

The one car *you've always wanted to drive*



PERFORMANCE DATA

Reprinted by courtesy of "The Autocar"

ACCELERATION

Overall gear ratios	10-30	From steady m.p.h. of 20-40	30-50
5.125 to 1	12.5 sec.	12.2 sec.	12.9 sec.
7.098 to 1	8.2 sec.	8.2 sec.	9.2 sec.
10.609 to 1	5.5 sec.	—	—
17.938 to 1	—	—	—

WEATHER
Dry, cold;
wind fresh to
light.

Acceleration
figures are the
means of
several runs in
opposite direc-
tion.

From rest through gears to	30 m.p.h.	50 m.p.h.	60 m.p.h.	70 m.p.h.
	6.2 sec.	15.3 sec.	23.5 sec.	44.4 sec.

SPEEDS ON GEARS (by Electric Speedometer)

	1st	2nd	3rd	Top
M.P.H. (normal and max.)	18-22	33-39	50-60	80-83
K.P.H. (normal and max.)	29-35.4	53.1-62.8	80.5-96.6	128.8-133.6

International Class Records held by Lt.-Col. Goldie Gardner's Record-Breaking M at 1st March, 1951

Class F (over 1100 c.c. and not exceeding 1500 c.c.) m.p.h.	Class H (over 800 c.c. and not exceeding 750 c.c.) m.p.h.
1 kilometre Flying start ... 201.3	1 kilometre Flying start ... 159.1
1 mile " " ... 203.9	1 mile " " ... 159.4
5 kilometres " " ... 200.6	5 kilometres " " ... 159.5
100 kilometres " " ... 117.04	100 kilometres " " ... 117.04
1000 kilometres " " ... 91.77	1000 kilometres " " ... 91.77
Class G (over 750 c.c. and not exceeding 1100 c.c.) m.p.h.	Class I (over 350 c.c. and not exceeding 300 c.c.) m.p.h.
1 kilometre Flying start ... 201.5	1 kilometre Flying start ... 154.95
1 mile " " ... 203.5	1 mile " " ... 153.55
5 kilometres " " ... 197.5	5 kilometres " " ... 150.51
5 miles " " ... 144.6	1000 miles " " ... 86.50
10 kilometres " " ... 139.8	12 hours " " ... 86.07
10 miles " " ... 139.4	24 hours " " ... 79.30
50 kilometres Standing start ... 123.82	
100 kilometres " " ... 121.05	
200 kilometres " " ... 120.82	
500 kilometres " " ... 128.80	
100 miles " " ... 120.72	
100 miles " " ... 121.15	
200 miles " " ... 109.74	
1 hour " " ... 120.88	
3 hours " " ... 108.49	

(Subject to official confirmation)

THE BEST EVER

Sit in the driving seat. The wheel fits comfortably into your lap and you're at ease and ready for the most exhilarating drive you've ever had.

Find a fast road and you're up to "fast cruising" in no time at all—with power to spare for more. Overtaking's easy! This car gets you past in "safety-fast." Here comes a corner and round you go with hardly a roll and much faster than you thought.

This road surface doesn't look so good, but you don't feel it, neither does your passenger. The independent front suspension has smoothed all that away. Driving in traffic's a joy, too! Away first at traffic lights and you're out in front to stay.

And when you return refreshed—see your Dealer about owning the "one car you've always wanted to drive."



THE STORY OF

The first MG was built in 1923. It differed from anything then available because it was designed by enthusiasts for enthusiasts and was accordingly an immediate success.

In 1929 the first of the long line of MG MIDGETS was designed—the "M" type. A succession of MIDGETS followed: the "D," the "J," the "PA" and "PB"; each an improvement on the last.

1936 saw an entirely new type of MIDGET—the "TA," with an engine more powerful than its predecessors. Then followed the types "TB" and "TC," which added fresh lustre to the marque MG, and to-day there is hardly a cup, prize or trophy that an MG has not carried off—not only in England but all over the world. The latest "TD" MIDGET is the result of logical development; it retains all the proved features of its forbears, plus many improvements which make it the *finest MIDGET ever*, giving a new significance to the words "Safety Fast."

EXTRA EQUIPMENT

Prices and supply through your Dealer

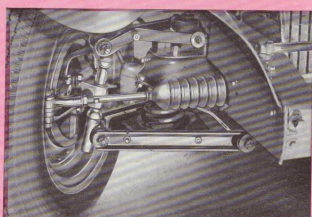
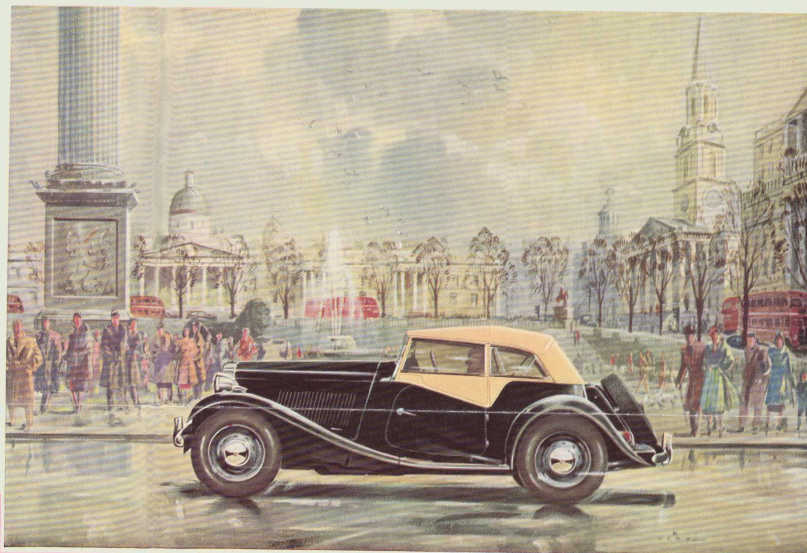
1. Chromium-plated external luggage rack.
2. Chromium badge-bar and two mounting brackets with spot-light if required.
3. Radio concealed in glovebox with aerial fitted to scuttle.
4. Twin spare wheel carrier and 6 in. (15.24 cm.) rear tyres and wheels for competition purposes.



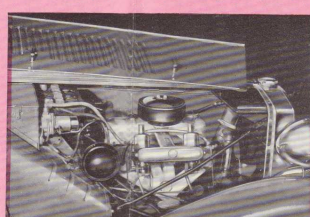
The chromium-plated luggage rack in position.



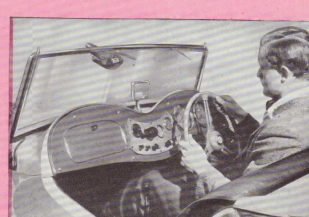
A radio set can be concealed in the glovebox.



CORNER FAST IN SAFETY with the M.G. independent coil spring front suspension. It gives a smooth ride and superlative road-holding.



YOU GET PERFORMANCE plus economy with the high-efficiency O.H.V. 1250 c.c. engine. Twin S.U. carburettors add punch to performance.



SPORTS CAR STYLE fascia panel includes a 5 in. (12.7 cm.) speedometer and a 5 in. (12.7 cm.) revolution counter. Steering column is adjustable for individual reach.

