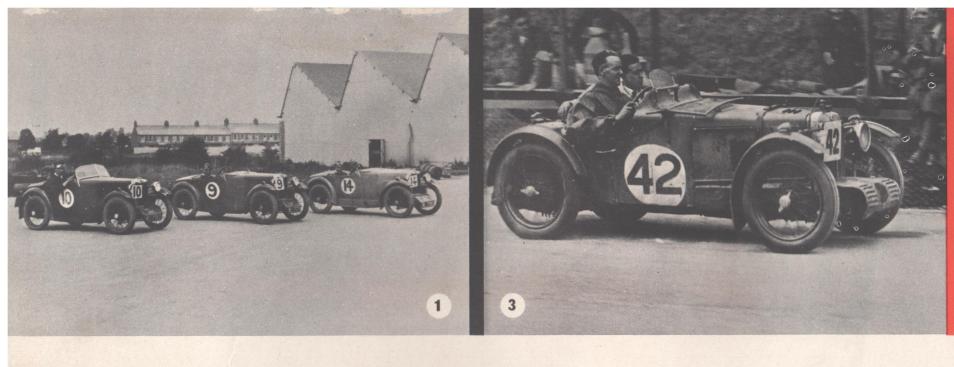
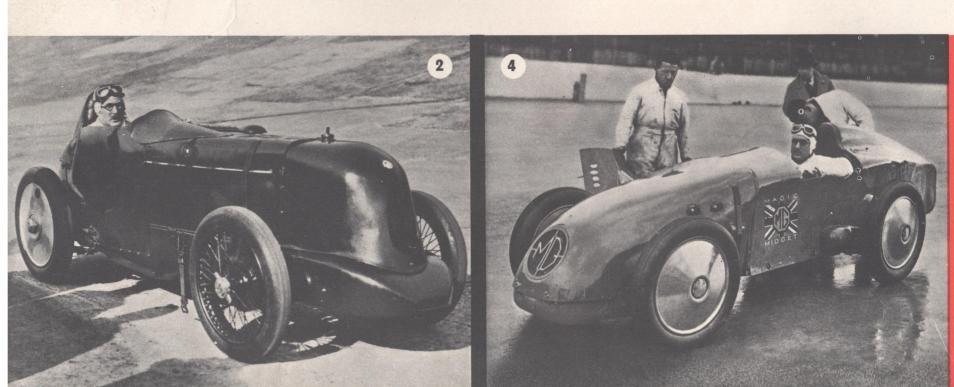


THE CAR THAT Starte ahead_



THRILLING BACKGROUND TO A FINE NEW CAR-



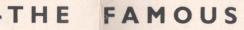
HIGHLIGHTS IN THE HISTORY OF THE FAMOUS M.G. MIDGET

The first of the M.G. Midgets—the 'M' type—went into production in March 1929. Later that year the three cars pictured on the left (No. 1), driven by Leslie Callingham, H. D. Parker, and the Earl of March (now the Duke of Richmond and Gordon), together with two other 'M' type Midgets, all won gold medals in the J.C.C. High Speed Trials at Brooklands. Then in May 1930 five of these 'M' type Midgets were entered for the Double Twelve race at Brooklands. All five cars finished to win the Team Prize.

Next came the EX120 (shown in picture No. 2), which was built late in 1930 as an experimental car and was the first 750-c.c. car ever to do 100 miles an hour. Captain George Eyston took the 100 m.p.h. record with it on 16 February 1931 at Montlhéry and later went on to do 100 miles IN the hour.

Based on the EX120, a development of the 'M' type, the 'C' type Midget went into production in May 1931. That year it achieved an outright win in the Irish Grand Prix, the Double Twelve at Brooklands (where it also took the first six places and the team prize), and the R.A.C. Tourist Trophy. It is pictured here (No. 3) with the winner of the latter, Norman Black, accompanied by his riding mechanic, the late Frankie Tayler. In 1932 the 'C' type also won the 500 miles race at Brooklands and its class at Nürburgring—the first big Continental success for M.G.

Then followed the EX127, shown here in picture No. 4, which became the first 750-c.c. car to achieve two miles a minute. It was built in mid-1931 and Captain George Eyston drove it at Montlhéry in December 1932 to gain the record 120 m.p.h. By the end of 1932 M.G. Midgets held EVERY International Class 'H' record.





The J2 Midget, which went into production in July 1932, was a milestone in that it was the first sports-car ever to become universally popular. When it went out of production in January 1934, approximately 3,500 had been built—an unprecedented production figure for that time. The J2 Midget in picture No. 5 was driven by K. C. Hovenden in the Yorkshire Terror Rosedale Bank Hill Climb during the Scarborough Trial and Rally.

The 'PB' type was the last of the under 1-litre Midgets to be produced until this present one. It went into production in September 1935 and one of them is pictured here (No. 6) being driven by J. M. Toulmin, one of the famous 'Cream Cracker' team, during the S.M.C.C. Rally.

Another popular model was the 'PA' type Midget, first produced in 1934. A team of three of this model was entered for the Le Mans 24-hour race in 1935. Captain George Eyston, the team manager, selected a complete team of ladies for this event (the first time an all-women team had ever been entered). These ladies were dubbed 'George Eyston's Dancing Daughters' and are pictured here (No. 7). All three cars completed the race, finishing 24, 25, and 26 in the General Classification. A 'PA' type Midget also won the Australian Grand Prix in 1936.





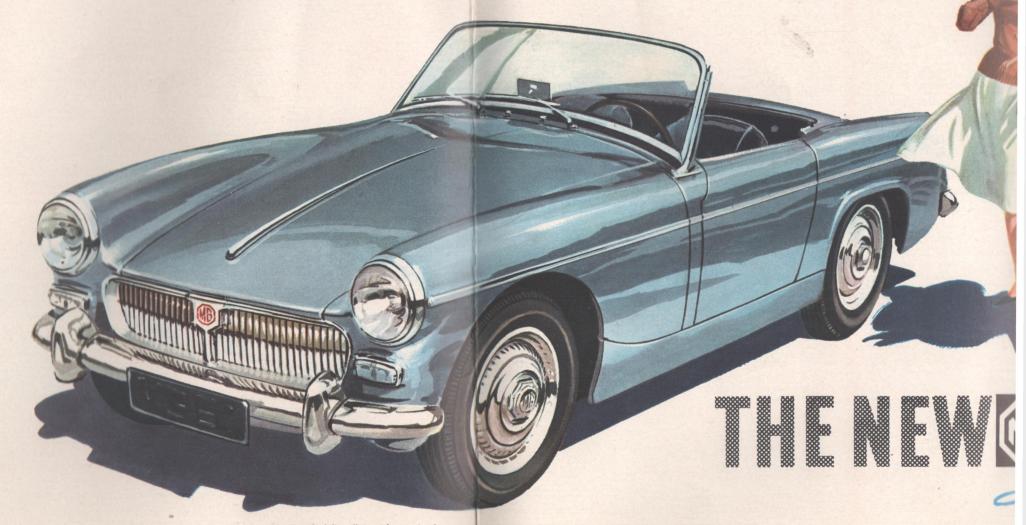




Starts ahead

WITH LOVE AT FIRST SIGHT

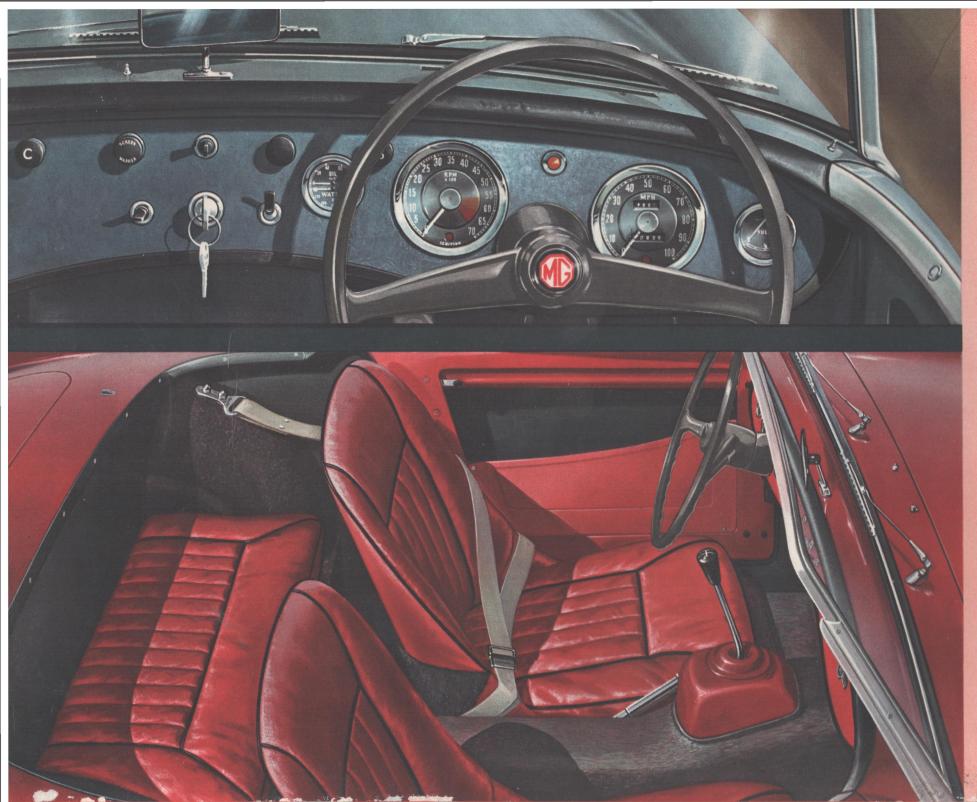
The beauty of the new Midget is immediately apparent, even though the two-dimensional illustrations in this folder cannot do justice to the real car. You have got to see it for a true appreciation. For instance, the radiator grille and the windshield and window frames are all polished aluminium, trimmings really luxurious, the doors conveniently wide, and the stop/tail lamps, flashing direction indicators, and reflectors are combined in single units that fit neatly into the extremities of the body on either side. In such detail you find the craftsman's skill.



Ace Mercury wheel discs illustrated are optional extras.

Starts ahead

WITH EXTRA REFINEMENTS



Fascia

The fascia panel provides an interesting example of how the needs of the sports-car motorist are considered at every point in the production of the new Midget. The niceties of care and attention are here clearly indicated. The fascia panel is covered to match the trim and is surmounted by spongerubber padding for extra safety. It is of classic design in the simplicity of its arrangement. All controls, in true M.G. fashion, are easy to hand and the instruments, which include a revolution counter, are clear and easily read, sensibly positioned in front of the driver, and unimpeded by the two-spoke, clear-view steering-wheel.

Interior

The snug driver and passenger seats are of the bucket type, upholstered in tasteful colours and individually adjustable backwards and forwards. A safety feature that is a standard fitting is the provision of a really secure anchorage at three points to which a safety belt can be attached for both driver and passenger. A seat cushion is available as an optional extra in the compartment at the rear of the front seats, and it is possible to carry children or an adult passenger in this position, or plenty of additional luggage if desired, although the luggage trunk itself offers quite exceptional room for this type of car. Note that the clutch and foot brake pedals are of the pendent type, leaving maximum floor space for the driver's feet.

Hood

The line and style of the hood speak for themselves. Secured to the windshield and rear edge of the cockpit, the hood is supported on stays. Both hood and stays can be separately stowed away in the boot.

Windshield and Sidescreens

The laminated windshield is curved to give excellent visibility. Note the wide sweep of the twin windshield wipers; also that the sidescreens have two sliding panels.

Bumpers

Substantial bumpers are provided, extending the full width of the car both front and rear. Over-riders are standard fitting.

Luggage Trunk

Although—as previously mentioned—the space behind the rear seat offers additional luggage accommodation, the trunk of the Midget is by no means small. It offers, in fact, very effective space for a sports-car of this type. It has a locking lid and the spare wheel is anchored to the floor.

Radiator Grille

Perhaps a minor point, but one which will endear itself to M.G. enthusiasts particularly, the radiator grille of polished aluminium adheres strictly to true M.G. styling.





WITH SPORTING APPEAL from a SPORTING ANCESTRY

Never has a new car got off to such a flying success. The new M.G. Midget 'starts ahead' in a way that the knowledgeable sports-car enthusiast will appreciate.

It starts with the know-how and background of its great predecessor—the world-famous Midget. It has behind it the vast

resources of the British Motor Corporation. Coupled with this, it comes from the M.G. Abingdon factory where the rare virtue of individual attention

is given to every car produced. There is a combination that is hard to beat. Overleaf is a brief account of the Midget's successes of the past; the new

Midget will convince you that here is the sports-car success of the future—a car made by enthusiasts for enthusiasts.



SPORTING TRADITIO

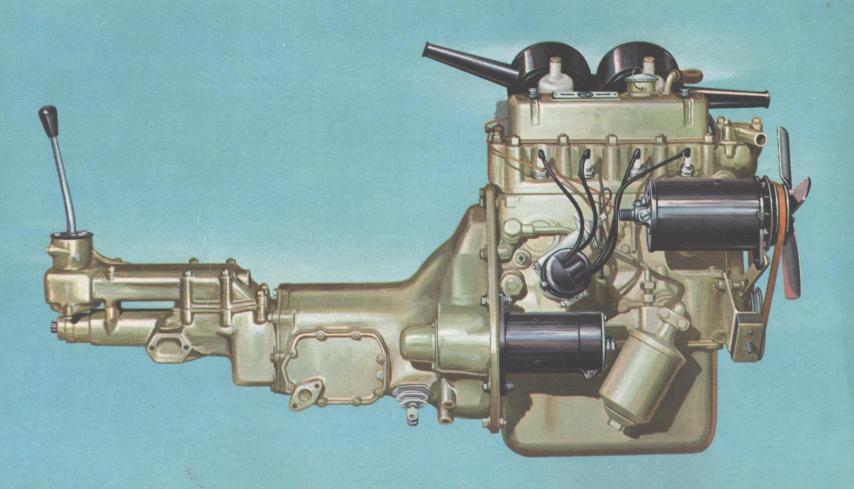


B.M.C. RESOURCES



ABINGDON CRAFTSMANSHIP

Safety fast!



B.M.C. 'A' series engine with twin S.U. semi-downdraught carburetters. Cubic capacity 948 c.c. Four cylinders. Overhead valves with double valve springs. Borg & Beck single-plate dry clutch with hydraulic actuation by pendent-type pedal. Four-speed close-ratio gearbox operated by central, remote-control gear lever.

PERFORMANCE THROUGH THE GEARS

Power Unit

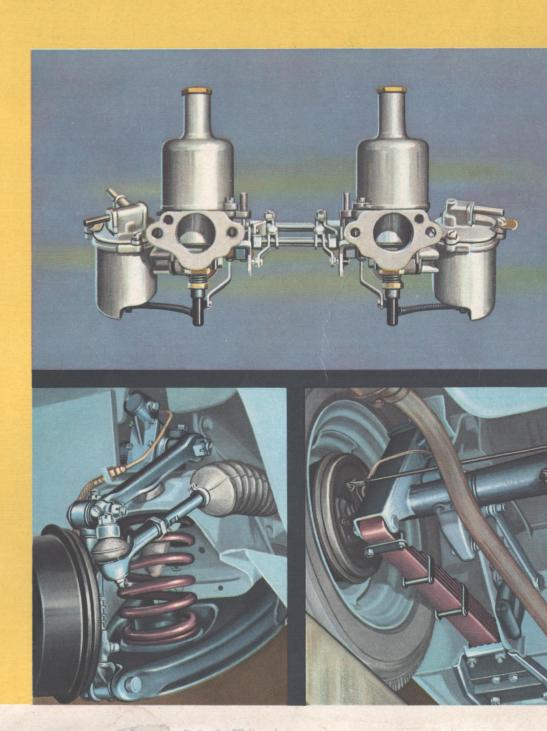
Overtake with safety! The sports-car enthusiast cannot fail to be impressed by the delightful feeling of assurance and response you get from the new Midget as soon as you take it on the road. Credit for this is due to the engine and gearbox unit. Wisdom has taken a proved and tested engine—the B.M.C. Series 'A', which is already famous in its own right—and given it even greater power for the new Midget. The result is a winning combination. It has a high-overlap camshaft. It is fitted with twin S.U. carburetters. Here is the motive power you need, yet provided by an economical fourcylinder o.h.v. engine which, for performance and reliability, is second to none in its class. This 'Safety Fast' responsiveness and 'power when you need it' is transmitted through a four-speed gearbox with special close ratios to give higher performance through the gears and higher speeds in first, second, and third. The second, third, and top gears are synchromesh, and the short, centrally placed gear lever enables the driver to make the best possible use of the closeratio gearbox. In other words, here in the new Midget is the sweetest and easiest change you could wish for and a safety factor providing the most rewarding of all motoring pleasures—a quick and positive change and 'get-away'.

Braking and Safety

Still with the accent on safety, the new Midget has the triple virtues that have become recognized the world over as the distinguishing hall-mark of the M.G. carits capacity to stop at will with smooth and positive braking; its firm road-holding; its sure and stable cornering. These are the fundamentals of M.G. design and construction. They are a most impressive feature of the new Midget. The pendent-type foot pedal controls the hydraulic brakes, which have 7 in. (17.78 cm.) drums on front and rear and two leading shoes on the front. The centre pull-up lever operates the hand brake on the rear wheels. The Midget not only goes well, but stops with equal assurance. Another feature is the steering, which is of the rack and pinion type. It will be found by connoisseurs to be agreeably attractivebeing light and responsive, yet at the same time firm and shock-free.

Suspension and Safety

Suspension is independent at the front by coil springs and wishbone-type links controlled by hydraulic shock absorbers. The rear suspension is by quarter-elliptic leaf springs with lever-type hydraulic shock absorbers. That is the combination which assures fast cornering in safety and superb road-holding to the Midget owner.





Engine: Four cylinders: bore 62.94 mm. (2.478 in.), stroke 76.2 mm. (3.0 in.); cubic capacity 948 c.c. (57.87 cu. in.); compression ratios—Home Trade 9:1, Export 9:1 or 8.3:1 according to markets; high-compression engine develops 46 b.h.p. (standard) at 5,500 r.p.m., low-compression develops 44 b.h.p. (standard) at 5,500 r.p.m. Overhead valves with double valve springs operated by push-rods from 3-bearing camshaft. Roller chain camshaft drive with chain tensioner. Three-bearing counterbalanced crankshaft with renewable bearing liners. Aluminium-alloy pistons with 1 oil control and 3 compression rings. Connecting rods with renewable steel-backed bearing liners and semi-floating gudgeon pins. Engine lubrication by pressure pump driven from camshaft with renewable-element external full-flow oil filter.

Cooling: By pressurized system assisted by impeller pump and fan. Circulation thermostatically controlled.

Ignition: By coil and distributor, automatic advance and retard with centrifugal and vacuum control. Suppressor equipment.

Carburation: Twin S.U. semi-downdraught HS2 type carburetters fed from rear-mounted fuel tank. Air cleaners and silencers fitted to each carburetter. Tank capacity 6 Imperial gallons (27·3 litres, 7·2 U.S. gallons).

Transmission: Borg & Beck single-plate dry clutch with hydraulic actuation by pendent-type pedal. Four-speed close-ratio gearbox with synchromesh on second, third, and top gears; gearbox ratios—first 3·2, second 1·916, third 1·357, top 1·00, reverse 4·114: 1. Central remote-control gear lever. Hardy Spicer propeller shaft with needle-bearing universal joints. Three-quarter-floating rear axle with hypoid final reduction gears; axle ratio 4·22: 1. Overall gear ratios—first 13·504, second 8·975, third 5·726, top 4·22, reverse 17·361: 1.

Brakes: Lockheed hydraulic braking system with 7-in. (17-8-cm.) drums front and rear. Two leading shoes at front. Pendent-type foot pedal. Central hand brake lever with press-button ratchet control operating on rear brakes.

Body and Chassis: Two-door, 2-seater sports-car of all-steel mono-construction. Luggage space at rear of adjustable bucket seats. Leathercloth upholstery. One-piece bonnet hinged at rear. Enclosed luggage boot with locking lid. Door pockets. Rubber floor covering. Curved, laminated glass windshield. Sliding detachable side windows. Separate hood and hood stays for easy stowage in boot. Front and rear bumpers. Safety belt anchorages for both seats. Ground clearance 5 in. (12-7 cm.).

Suspension: Independent front suspension by coil springs and wishbonetype links controlled by hydraulic dampers. Quarter-elliptic leaf springs at rear with lever-type hydraulic dampers. Wheels and Tyres: Dunlop 5·20—13 tubeless tyres on ventilated disc wheels with 4-stud fixing. Spare wheel anchored in luggage boot.

Steering: Rack and pinion steering with clear-view two-spoke 16-in. (41-cm.) steering-wheel. Left- or right-hand steering according to market (left-hand drive not available in the U.K.). Turning circle 32 ft. 1½ in. (9.79 m.). Track—front 3 ft. 9½ in. (1.16 m.); rear 3 ft. 8½ in. (1.14 m.).

Electrical Equipment: 12-volt, 43-amp./hr. capacity battery (at 20-hour rate); belt-driven dynamo; compensated voltage control; twin-blade windshield wiper; dipping headlamps with sealed-beam light units and foot-operated dipping switch; combined sidelamps and flashing direction indicators; twin stop/tail lamps with flashing direction indicators and rear reflector equipment; rear number-plate lamp with twin bulbs; warning lights for ignition, main headlamp beam, and flashing signals.

Instruments: Speedometer with trip and total distance recorder; engine revolution counter; combined oil pressure and water temperature gauge; fuel contents gauge.

Control Panel: Mixture control; windshield washer control; flashing signal switch; starter switch; windshield wiper switch, lighting switch and panel light switch; horn button in centre of steering-wheel; remote control for bonnet release.

General Equipment: Driving mirror; stowage bags for hood, hood stays, and side windows; windshield washer; tool kit, jack, and starting-handle; over-riders; provision for fitting radio and seat belts.

Optional Equipment: Radio; tonneau cover, rail, and stowage bag; hard top assembly; heater; fresh-air unit; Whitewall tyres; heavy-duty tyres; Roadspeed tyres; rear compartment cushion; Ace Mercury wheel discs; luggage carrier.

The following items are available through the supplier—Locking petrol tank filler cap; cigar lighter; wing mirror; twin horns.

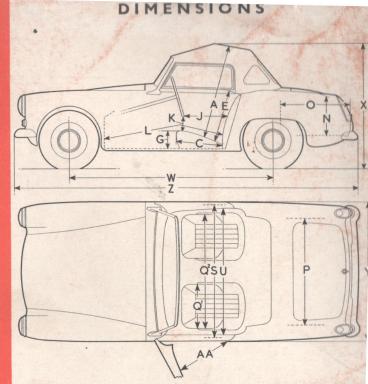
Colours:

Exterior Colour	Interior Trim Colour	Hood
Tartan Red	Red	Red
Tartan Red	Black	Red
Ice Blue	Dark Blue	Dark Blue
Dove Grey	Red	Grey
Black	Red	Grey
Old English White	Black	Grey
Old English White	Red	Grey

Colours are those available at time of publication. For current availability see separate colour card.

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The same of the sa	AA 2 ft. 2 in. (66 cm.)	2 ft. 10½ in. (88 cm.)	C 1 ft. 7 in. (48 cm.)	E 1 ft. 7 in. (48 cm.)	G 8½ in. (21 cm.)	
	J (max.) 1 ft. 5¼ in. (44 cm.)	J (min.) 1 ft. 1¾ in. (35 cm.)	5 in. (13 cm.)	L (max.) 4 ft. 0 in. (122 cm.)	L (min.) 3 ft. 8½ in. (113 cm.)	
The state of the state of	N 1 ft. 3½ in. (40 cm.)	O 2 ft. 3½ in. (70 cm.)	P 3 ft. 6 in. (107 cm.)	Q1 1 ft. 5 in. (43 cm.)	Q2 3 ft. 8½ in. (111 cm.)	
	S 4 ft. 0½ in. (123 cm.)	U 3 ft. 10½ in. (118 cm.)	W 6 ft. 8 in. (203 cm.)	X 4 ft. 1¾ in. (126 cm.)	Y 4 ft. 5 in. (135 cm.)	
	Z 11 ft. 4½ in. (346 cm.)	Kerbside Weight 14 cwt. (711 kg.) approx. Luggage Boot Capacity 11½ cu. ft. (·32m.²)				

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