THE "Q" TYPE RACING MIDGET

—WHICH ALREADY HAS COVERED ITSELF WITH GLORY IN RACING AND RECORDS-BREAKING AT BROOKLANDS AND AT DONINGTON.

THE new "Q" type M.G. Racing Midget which already has taken a number of records, including the Brooklands Mountain Lap, Donington 750 c.c. and two International Class H Records, has probably the most highly efficient unit in the world for its size. The price for a car of this calibre is reasonable, for anyone can buy it in stripped racing form for £550 all ready to be used for that purpose.

Some idea of the car's performance can be gathered by the fact that in the L.C.C. Relay Race, Kenneth Evans put in twenty consecutive laps at over 100 m.p.h., the best being over 110 m.p.h., which would account for a maximum speed in the region of 120 on the Railway Straight.

The horse-power developed on the brake from this tiny unit (746 c.c.) is in the order of over 100 at 7000 odd r.p.m. The cylinder dimensions are 57 mm. bore by 73 mm. stroke. The general layout of the engine follows quite close that of the "P" type Midget and is in fact to a great extent identical, which incidentally speaks very well indeed for the "P" models. The crankshaft has three bearings, and the camshaft is carried overhead with the dynamo incorporated in the vertical drive, as is usual with M.G. practice. The inlet ports are on one side and the exhaust on the other, each with four separate ports.

The compressor, which appears an outsize for the small engine, is Zoller-M.G., an eccentric vane machine in this case, driven from the front of the crankshaft supplying fuel at a maximum pressof 25 lb. per square inch.

The compressor bearings, etc., are lubricated by a separate low-pressure pump which can be seen on the illustration of the supercharger.

Actual fuel feed is through a large size S.U. carburetter on the atmospheric side of the compressor, the fuel itself being carried in a 19-gallon rear tank, from which it is brought forward by S.U. petrol pump with duplicated electrical mechanism and pipe lines.

To revert once more to the engine as befits a racing car capable of such high speeds, very special attention has been given to lubrication. The ribbed elektron sump holds about a gallon, and an auxiliary dash tank an additional nine pints with a float feed device to maintain the sump level. This arrangement obviates the need of stopping for oil replenishments except in the very longest of races. A Tecalemit oil

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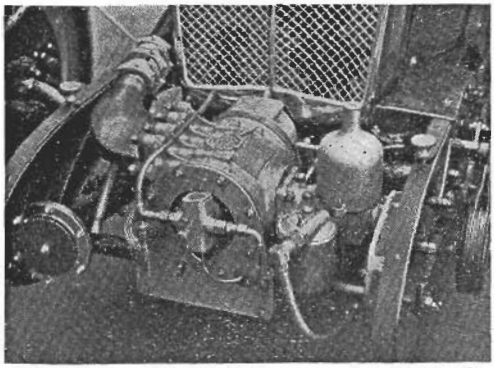

The "Front-end" with fairing removed to display the Zoller-M.G. compressor. Note the separate oil pump for lubricating the compressor bearings.

Four-cylinder engine, 57 mm. bore by 73 mm. stroke, 746 c.c. (Treasury rating 8 h.p.); overhead camshaft; Zoller-M.G. compressor; S.U. carburetter; Delco-Remy special coil and distributor; 14 mm. plugs; forced feed lubrication; Tecalemit external oil filter and gauze strainer in sump; Flectron sump; water circulation by pump; 4-speed forward pre-selector gearbox, central remote control; clutch incorporated with pre-selector gearbox, also additional inoperative friction clutch with pre-determined slipload; straight bevel final drive; internal expanding 4-wheel brakes, cable operated; 12" drums; cam steering with M.G. divided track rod; semi-elliptic road springs bound and taped; Rudge Whitworth wire wheels 18" by 4.75"; Dunlop "Fort" tyres; track 3' 9"; wheelbase 7' 10"; 12-v. dynamo and starting set; two-seater body conforming with A.I.A.R.C. regulations; Red cellulose finish; wheels cellulosed Silver; Red upholstery; chromium plating; overall length 11' 11"; overall width 4' 5"; Triplex glass; price, complete as shown, £550.