



M.G. 1 1/2 LITRE SALOON

ALPINE RALLY:
"TD" Midgets came first and second in their class and won the Foreign Team Trophy.



Now proved the best **MG** *Midget yet produced!*



PRODUCTION CARRACE, 1950.
"TD" Midgets came second, third and fourth in their class.



M.G. "TD" MIDGET

the manufacturer's wise and wary building policy is noticeable. These cars fill a definite need in a well-defined market; they are in the same tradition as Riley, although in a lower price bracket. They have been proved over the years and have earned the highest honours on road and track in competition with the cream of the world's automobiles. Recent confirmation of their continued leadership came with the results of this year's International Alpine Rally, where three M.G. Midgets gained a team prize, eight out of thirteen entered finished this, one of motordom's most arduous trials, and individual entries appeared high in the final results, both in their class (which they won) and in the general classification against all comers.

Here, at Earls Court, can be seen the latest editions of this justly famed marque, the Series "TD" M.G. Midget—exactly similar to the Alpine Rally cars—and the speedy, traditional M.G. 1 1/2 litre saloon, which continues unaltered. Most readers will be familiar with the specification of the "TD," but for those not so well informed, it is a wider, faster, smoothed-out edition of its famous forbears. In addition, it now better meets the needs of fast touring in that, without impairing its stability—indeed, this quality is enhanced—it offers a more comfortable ride, due to independent front suspension. The result is comfort of an order not normally met in a sports car, plus the ability to corner faster in safety, improved road-holding and a new zest to an already thrilling ride. For those who take a pride in their car's appearance it will be found easier to clean and to keep clean—a not inconsiderable attribute in these hurried days.

The M.G. "TD" Midget is almost alone in its field, the qualification "almost" being largely a matter of modesty. It continues to represent a thoroughly British standard of quality in construction and performance. That the M.G. will go on upholding this standard and, in the makers' words, "Maintaining the Breed," is obvious both from the models seen at the Show and by the large body of enthusiasts for the make which, so far from declining, grows stronger with every year. In the North American continent, in Switzerland, in Australia, in Africa as in Britain, it is the supreme small sports car. So great is the demand in the U.S.A., where Distributors clamour for the whole of the factory's output, that we homebirds are lucky to get any at all! And when a hard-bitten American motoring correspondent raves, as one did recently, about its performance pitted against typical American juggernauts on their own roads, it is complete justification of their famous slogan—"Safety Fast."