

Weller with transverse draglink operation, the shock absorbers are Hartfords, the rear pair transversely mounted.

The electrical installation is 12 volt, and ignition is by coil and fully automatic distributor. Jaeger instruments are standard, and include a 5in. combined speedometer and revolution counter, oil gauge, ammeter and switch, eight-day clock, oil thermo and dash lamps, also a dash type petrol gauge on closed models, and a petrol gauge fitted on the tank top on open models.

The prices, ex works, of these models are as follows:—

M.G. Magna chassis ...	£245
Open two-seater ...	£285
Open four-seater ...	£299
Salonette ...	£345
Continental coupé ...	£350

De luxe equipment is also available on all models at an inclusive figure of £11, and on the closed cars a No. 5 Philco radio set may also be had for an additional £21 0s. 0d. (The Salonettes and Continental Coupés are all equipped as standard with an invisible aerial in case it is wished at any time to install a radio set.)

Following the numerous experiments to which this model has been subject for a considerable time, both in the M.G. design department and in the racing field, a new type 1,286 c.c. engine has been evolved, following very closely the lines of the racing car units, but with modifications, making it suitable for the sporting motorist. The new unit develops an unusually high horse-power figure.

Preselector gearboxes and a

new type single plate drive clutch, exceptionally smooth in operation, are now standard equipment on all M.G. Magnette models.

The specification in brief is as follows:—

1,286 c.c. O.H.C. engine, bore 57 mm. × 84 mm. stroke, twin S.U. carburetters, special coil and automatic distributor capable of operation at the high engine speeds of which the car is capable —“H” section fully floating connecting rods—pistons with controlled expansion — external oil filter dealing with all the oil is fitted on the pressure side of the pump—large Elektron sump, engine oil feed by gear type pump, water circulation is by pump, and temperature controlled by R.P. Thermostat, 14 mm. plugs are used instead of the more usual 18 mm. pattern.

Both the long (9ft. 0in.) and short (7ft. 10in.) chassis are underslung, and the springs semi-elliptic with special slides instead of shackles at their rear ends—steering is Marles Weller with special patented M.G. divided track rod.

To ensure chassis rigidity in the long wheelbase models, a special crosswise bracing in the form of an “X” is fitted in the centre between the side members, in addition to the tubular cross members. The wheel track on all M.G. Magnette models is 4ft. 0in. Drive to the

rear wheels from the pre-selector gearbox is by Hardy Spicer propeller shaft. Three-quarter floating spiral bevel rear axle and Rudge racing type wheels are fitted with “Fort” Dunlop tyres.

The electrical system is 12 volts with large capacity storage batteries, and instrument panels are fully equipped, including separate speedo and rev. counter, oil gauge, water thermometer, ammeter, petrol gauge, dash-lamps and the usual switches; the ignition switch is controlled by a Yale type lock. The saloon body on this chassis calls for special description. It is manufactured under the very latest “Daste” patents, and is of pillarless construction; the sliding roof is fitted with windowlets which give a well-lit interior, and the rear panel of the body folds outwards forming a useful luggage carrier, at the same time allowing the spare wheel to remain in position behind the petrol tank instead of adding to the overhung weight, as in instances when the wheel is folded down with the carrier.

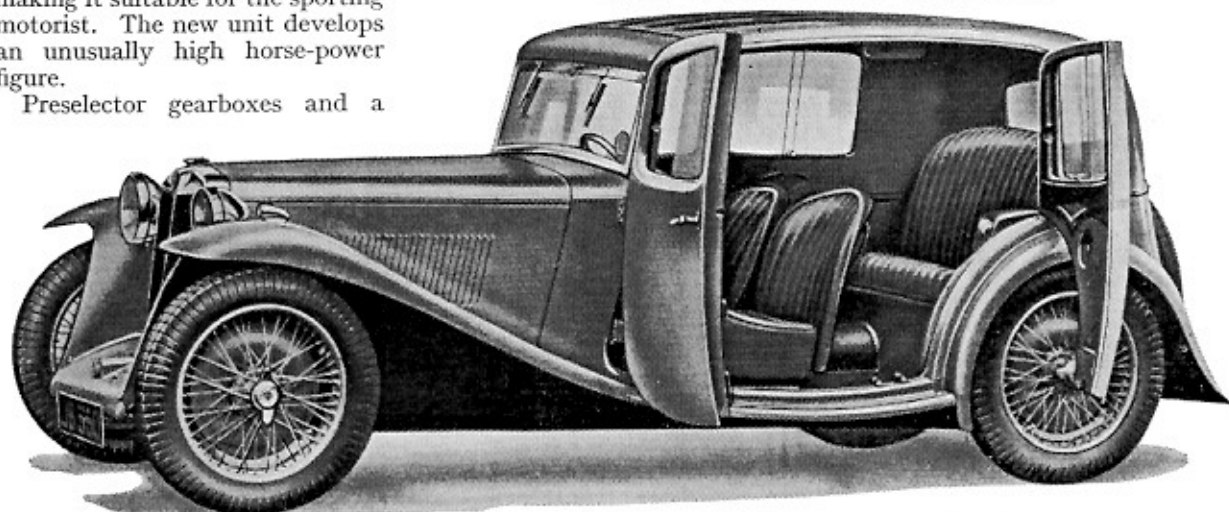
The prices are as follows for these new M.G. cars:—

Chassis	£340
Open two-seater	£390
Open four-seater	£399
Pillarless four-door saloon	£445

Ex works.

De luxe equipment for M.G. Magnette models, £12 extra.

THE MAGNETTE SALOON



The new pillarless door construction affords a delightful ease of entrance and exit on this model