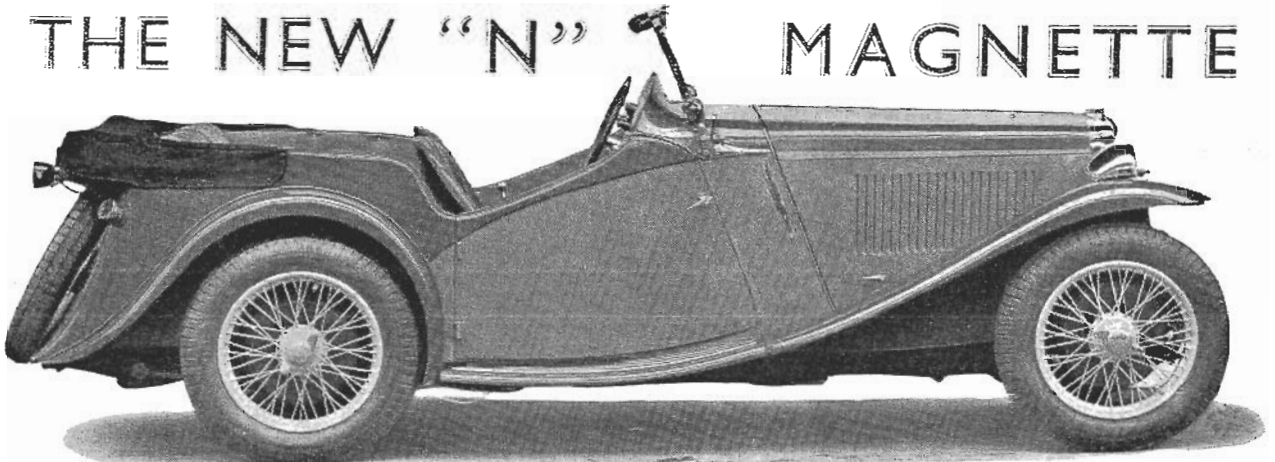


THE NEW "N" MAGNETTE



ON April the 1st a new version of the M.G. Magnette was announced; the new model, known as the M.G. Magnette "N" type, is to augment the present range of Magnettes and to take the place of the open models on the M.G. Magna chassis, production of the latter having ceased.

The new model, with wheelbase of 8 ft. and track 3 ft. 9 in., has been designed as a really high performance sports model for the six-cylinder enthusiast, and at the same time having bodywork with really ample accommodation. Compared with the "K" type Magnettes, this new model shows a considerable reduction in price, for the four-seater is listed at £335 and the two-seater at £305. In addition to these two body styles Mr. H. W. Allingham is offering a very smart two/four-seater body, and an Airline Coupé for the "N" chassis; the former sells at £350 and the price of the coupé is yet to be fixed.

With regard to the details, needless almost to mention that the design has been considerably influenced by the vast amount of data compiled from the experience of the previous racing season's success with M.G. Magnettes, which won the R.A.C. Ulster T.T. and the B.R.D.C. 500 Miles Race, to mention only two of the more outstanding of their many achievements. The chassis frame and body mounting are somewhat novel, the frame itself follows the well-tried M.G. underslung practice and is more than usually well braced with tubular cross members.

Parallel with and outside the side members is a sub frame extending from the forward end of the rear springs to the bulkhead; this sub frame is similar in section to the chassis frame side members and is mounted on silent block bushes. On this sub frame and on three brackets at the rear, also mounted on silent block bushes, two of which can pivot fore and aft and the centre one from side to side, the body is mounted, which is thus permitted to "float" on a rubber mounting isolated for the most part from road shock and mechanical vibrations which are apparent with the more usual form of direct chassis to body mounting.

The six-cylinder engine with 57 mm. bore by 84 mm. stroke, 1287 c.c., has been improved by the fitting of a new cylinder head which has resulted in an increase

in b.h.p., also a new and generously proportional oil filler on top of the valve cover adds greatly to the accessibility when replenishments are made.

Twin S.U. carburetters are fitted to a special manifold with balancing device, the design having been arrived at after a very considerable amount of experiment, since the manifold design has a great influence on the power developed; in this connection it is interesting to note that the new Magnette engine, with its six cylinders each of practically similar capacity to the Midget with its four cylinders, gives off 47½ per cent. more horse-power. This figure represents a more than usually high rate of increase of a six-cylinder unit over a four with similar individual cylinder capacity.

Unit with the engine is the four-speed twin-top gearbox and clutch, the latter is newly designed for heavy duty imposed upon a fast sports car. The centre plate is laminated steel and the withdrawal mechanism is greatly improved, the thrust race has a special "grease lock," and a Ferodo-faced disc fitted to the operating fingers takes the thrust, thus making exceptionally smooth operation.

Final drive is by way of balanced Hardy Spicer propeller shaft with metal universal joints and three-quarter floating rear axle with four-pin differential. Special oil seals prevent the oil from finding its way on to the brakes, and a dipstick is fitted to the rear axle to check the oil level.

SPECIAL FEATURES OF THE "N" TYPE MAGNETTE

Wheelbase, 8 ft.

Track, 3 ft. 9 in.

Power unit, 6-cyl.
57 × 83 mm.
(1287 c.c.).

Tax, £12.

Gear Ratios—
21.94 to 1
11.90 to 1
6.98 to 1
5.125 to 1

12 in. brake-drums.

Lucas fog lamp and traffic signals fitted as standard.

12-gallon tank.

More b.h.p. from newly designed cylinder head.

Overhead oil filler.

Independent shock absorbing body mounting.

Spring and hydraulic controlled rear shock absorbers.

Duplex Hartford shock absorbers at the front.

18 in. rims and 4.75 in. Dunlop Fort tyres.

Special cam gear steering.

Triplex toughened safety glass.

Two-seater - - £305.
Four-seater - - £335.
Two-four-seater £350.

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