

FOR the coming season the M.G. Midget "J" model is offered as a two-seater only, on lines somewhat similar to those of the previous type. The exterior has, however, been vastly improved by the fitting of the latest pattern "flared" wings and running boards. The tourer and saloonette bodies have been discontinued. The engine has undergone various modifications, fully floating connecting rods and pistons with controlled expansions are now included in the specification, and the compression has been raised slightly. The car is available in a number of pleasing exterior



The 1934 Edition of the J.2 Midget, showing the improved flared wings

finishes with leather upholstery to tone; the price remains as before at £199 10s. 0d. ex works, and for those who require a de luxe model, a comprehensive equipment, including D.W.S. four-wheel jacking system, is available for an additional 17 guineas. The price for chassis only is £160 ex works.

The following is the specification:—

Four-cylinder O.H.C. engine, 847 c.c., 57 mm. bore and 83 mm. stroke, Treasury rating 8.05 (£8 tax), twin S.U. semi-downdraft carburettors, rear petrol tank (12 gallons), S.U. petrol pump, Thermo syphon cooling, silencing by Burgess, "straight through" silencer.

A four-speed "twin top" type gearbox is fitted with remote control, and transmission is through a single plate clutch, Hardy Spicer propeller shaft with metal joints, and three-quarter

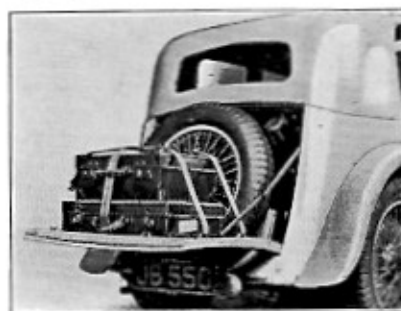
MODIFIED J.2 MIDGETS
A VERY SMART CONTINENTAL COUPÉ MAGNA
LARGER ENGINES AND PRE-SELECTOR GEAR BOXES ON ALL MAGNETTES
DE LUXE EQUIPMENT FOR ALL MODELS INCLUDING D.W.S. 4-WHEEL JACKING SYSTEM

ALL CLOSED MODELS WIRED FOR RADIO AS STANDARD

floating spiral bevel rear axle, road wheels are Rudge racing type with Dunlop tyres.

The chassis, with 7ft. 2in. wheelbase and 3ft. 6in. track, is of the well-tried M.G. underslung pattern, and the springs are semi-elliptic, their movement being damped by Hartford shock absorbers. The steering is Marles Weller with transverse drag link, and the brakes are operated by fully enclosed cables with provision for greasing.

The electrical equipment is 12 volt with separate dynamo and starter, and ignition is by coil and fully automatic distributor which give just the correct amount of advance at all speeds. The instruments include 5in. combined speedo and rev. counter, oil gauge ammeter, key-operated ignition switch, lamp switches, and ignition warning light.



Luggage accommodation on the 1934 Magnette Saloon. Ample provision is made for every occasion

The M.G. Magna has been so popular during the past season, and has also proved its merits by winning a number of events, the most notable

being the L.C.C. Relay Race, and the Manufacturers' team prize in its group in the International Alpine Trial, that it has been decided to continue as before with only very slight detail alteration. The range which, at present, includes a two-seater, four-seater and saloonette, has been augmented by a Continental coupé. This model can be finished in black and yellow, or all black, as well as in a number of various colour finishes.



The 1934 Magna "L" Saloon, distinguished by its smart lines

The M.G. Magna specification is very briefly as follows:—

Engine, 6-cylinder O.H.C., bore 67 mm. x 71 mm. stroke, 1,087 c.c., Treasury rating 12 h.p. (tax £12), twin S.U. carburettors, external oil filter, separate dynamo and starter, Elektron sump holding 1½ gallons, fully floating connecting rods, special pistons with controlled expansion, gear type oil pump and water pump cooling.

Transmission is through a two-plate clutch, four-speed gearbox of twin top type with remote control, Hardy Spicer propeller shaft with metal universal joints, and three-quarter floating spiral bevel rear axle. The wheels are Rudge racing type, and "Fort" Dunlop tyres, 4.50in. x 19in., are fitted.

The chassis is underslung at the rear, also the four semi-elliptic springs, steering gearbox is Marles