

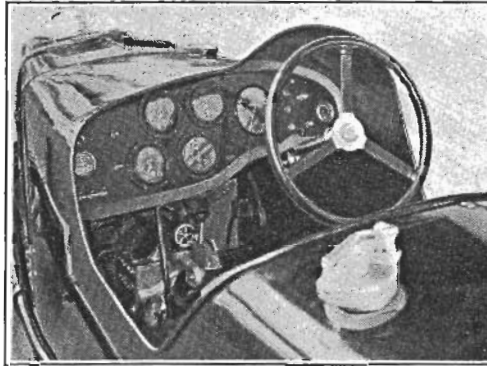
TWO NEW **MG** MODELS FOR  
1935 (Continued from page 452)

filter on the pressure side of the force feed oil pump safeguards the bearings, etc. As on the racing M.G. Magnettes, the E.N.V. Wilson pre-selector four-speed gearbox is standard, gear change is in the usual way with pre-selector gearbox, utilising the gear bands to separate the engine and final drive and take up the load, but as a precaution to relieve the transmission of shock an inoperative clutch, with pre-determined slipload, of the normal friction type is fitted between the engine and gearbox. The standard top gear ratio is 4.5 to 1 (8-36), or as an alternative at an extra price 4.875 to 1 (8-39). Cooling is effected by means of a pump driven from the crankshaft, the radiator is the film type with the usual M.G. distinctive motive. The chassis is entirely new; far more sturdy than that on previous racing M.G. Midgets, nevertheless it still retains the well-tried principles and is underslung at the rear end and upswept over the front axle. Chassis bracing is by large section tubular cross members; the half elliptic springs, also much more sturdy than before, are underslung both fore and aft. The spring action is controlled at the front by duplex Hartfords and at the rear with Luvax spring controlled hydraulics.

There is a flat aluminium under-

shield with suitable air scoops to cool the gearbox and rear axle, and a short steel cable between the chassis and front axle takes care of the torque reaction of the front brakes.

The divided track rod steering application which has already proved itself of immense advantage on the Magnette models is standard. By this method the steering effort in either direction



*The cockpit of the "Q" type Racing Midget, showing the neat layout of the instruments and the accessible position of the brakes adjuster just in front of the gear lever.*

is equalised, and the wheel whip apparent in the more usual fore and aft draglink types of gear is to a very great extent minimised. The steering box is the cam type with high gear, and the column, which is adjustable for rake, has a spring steering wheel.

Application of the brakes is by cable, all four are controlled either by foot or hand, or both. The hand brake lever is the racing type with quick release. A special feature of the cable brakes is that

axle movements are not communicated back to the controls even on the roughest of roads. Rapid adjustment is provided, mounted on the gearbox extension, accessible whilst driving.

The ignition is by special coil and distributor operated by 12 v. battery. The coil is so designed to give an efficient spark throughout the entire engine revolution range, and also has a very low electrical consumption.

The various illustrations show the general body lines of the car complete. It weighs approximately 13¼ cwt. unladen. The coachwork dimensions conform with the A.I.A.R.C. regulations. The petrol tank is carried in the stream-lined tail and has two quick-lift fillers. The facia is well equipped with extra large radiator and oil thermometers, engine oil pressure gauge and supercharger gauges, a 5 in. revolution counter, a small pressure gauge for the compressor supply and an ammeter.

The new "Q" type, which is offered only as a stripped racing car, without wings, lamps, etc., or electrical equipment other than that needed to operate the fuel supply, ignition and starter, undoubtedly would appear in the light of present achievements and the many good features of its design, to be a more than worthy successor to the older types of racing M.G. Midgets which have covered themselves with glory on the tracks of the world during the past few years.

