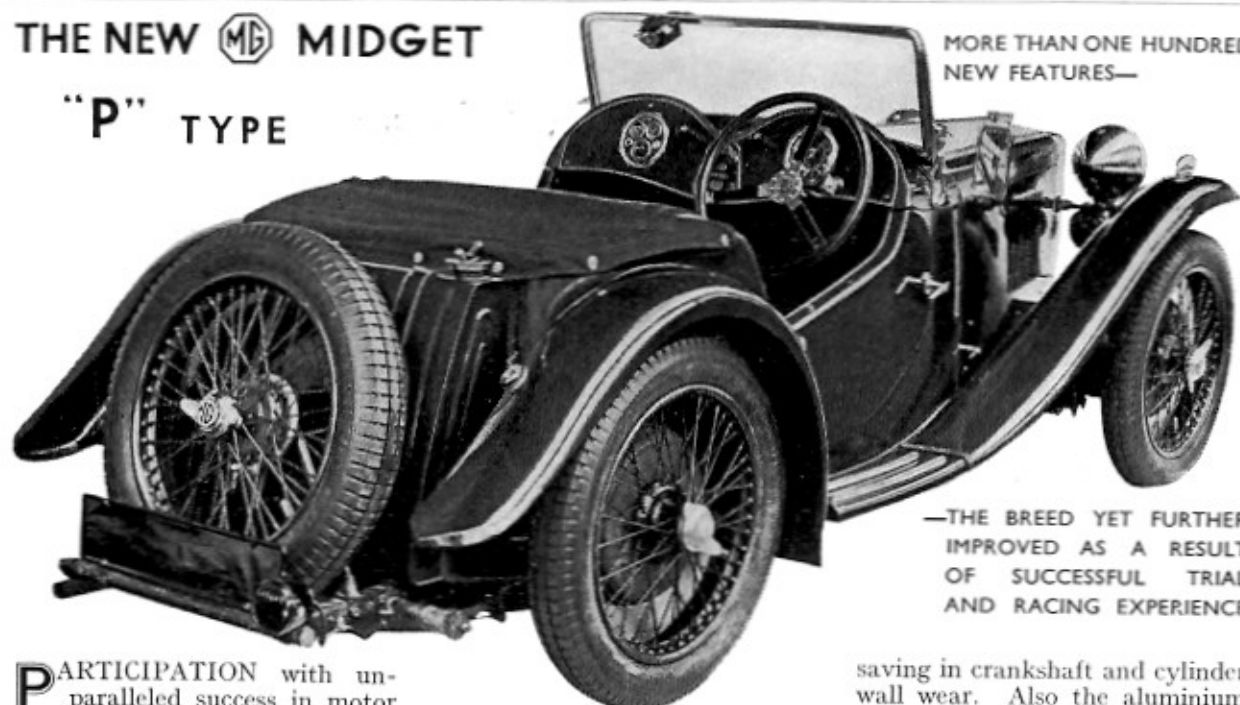


THE NEW **MG** MIDGET

"P" TYPE



MORE THAN ONE HUNDRED
NEW FEATURES—

—THE BREED YET FURTHER
IMPROVED AS A RESULT
OF SUCCESSFUL TRIAL
AND RACING EXPERIENCE

PARTICIPATION with unparalleled success in motor sport has again improved the breed. Intense competition, racing experience and scientific research has evolved the new "P" type M.G. Midget that is even more efficient than the "J" type that has proved itself vastly superior in sporting events.

The new M.G. "P" type engine has been designed for 100 per cent. reliability and smooth power output. Even more B.H.P. is given by an improved cylinder head and racing camshaft. A three-bearing, very rigid balanced crankshaft eliminates crankshaft whip and allows high revolutions to be used with safety. Engine lubrication is simplified by a very accessible overhead oil filler and improved by a Tecalemit oil filter and internal sump gauze, both of which thoroughly filter all the oil—resulting in a considerable

**A few of the many improvements
incorporated in the New "P"
Type M.G. Midget.**

1. Improved type cylinder head with racing camshaft.
2. Very rigid three-bearing crankshaft machined all over.
3. Tecalemit external oil filter.
4. Oil filler cap conveniently situated on top of the engine.
5. Revolution counter showing miles per hour in top gear, and also a separate mileometer supplied.
6. New type non-reflecting fascia board with two dashlamps.
7. Transmission generally strengthened and special low bottom gear ratio of $22\frac{1}{2}$ —1, for competition work.
8. 12 in. brake-drums, greatly increasing braking efficiency.
9. Rigid spare wheel carrier mounted on chassis, independent of body.
10. Traffic indicators recessed in side of body.
11. Stoplight.
12. Hydraulic rear shock absorbers.
13. Chromium-plated headlamps.
14. Rigid side-curtains with improved hood.
15. Increased luggage space.
16. New type windscreen with toughened (non-discolourable) Triplex glass.
17. New quick type seat adjustment.

saving in crankshaft and cylinder wall wear. Also the aluminium alloy pistons of controlled expansion type now fitted lessen considerably the oil consumption.

Transmission has been strengthened and improved to withstand the increased engine power output and extra stresses imposed by competition work. Stop and restart, hill climbing, and acceleration capabilities will be better than ever, due to the adoption of an entirely new design heavy duty clutch and "twin-top" four-speed gearbox with a special low bottom gear with a $22\frac{1}{2}$ to 1 final ratio. Synchromesh or similar forms of easy slow gear change have not been adopted, as we pay M.G. owners the compliment of

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Right.—
The new and improved method of mounting the spare wheel on the "P" Type Chassis.

Left.—
The "P" Type fascia board.

