

**It's a fast new world with** 

**- safety fast!**



Mk III



Midget



Old Number One, 1925



'M'-type Midget, 1929-32



'TF' Midget, 1953-5

The famous M.G. Midgets of the past form an impressive backing for today's new Midget Mk. III, and the car you drive today is, without doubt, a car with a pedigree. It has a redoubtable ancestry in sports-car history. We defy you to read on without feeling the same sense of pride that we at Abingdon have in the history of our products.

## Made to last . . .

The first Midget was the 'M'-type, which went into production in 1929. Later in that year five of them won gold medals in the J.C.C. High Speed Trials at Brooklands, and the following year another five swept to victory in the Double Twelve race at Brooklands. Captain George Eyston, perhaps more than any man of his era, was addicted to the M.G. He took the 100-m.p.h. record at Montlhéry in February 1931 with the EX 120—the first 750-c.c. car ever to reach the magic hundred. Later he hammered home the achievement by covering 100 miles as well, and even today it's an outstanding feat to cover 100 miles IN one hour! The most famous of the ancestors, to most people, was the 'J2' Midget. It was the first sports car to become really popular, and between July 1932, when the first one came off the line, and January 1934, when the series ended, approximately 3,500 were built . . . in those days a large production figure. We'll probably never know how many confirmed sports-car owners—and M.G. lovers—started their car ownership with a 'J2', many of which are still around, being cared for lovingly and going as well as they ever did. After the 'J2' came a succession of small thoroughbreds, each a result of logical and careful development. The 'PB' was the last Midget with an engine capacity of under one litre—until the first of the current series. The 'PB' set the styling for the most famous line of Midgets, which continued right up to the post-war 'TF'. But what a tremendous number of records have been set up by the Midget in all the years! By the end of 1932, Midgets held EVERY International Class H record! In December of that year, George Eyston drove the EX 127 at Montlhéry to gain the record 120 m.p.h. from 750 c.c. ! The records that he later smashed again and again with his well-known special-bodied car set the seal on the fame of the M.G. Midget.



*The Abingdon factory, home of the 'Safety Fast' M.G. is famed throughout the world for its outstanding craftsmanship. This craftsmanship, together with the huge resources of BMC form a unique combination—a combination that has made possible this fine sports car.*

**... made to go, safety fast!**

**THE M.G. MIDGET MK. III.** Latest in a long, long line of world-beaters, the M.G. Midget Mk. III is produced by the world's largest and most experienced builder of sports cars. It is the latest expression of M.G.'s traditional Midget theme, the aim being to provide the maximum fun for the minimum money. To achieve this, M.G. have installed the thoroughly reliable BMC 'A'-series engine in a sleek sports car body, with simplicity the keynote throughout. The result is one of Britain's best exports and the world's most successful small sports car. The owner of the Midget enjoys the very highest standard of safety and road-worthiness, superb reliability backed by Britain's largest after-sales service organization, quite remarkable running economy, and the sheer pleasure of owning a famous 'marque'. The Midget has been raced and rallied with enormous success the world over, but its greatest achievement has been in providing sports-car motoring for the ordinary fun-loving motorist everywhere!

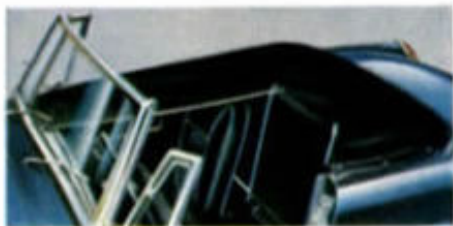


## Practical points

Though compact and sporting in appearance, the M.G. Midget Mk. III is a thoroughly practical car for day-to-day and holiday motoring. A large, lockable boot will easily take two people's luggage and there's even more stowage space, or room for an occasional third passenger, in the rear compartment.

Weather protection is first-class and instant with the standard integral folding hood. In fine weather conditions the hood can be folded neatly into the rear compartment and is protected by a special cover. When rain or cold weather threatens, the hood can be easily and quickly erected.

Visibility through the curved safety-glass windscreen is superb and is equally good through the transparent rear window of the hood. The anti-glare driving mirror is adjustable to suit the driver's height. With the wide range of optional extras and BMC approved accessories you can match the M.G. Midget even more closely to your personal requirements. Little wonder, therefore, that many thousands of motorists the world over, seeking something better and more enjoyable in their motoring, have chosen M.G.

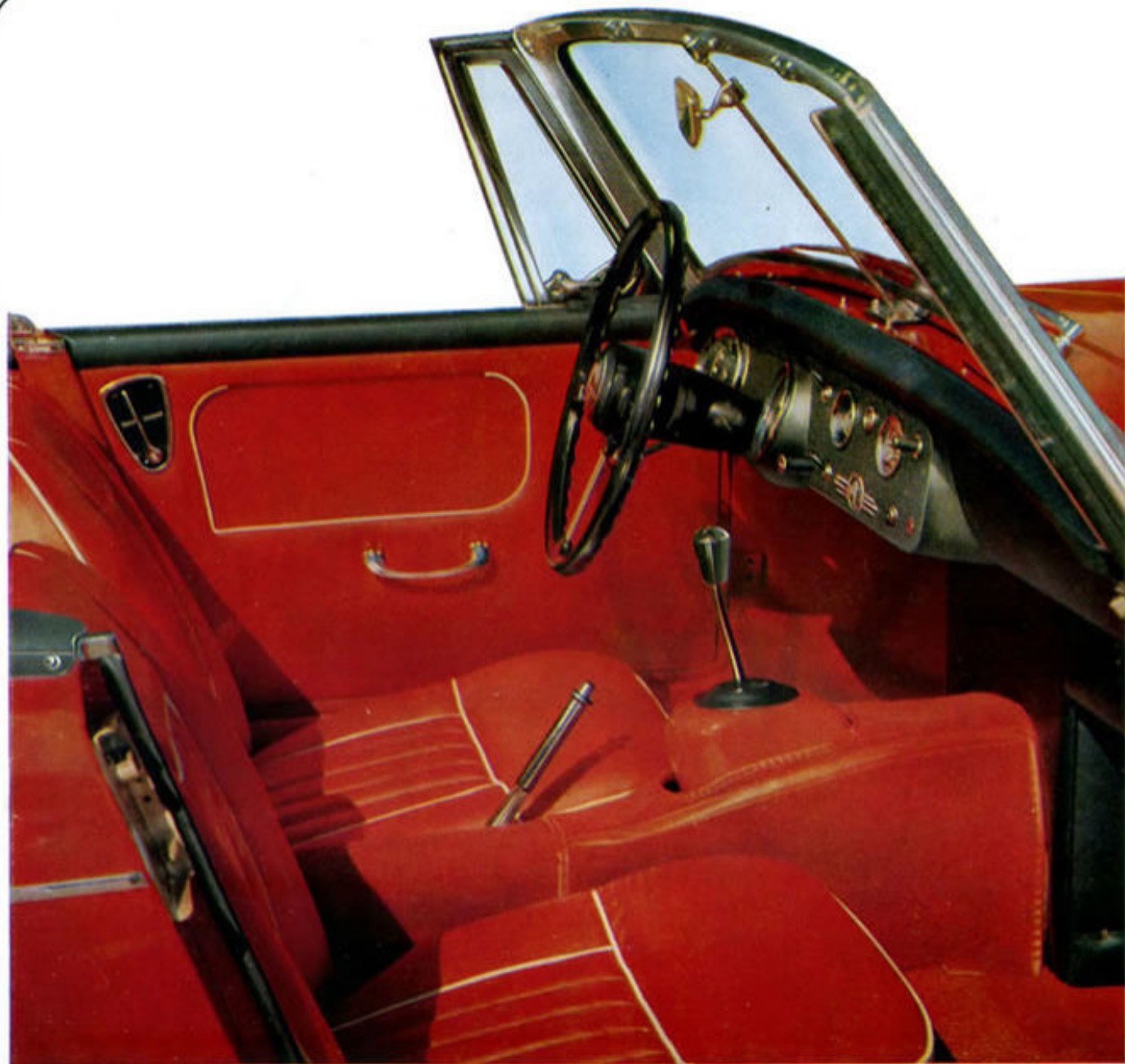


A tonneau cover, available as an optional extra, can be opened half-way and a rail is provided to help rain-water drain readily away.





Wire wheels and  
Dunlop Whitewall tyres  
are optional extras on the  
Home market.

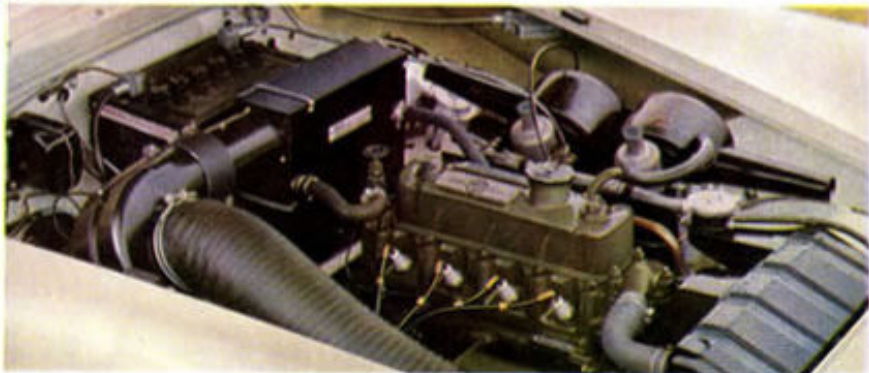


## Comfort & control

The M.G. Midget of today is a luxurious and beautifully finished vehicle. No efforts have been spared to make the driver and passenger as comfortable as possible, to increase efficiency, and cut fatigue to a minimum. The bucket seats are designed for comfort and safety—and they are individually adjustable. The large, circular instruments, consisting of speedometer, tachometer, oil pressure, water temperature and fuel gauges, are neatly grouped in front of the driver, as are the switches and other controls. The fly-off hand brake is ideally placed between the seats, and the short, remote-control lever for the four-speed gearbox comes easily to hand. Luxury fittings include full carpeting on the floor and transmission tunnel, integral folding hood, wind-up door windows, and adjustable quarter-lights, exterior door locks, and handles. Amongst the safety features are the recessed interior door handles, with anti-burst locks, full-width crash-roll across the fascia, and a steering-wheel with greater strength and rigidity. 'Safety Fast' has real meaning in the M.G. Midget!

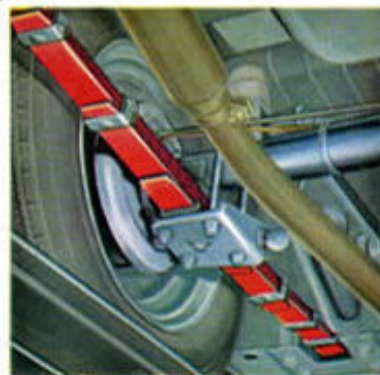
## Exhilarating to drive

A twist of the starter key and the powerful 1275-c.c. engine burbles into life. Ease the remote-control gear shift into first, touch the accelerator, and you'll know what real motoring is all about! On the road the M.G. Midget comes right up to expectations. It feels taut, highly responsive, perfectly balanced. It is so easily controlled that you quickly find yourself driving much more confidently, much more safely, than hitherto. The rack-and-pinion steering is absolutely accurate—the car goes precisely where you aim it. And the immediate response to the throttle and sparkling acceleration gets you past obstructions and back to your own side of the road in the twinkling of an eye. Gentle pressure on the brake pedal pulls you up smoothly and straight in an incredibly short distance, and she'll do it again and again and again without a trace of brake fade. There's no doubt at all that the Midget makes the most of your driving skill and brings pleasure back into motoring.



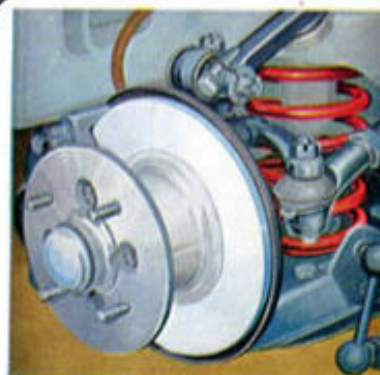
### ENGINE

Heart of the Midget Mk. III is the brilliant four-cylinder BMC 'A'-series engine. Of 1275 c.c. capacity, with push-rod-operated overhead valves and extra-rigid counterbalanced crankshaft, it develops an utterly reliable 65 b.h.p. at 6,000 r.p.m. with a maximum torque of 72 lb. ft. at 3,000 r.p.m. Twin S.U. semi-downdraught carburettors ensure instant response from the engine, and help it to attain the highest efficiency without waste of fuel. This superb power unit has a whole string of competition successes behind it, and has been particularly outstanding in events requiring stamina as well as performance.



### SUSPENSION

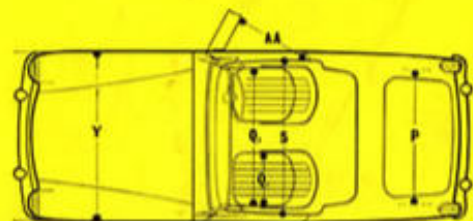
The M.G. Midget has semi-elliptic rear springs for better cornering, and greatly improved ride comfort through absorbing road shocks more effectively. Lever-type shock absorbers reduce sway and pitch. The independent front suspension consists of wishbones, coil springs, and hydraulic shock absorbers.



### BRAKES

Like all thoroughbred performance cars the M.G. Midget has great stopping-power. 8½ inch (0.21 m.) diameter self-adjusting discs at the front and 7 inch (0.18 m.) diameter drums at the rear, with smooth hydraulic action, provide powerful, progressive retardation at the mere touch of your foot.

## DIMENSIONS



		English	Metric
Front seat head room	A	35½ in.	90 cm.
Front seat cushion depth	C	19 in.	48 cm.
Front seat squab height above cushion	E	19 in.	48 cm.
Front seat cushion height above floor	G	8½ in.	22 cm.
Steering-wheel to squab—max.	J	17½ in.	44 cm.
Steering-wheel to squab—min.	J	13½ in.	35 cm.
Steering-wheel to cushion	K	5 in.	13 cm.
Front seat leg reach—max.	L	44½ in.	113 cm.
Front seat leg reach—min.	L	41 in.	104 cm.
Luggage boot height	N	15½ in.	40 cm.
Luggage boot depth	O	27½ in.	70 cm.
Luggage boot width	P	42 in.	107 cm.
Front seat cushion width—individual	Q1	17 in.	43 cm.
Front seat cushion—overall width	Q2	44½ in.	112 cm.
Width between front doors—max.	S	48½ in.	123 cm.
Wheelbase	W	80 in.	203 cm.
Overall height (hood up)	X	48½ in.	124 cm.
Overall width	Y	54½ in.	140 cm.
Overall length with over-riders	Z	137½ in.	350 cm.
Front door entry width	AA	26 in.	66 cm.
Ground clearance		5 in.	12.7 cm.
Approx. weight		1,512 lb.	686 kg.

## SPECIFICATION

**ENGINE:** Four cylinders, overhead valves; bore 2.781 in. (70.63 mm.); stroke 3.2 in. (81.33 mm.); cubic capacity 77.9 cu. in. (1275 c.c.); b.h.p. 65 at 6,000 r.p.m., maximum torque 72 lb. ft. at 3,000 r.p.m.; compression ratio 8.8 : 1 (8 : 1 available if required).

**LUBRICATION:** Gear-type pump, driven by camshaft, forces filtered oil to all working parts; sump capacity 6 pints (3.41 litres) plus 1 pint (0.57 litre) for full-flow filter.

**COOLING:** Pressurized radiator with centrifugal pump and fan; circulation controlled by thermostat; approximate capacity 10 pints (5.7 litres).

**FUEL SYSTEM:** Twin S.U. type HS2 semi-downdraft carburettors, fitted with paper element type air cleaners; S.U. electric fuel pump; fuel capacity 6 gallons (27.28 litres).

**IGNITION:** Coil, and distributor with automatic and vacuum control.

### CHASSIS

**Clutch:** Diaphragm-spring type; 6½ in. (0.16 m.) diameter; hydraulically operated by pendent pedal.

**Gearbox:** Four speed, with baulk-ring synchromesh on second, third, and top speeds; ratios—first 3.2, second 1.916, third 1.357, top 1.00, reverse 4.120 : 1; remote-control gear lever centrally mounted on floor; oil capacity 2½ pints (1.33 litres).

**Propeller Shaft:** Open, with needle-roller-bearing universal joints; sliding splines in gearbox.

**Rear Axle:** Three-quarter-floating with hypoid bevel crown wheel and pinion; ratio 4.22 : 1, oil capacity 1½ pints (1 litre); overall gear ratios—first 13.5, second 8.08, third 5.72, top 4.22, reverse 17.39 : 1.

**Steering:** Rack and pinion; spring, three-spoke, 15½ in. (0.40 m.) diameter steering-wheel. Turning circle: left 32 ft. 1½ in. (9.79 m.), right 31 ft. 2½ in. (9.51 m.), 2½ turns lock-to-lock. Track: front 3 ft. 10½ in. (1.18 m.), rear 3 ft. 8½ in. (1.14 m.).

**Suspension:** Front—Independent with coil springs and wishbones; rear—semi-elliptic leaf springs. Hydraulic shock absorbers front and rear.

**Brakes:** Four-wheel hydraulic, operated by pendent pedal. Pull-up hand brake lever operates on rear wheels through compensator. Dimensions: front 8½ in. (209 mm.) diameter disc; rear 7 in. × 1½ in. (178 mm. × 31.8 mm.) drum.

**Wheels and Tyres:** Pressed-steel, ventilated disc-type wheels with four-stud fixing; 5.20—13 four-ply Dunlop tubeless tyres.

*The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The British Motor Corporation Limited.*

### THE M.G. CAR COMPANY LTD.

Proprietors: MORRIS MOTORS LIMITED

(Sales Division)

Box 41 G.P.O., LONGBRIDGE, BIRMINGHAM

Overseas Business:

**BMC EXPORT SALES LIMITED**  
LONGBRIDGE, BIRMINGHAM, ENGLAND

**ELECTRICAL:** 12-volt generator and starter motors; 43-amp.-hr. capacity battery at 20-hour rate; double-dipping headlamps with sealed-beam light units and foot-operated dip switch; sidelamps combined with front amber flashers; twin stop/tail lamps, red reflectors and amber flashers combined in one unit; rear number-plate lamp with twin bulbs; warning lamps to indicate flashers working, generator not charging, headlamps high-beam position, dirty oil filter; twin windscreen wipers; single horn; combined ignition and starting switch; self-cancelling flasher switch on steering-column.

**INSTRUMENTS:** Speedometer with trip and total mileage recorder, fuel gauge; combined oil pressure and water temperature gauges; electric tachometer.

**BODYWORK:** Two-door, two-seater sports car of all-steel mono-construction. Rear hinged bonnet with lock controlled from inside car. Luggage compartment has lockable lid. Curved, toughened glass windscreen in polished aluminium frame; wind-down door windows with hinged ventilators. Interior trim in vinyl-coated fabric, with fitted carpet in rear compartment. Both seats adjustable fore and aft, having foam-rubber cushions with rubberized-hair squabs. In-built fittings for seat belts. Floor covered with carpet. Each door is fitted with a recessed internal release lever and has external push-button handles and locks. Spare wheel secured horizontally in luggage compartment. Integral vinyl-coated fabric hood with cover. Interior rear-view mirror adjustable up and down on centre screen rod. Front and rear bumpers and over-riders. Windscreen washer.

**OPTIONAL EXTRAS:** Fresh-air heater; tonneau cover; wire wheels; anti-roll bar; headlamp flasher; oil cooler; laminated windscreen.

**EXPORT AVAILABILITY:** To satisfy world market requirements certain variations from the specification detailed in this brochure are available for all Export models. The following items are therefore available at no extra charge: right- or left-hand steering; m.p.h. or km.p.h. speedometer; laminated windscreen; headlamp and flasher equipment to suit any overseas territory; engine with 8 : 1 compression ratio.

**Optional equipment at extra cost is as follows:** radio; heater and demisters; fresh-air unit; tonneau cover; anti-roll bar; locking fuel filler cap; cigar lighter; wing-mounted mirror; wheel trims; Whitewall, heavy-duty or Dunlop SP tyres; twin horns; oil cooler; headlamp flasher; luggage carrier; wire wheels.

