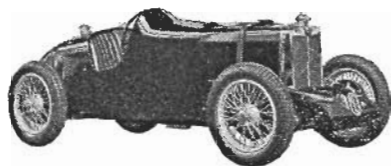
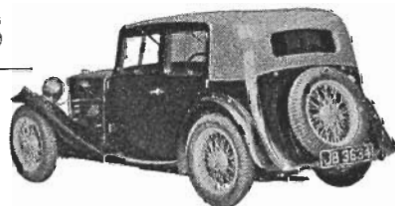


TWO NEW MODELS

FOR  1935



Left:
The "Q" type
Racing Midget.



Right:
The "KN"
Magnette
Pillarless Saloon

TO meet the need for a really roomy saloon on the popular M.G. Magnette chassis, the M.G. Car Company has produced a four-door type of pillarless construction. The features claimed for the new model are its high speed capabilities with ample and comfortable accommodation for four adults with luggage. The latter has been achieved by lengthening the chassis to accommodate a more commodious body. It has a wheel-base of 9 ft. as against 8 ft. on the open models; the track also has been increased to 4 ft. With the lower chassis the need for extra bracing has been realised and the frame is additionally strengthened by a sturdy "cross" brace to provide the same degree of stiffness as exists with the chassis of the open cars. Needless to say, as with the other models, the frame is underslung at the rear beneath the axles and the springs underslung both fore and aft.

The mechanical parts of the new model are otherwise much the same as in the case of the N. Magnette models. The six-cylinder engine has a bore of 57 mm. by 84 mm., 1287 c.c., rated for Treasury purposes at 12 h.p. The camshaft is carried overhead and the crankshaft is the four-bearings type.

Engine torque is carried through a single-plate clutch of specially sturdy construction, and a "twin-top" four-speed gearbox with the short rigid lever on a remote control is carried back so that it is close to the driver's left hand. This extension also carries the slow-running and mixture controls. From the gearbox a Hardy Spicer shaft with metal universal joints transmits the

SO popular have the existing models proved during 1934 that it has been decided to continue the Magna "L" Continental Coupé and the Magnette "N" models unchanged for 1935, and the Midget "P" unchanged except for an increase of £2 in its price.

In order to meet the considerable demand for a closed car in the M.G. Magnette range, a saloon model has been introduced and will be available for inspection on the M.G. Stand at Olympia. This model is described hereunder, as is the comparatively new "Q" type Midget, which has already made a distinguished racing debut.

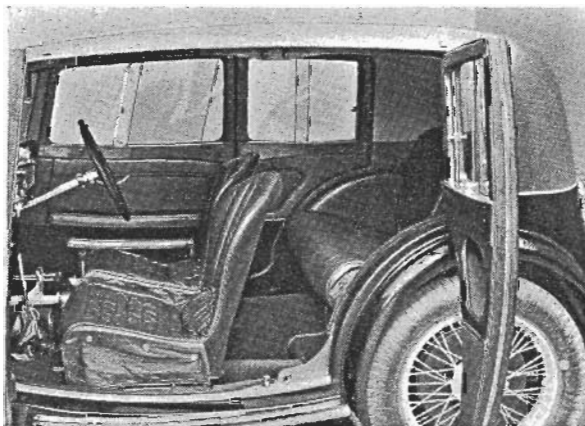
drive to a straightforward three-quarter floating spiral bevel final drive rear axle.

It is apparent on examining the brakes that the M.G. "Safety Fast" slogan is no meaningless statement, as the cable system of operation which has proved satisfactory on the racing cars at speeds in excess of 100 m.p.h. is used. The brake-drums, which are of special high-grade steel for durability, are 12 in. in diameter and of ample width, providing a very large braking area.

Cam steering with a ratio somewhat lighter than is normally employed on M.G. models has been adopted with beneficial results on this car with its added weight (incidentally about 20 cwt.), and which can be driven at very high speeds.

Turning now to the coachwork, "four-passenger comfort" seems to have been the keynote of design. The seats are pneumatic throughout—two buckets at the front of generous size, the shape and construction of which have been arrived at after considerable experiment, so that they are really comfortable throughout the longest of journeys which may be undertaken. No less has back-seat comfort been studied, the "straight across" seat and back squab are pneumatic also. The rear passengers are seated well down in the car, allowing ample head-room; there is plenty of space between the front and rear seats, and the provision of large wells permits ample foot-room.

The impression of the interior is one of luxury, for nothing has been stinted to provide the very finest and ample equipment. The



Interior of the Magnette "KN" Pillarless Saloon

M.G. MAGNETTE SECTIONED CHASSIS ("KN" Series)

Six-cylinder engine, 57 mm. bore by 84 mm. stroke, 1287 c.c. (Treasury rating 12 h.p.); overhead camshaft; twin S.U. semi-down draught carburettors; Rotax coil ignition with automatic advance; 14 mm. plugs; forced feed lubrication; Tecalemit external oil filter and oil strainer in sump; water circulation by pump; four speeds forward, remote central change; single-plate clutch; spiral bevel final drive; internal expanding 4-wheel brakes with 13 in. drums; cam steering; semi-elliptic road springs; Rudge Whitworth wire wheels; 19 in. by 4.75 in. Dunlop "Port" tyres; 4 ft. 0 in track; 9 ft. 0 in. wheelbase; 12-volt dynamo and starting set; finish Cream/Green cellulose; chromium plating; chassis price £295.

M.G. MAGNETTE PILLARLESS 4-DOOR SALOON ("KN" Series)

Chassis details as above; pillarless four-door Saloon body; Duotone Green cellulose finish; wheels cellulosed Silver; Green leather upholstery; overall length 12 ft. 10½ in.; overall width 4 ft. 11 in.; chromium plating; Triplex glass; price complete as shown £399.

(Continued on page 452)