

Left.—
The New
"P" Type
4-seater.

§

appreciating the quick easy changes which can be made with the racing type four-speed gearbox fitted to the M.G. Midget. The back axle is strengthened and a four-star differential replaces the two-star type—another feature which greatly adds to the reliability of the car.

In all there are over a hundred new and improved features.

Twelve-inch diameter brake-drums replace the eight-inch previously used; the increased friction surface means increased braking efficiency. The safety is still in proportion to the speed—still "safety fast." Quick adjustment is provided for both foot and hand brakes, and large "Hartfords" fitted on the front and transversely mounted hydraulic spring compensated shock absorbers at the rear give perfect suspension and comfortable riding over even the most exacting trials routes, and yet allow for fast road driving in safety.

Equipment is plentiful and very efficient—all the usual standard equipment that sportsmen demand—supplemented by the following new extras: easily access-

ible tool accommodation; non-reflecting fascia board; new revolution counter; long range chromium plated headlamps; new seat adjustment; dual arm electric windscreen wiper; stop and tail-lamp; improved hood and side-curtains; and a new fold-flat windscreen with toughened non-discolourable Triplex safety glass.

The two-seater model has a special spare wheel carrier mounted on the chassis independent of the body, which is designed to carry two wheels, if required.

Motor sportsmen will agree that this is a useful innovation, for it enables the run or approach to the hills in trials to be made on standard tyres, and a quick change can be made to competition tyres when necessary.

The chassis equipment of the M.G. Midget "P" type four-seater model is identical with the two-seater, with the exception of the spare wheel carrier, and the rear seats in the four-seater model are placed low down in the body out of the draught that back-seat passengers usually experience.

There is also added leg-room and foot comfort by the incorporation of large foot wells.

Coachwork in a number of pleasing M.G. duo-colour schemes, with leather upholstery to match, is available or, if preferred, all-black bodywork and a choice of coloured upholstery. Dunlop tyres are standard on all models, and De Luxe equipment is available.

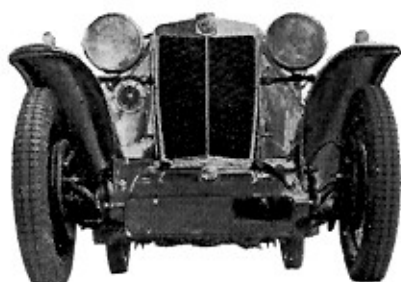
Prices: Chassis, £175.

Two-seater, £220.

Four-seater, £240.

Airline Coupé, £290.

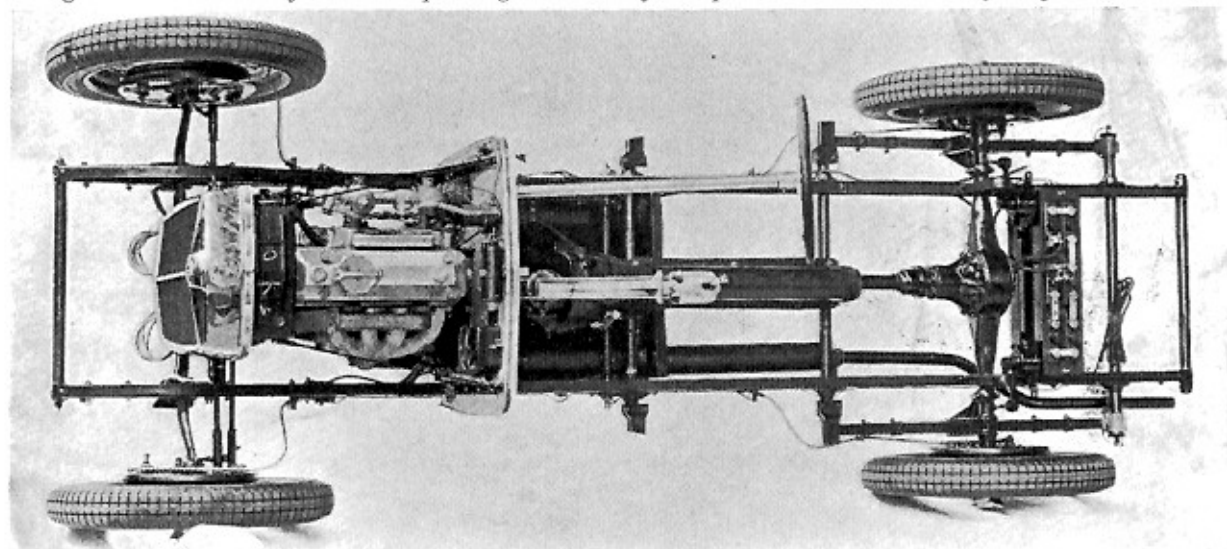
(At the Factory).



Front elevation of the "P" Type Midget. Note the new position of the number-plate to give greater clearance.

The two-seater is similar to the J.2 in body design, and a very convenient detachable luggage carrier is obtainable as an extra. The four-seater is exceedingly roomy, and should prove a most attractive addition to the range.

The Airline Coupé is of an entirely new design of aero dynamic principles, produced by Mr. H. W. Allingham, and is superlative in every respect.



THE "P" TYPE CHASSIS.