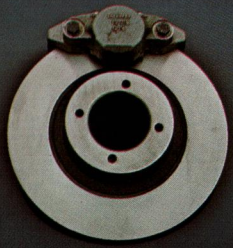


# MGB

The sports car America loved first.





Stop confidently with 10.75-inch front disc brakes.



The pattern on the new shift knob says it all—Four speed all synchromesh transmission.



Locking trunk with automatic lid support and interior courtesy light.



Headquarters for the action: Center console, reclining bucket seats and fresh air vents.



## MGB. Trim, taut and pure. Inheritor of the concept that made MG America's first name in sports cars

After the first hundred miles or so in an MGB, you'll start to get the feeling.

That singular feeling that the machine is part of you, and you are part of it.

The first hint will come as you head into a curve and automatically execute a crisp downshift.

Credit our four-speed, short-throw gearbox whose "feel" is sure and positive. Especially when the road begins to twist and the hills begin to undulate.

And on the expressway, you'll enjoy a sense of flexibility and control almost

forgotten in this age of automatics.

Add to these our direct rack-and-pinion steering, road-hugging suspension and front disc brakes, and you've got the makings of a love affair with the simple act of driving.

That's what MGB is all about.

Our long list of standard fittings includes bucket seats, alloy-spoke steering wheel, center console, dual side mirrors, carpeting, oil cooler, mag-style wheels, radial tires, three-blade windshield wipers and complete sports car instru-

mentation—including tachometer and trip odometer.

Plus, something you don't see much of these days. A convertible top—nature's own sweet answer to air conditioning.

The MGB is powered by a 1798 c.c. four that has been proven in over a quarter-million sports cars and in countless road races.

What's the latest chapter in MGB's road racing history? It's the reigning SCCA National Champion in E Production.



Mat-black grillework in a classic chromed surround adds a new note of elegance to the front design.



Interior: corded brushed nylon reclining bucket seats, complete instrumentation, lockable glove box and center console.



Optional AM or AM/FM solid-state radio available.



Occasional rear seat folds down for more luggage space.



## MGB/GT. Motor Trend calls it, "The most civilized MG ever built." We call it the genuine Grand Touring sports car.

Beneath the MGB/GT's solid exterior, hand workmanship and classic styling, dwells pure sports car.

You'll know it when the road gets narrower and the curves tighter. Or when you level off on the turnpike without the slightest hint of wander.

In handling, its extraordinary smooth-

ness and balance can be partly attributed to a weight distribution that's virtually 50-50 front and rear. An achievement some latter-day mid-engine cars have reason to envy.

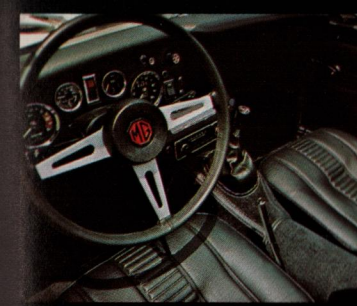
Inside you'll find semi-reclining bucket seats finished in rich ambla and brushed nylon, tinted glass and carpeting

so abundant it fills the dual-purpose rear compartment.

Plus all the standard equipment found on the MGB.

So if you yearn for the pleasure of sports motoring, but prefer an extra amount of creature comfort, see the MGB/GT.

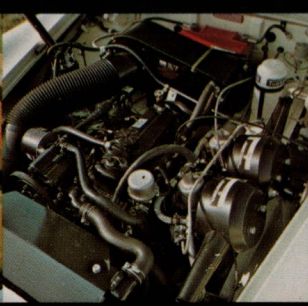
There's nothing else like it in its class.



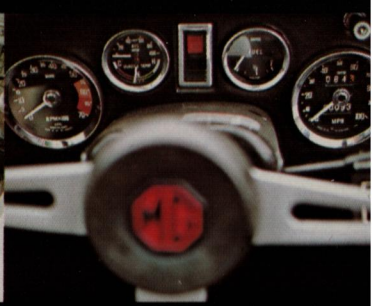
The new alloy spoke steering wheel links up to precise rack-and-pinion steering.



Room enough for a weekend of gear in the lockable trunk.



A proven champion, the Midget 1275 c.c. twin-carb engine.



Full instrumentation: tachometer, speedometer, fuel, oil pressure and water temperature gauges.



## MG Midget. A pure and agile sports car wrapped in a package you can afford.

The MG Midget comes from a long line of sports car greats.

Yet it fits neatly into the economy car bracket. Makes for a perfect combination if you've got an appetite for the sportin' life, but a budget for inflation.

The Midget offers everything that makes a car a sports car. Direct rack-

and-pinion steering, front disc brakes, four-speed, short-throw gearbox, race-seasoned suspension, radial-ply tires, complete instrumentation, bucket seats and a lively 1275 c.c. overhead valve engine.

There's plenty of room for you, your friend and enough gear to see you through a weekend.

Its favorite roads are curvaceous country lanes and twisting mountain pikes. Yet it has the stamina and stability to keep you out front on the busiest stretch of expressway.

Color it fun.

And call it the lowest priced sports car of all the proven winners now in national SCCA racing.

The classic MG-TC, the sports car that started it all.



When the first MG-TC arrived on these shores 25 years ago, the land was filled with sedans, coupes and "converts."

Aunt Mildred couldn't wait for a Hydra-matic.

No wonder the very sight of an MG stirred enough Americans to establish a new national pastime: sports motoring.

Clubs were started. Tracks were opened. And magazines were founded. In England, the American GI had discovered the pleasure of downshifting through a curve and the quick, responsive feel of a true sports car.

And he couldn't leave it behind.

He came driving home in an MG. And soon the demand for "Safety Fast" blossomed across the country.

The MG concept was a simple one: Build road-loving, sure-handling sports cars for the price of ordinary cars.

A concept we remain true to today.

# Vital statistics for the technical minded.

## MGB SPECIFICATIONS

### ENGINE:

4-cylinder, in-line, overhead valve.  
5-bearing counter-balanced crankshaft.  
Exhaust and evaporative emission-control.  
Compression ratio: 8.0:1  
Bore: 3.16 in.  
Stroke: 3.5 in.  
Displacement: 1798 c.c. (109.8 cu. in.)  
Horsepower (SAE): 78.5 b.h.p. @ 5,350 r.p.m.  
Torque (SAE): 94 lb./ft. @ 3,000 r.p.m.  
Carburetion: Twin 1.5 in. S.U. HIF 4 semi-downdraft.  
Fuel Pump: High-pressure S.U. electric.  
Fuel Tank Capacity: 14 gallons.

### TRANSMISSION:

Four-speed all synchromesh with optional electrically controlled overdrive for third and fourth gears.  
Clutch: Diaphragm type Borg & Beck 8 in. with hydraulic actuation.

Rear Axle: Three-quarter floating with hypoid final reduction gears.  
Ratio: 3.909:1.

### Overall gear ratios:

	Standard	Overdrive
Reverse	12.99:1	---
First	13.46:1	---
Second	8.47:1	---
Third	5.40:1	4.43:1
Fourth	3.91:1	3.20:1

### STEERING:

Direct rack and pinion.  
Steering Wheel: 15.5 in. diameter alloy spoke, bound rim.  
Turns—lock to lock: 2.93  
Energy-absorbing steering column.

### SUSPENSION:

Front: Independent, coil springs and wishbone-type links with hydraulic shock absorbers and anti-roll bar.  
Rear: Semi-elliptic springs with hydraulic shock absorbers.

### BRAKES:

Dual hydraulic braking systems.  
Front: 10.75 in. diameter disc brakes.  
Rear: 10 in. diameter drum brakes.

### ROAD WHEELS:

Rostyle wheels, 14 in. diameter, fitted with 155 x 14 radial-ply tires.

### PERFORMANCE DATA:

Maximum Speed: 102.9 m.p.h.  
Acceleration: 0-60 m.p.h.—13.7 sec.  
Standing quarter-mile: 19.0 sec.  
Road Speed at 1,000 r.p.m. in top gear: Standard gearbox: 18 m.p.h. Overdrive gearbox: 22 m.p.h.

### ELECTRICAL:

Negative ground, 12-volt system.  
Twin 6-volt batteries mounted in balanced position. 60 amp./hr. Alternator with solid-state regulator.  
Electric 3-blade windshield wiper system, 2-speed.

Electric windshield washers.

Twin backup lights.  
Twin windtone horns controlled in center steering wheel.  
Emergency flashing warning lights.  
Heater/defroster with high-speed blower\* and face level fresh-air ventilation.  
\*Except Hawaii and Puerto Rico.

### INSTRUMENTS:

Speedometer with trip odometer.  
Electric tachometer.  
Oil pressure, water temperature, and fuel gauges.  
Ignition, brake pressure, and high beam warning lights.  
Map reading/side door-operated courtesy light.

Manual choke.  
All instruments and switches set in no-glare, padded dash.  
Rheostat-type panel light switch.

### BODY:

Steel mono-construction.  
Locking trunk with automatic lid support.  
Automatic trunk light.  
Curved laminated windshield.  
Full positive anti-burst door latches.  
Roll-up windows and hinged front vents.  
Waterproof, folding top.  
Mirrors: exterior adjustable; interior adjustable day-night type.  
Lighted side markers front and rear.  
Rubber insert bumper overriders front and rear.

### INTERIOR:

Padded sunvisors.  
Reclining washable ambla bucket seats with adjustable head restraints.  
Safety 3-point seat belts.  
Center console.  
Cigarette lighter and ashtray.  
Map pocket.  
Lockable glove box.  
Fitted carpeting with rubber floor mats.  
Sill kick plates.  
Gearshift gaiter.

### OPTIONAL EQUIPMENT AND ACCESSORIES:

Whitewall radial-ply tires.  
Dunlop 60-spoke center-lock wire wheels.  
Wheel trim rims.  
Overdrive.  
Removable hardtop.  
Tonneau cover.  
Solid-state AM or AM/FM radio.  
Electric clock.  
Luggage rack (ski adapters available).  
Chrome plated grille guard.  
Striping Kit.  
Wood gearshift knob, rubber floor mats, and a full range of other sports car accessories.  
Optional Racing Equipment: a full line of approved competition parts.

THE MGB CONFORMS TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT ITS DATE OF MANUFACTURE.

**SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.**

## MGB/GT SPECIFICATIONS

### ENGINE:

4-cylinder, in-line, overhead valve.  
5-bearing counter-balanced crankshaft.  
Exhaust and evaporative emission-control.  
Compression ratio: 8.0:1  
Bore: 3.16 in.  
Stroke: 3.5 in.  
Displacement: 1798 c.c. (109.8 cu. in.)  
Horsepower (SAE): 78.5 b.h.p. @ 5,350 r.p.m.  
Torque (SAE): 94 lb./ft. @ 3,000 r.p.m.  
Carburetion: Twin 1.5 in. S.U. HIF 4 semi-downdraft.  
Fuel Pump: High-pressure S.U. electric.  
Fuel Tank Capacity: 14 gallons.

### TRANSMISSION:

Four-speed all synchromesh with optional electrically controlled overdrive for third and fourth gears.  
Clutch: Diaphragm type Borg & Beck 8 in. with hydraulic actuation.

Rear Axle: Three-quarter floating with hypoid final reduction gears.  
Ratio: 3.909:1.

### Overall gear ratios:

	Standard	Overdrive
Reverse	12.99:1	---
First	13.46:1	---
Second	8.47:1	---
Third	5.40:1	4.43:1
Fourth	3.91:1	3.20:1

### STEERING:

Direct rack and pinion.  
Steering Wheel: 15.5 in. diameter alloy spoke, bound rim.  
Turns—lock to lock: 2.93  
Energy-absorbing steering column.

### SUSPENSION:

Front: Independent, coil springs and wishbone-type links with hydraulic shock absorbers and anti-roll bar.  
Rear: Semi-elliptic springs with hydraulic shock absorbers.

### BRAKES:

Dual hydraulic braking systems.  
Front: 10.75 in. diameter disc brakes.  
Rear: 10 in. diameter drum brakes.

### ROAD WHEELS:

Rostyle wheels, 14 in. diameter, fitted with 165 x 14 radial-ply tires.

### PERFORMANCE DATA:

Maximum Speed: 100 m.p.h.  
Acceleration: 0-60 m.p.h.—14.65 sec.  
Standing quarter-mile: 19.2 sec.  
Road Speed at 1,000 r.p.m. in top gear: Standard gearbox: 18 m.p.h. Overdrive gearbox: 22 m.p.h.

### ELECTRICAL:

Negative ground, 12-volt system.  
Twin 6-volt batteries mounted in balanced position. 60 amp./hr. Alternator with solid-state regulator.

Electric windshield wipers, 2-speed.

Electric windshield washers.  
Twin backup lights.  
Emergency flashing warning lights.  
Heater/defroster with high-speed blower\* and face level fresh-air ventilation.  
Twin windtone horns controlled in center steering wheel.  
\*Except Hawaii and Puerto Rico.

### INSTRUMENTS:

Speedometer with trip odometer.  
Electric tachometer.  
Oil pressure, water temperature, and fuel gauges.  
Ignition, brake pressure, and high beam warning lights.  
Rear door operated interior roof light.  
Map reading/side door-operated courtesy light.

Manual choke.  
All instruments and switches set in no-glare, padded dash.  
Rheostat-type panel light switch.

### BODY:

Steel mono-construction.  
Large counter-balanced locking rear door.  
Curved laminated windshield.  
Full positive anti-burst door latches.  
Roll-up windows and hinged front vents.  
Hinged rear side windows.  
Tinted glass all around.  
Mirrors: exterior adjustable; interior adjustable day-night type.  
Lighted side markers front and rear.  
Rubber insert bumper overriders front and rear.

### INTERIOR:

Padded sunvisors.  
Reclining bucket seats with full-width corded brushed nylon faces; adjustable head restraints.  
Safety 3-point seat belts.  
Center console.  
Cigarette lighter and ashtray.  
Map pocket.  
Lockable glove box.  
Fitted carpeting with rubber floor mats.  
Rear carpeted luggage area.  
Occasional rear seating; rear seat folds flat for additional luggage space.  
Sill kick plates.  
Gearshift gaiter.

### OPTIONAL EQUIPMENT AND ACCESSORIES:

Whitewall radial-ply tires.  
Dunlop 60-spoke center-lock wire wheels.  
Wheel trim rims.  
Overdrive.  
Electrically heated rear window.  
Solid-state AM or AM/FM radio.  
Electric clock.  
Luggage rack (ski adapters available).  
Chrome-plated grille guard.  
Wood gearshift knob, rubber floor mats, and a full range of other sports car accessories.  
Optional Racing Equipment: a full line of approved competition parts.

THE MGB/GT CONFORMS TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT ITS DATE OF MANUFACTURE.

**SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.**

## MG MIDGET SPECIFICATIONS

### ENGINE:

4-cylinder, in-line, overhead valve.  
3-bearing counter-balanced crankshaft.  
Exhaust and evaporative emission-control.  
Compression ratio: 8.0:1  
Bore: 2.78 in.  
Stroke: 3.2 in.  
Displacement: 1275 c.c. (77.9 cu. in.)  
Horsepower (SAE): 54.5 b.h.p. @ 5,500 r.p.m.  
Torque (SAE): 67 lb./ft. @ 3,250 r.p.m.  
Carburetion: Twin 1.25 in. S.U. semi-downdraft.  
Fuel Pump: High-pressure S.U. electric.  
Fuel Tank Capacity: 7.5 gallons.

### TRANSMISSION:

Close-ratio, four-speed with synchromesh on second, third, and fourth gears.  
Clutch: Diaphragm type, 6.5 in. diameter, hydraulically operated.

Rear Axle: Three-quarter floating, hypoid final reduction gears.  
Ratio: 3.9:1

### Overall gear ratios:

Reverse	16.1:1
First	12.5:1
Second	7.5:1
Third	5.3:1
Fourth	3.9:1

### STEERING:

Direct rack and pinion.  
Steering Wheel: 15.5 in. diameter alloy spoke, bound rim.  
Turns—lock to lock: 2.25  
Energy-absorbing steering column.

### SUSPENSION:

Front: Independent, coil springs and lever-type shock absorbers.  
Rear: Semi-elliptic springs with double acting lever-type shock absorbers.

### BRAKES:

Dual hydraulic braking systems.  
Front: 8.25 in. diameter disc brakes.  
Rear: 7 in. diameter drum brakes.

### ROAD WHEELS:

Rostyle wheels, 13 in. diameter, fitted with 145 x 13 radial-ply tires.

### PERFORMANCE DATA:

Maximum Speed: 90 m.p.h.  
Acceleration: 0-60 m.p.h.—16.5 sec.  
Standing quarter mile: 20.3 sec.  
Road Speed at 1,000 r.p.m. in top gear: 16.7 m.p.h.

### ELECTRICAL:

Negative ground, 12-volt system.  
Battery: 40 amp./hr.  
Alternator with solid-state regulator.  
Electric 3-blade windshield wiper system, 2-speed.  
Electric windshield washers.

Twin backup lights.  
Twin windtone horns controlled in center steering wheel.  
Emergency flashing warning lights.  
Heater/defroster with high-speed blower\*, and fresh-air ventilation.  
\*Except Hawaii and Puerto Rico.

### INSTRUMENTS:

Speedometer with trip odometer.  
Electric tachometer.  
Oil pressure, water temperature, and fuel gauges.  
Ignition, brake pressure, and high beam warning lights.  
Manual choke.  
All instruments and switches set in no-glare, padded dash.  
Door-operated courtesy light.

### BODY:

Steel mono-construction.  
Interior hood release and automatic hood support.  
Locking trunk with automatic lid support.  
Automatic trunk light.  
Curved laminated windshield.  
Full positive anti-burst door latches.  
Roll-up windows and hinged front vents.  
Waterproof folding top.  
Mirrors: exterior adjustable; interior adjustable day-night type.  
Lighted side markers front and rear.  
Rubber insert bumper overriders front and rear.

### INTERIOR:

Padded sunvisors.  
Reclining washable ambla bucket seats with adjustable head restraints.  
Safety 3-point seat belts.  
Cigarette lighter and ash tray.  
Lockable glove box.  
Fitted carpeting with rubber floor mats.  
Gearshift gaiter.

### OPTIONAL EQUIPMENT AND ACCESSORIES:

Whitewall radial-ply tires.  
Dunlop 60-spoke center-lock wire wheels.  
Wheel trim rims.  
Removable hardtop.  
Tonneau cover.  
Anti-roll bar.  
Oil cooler.  
Solid-state AM radio.  
Center console.  
Electric clock.  
Luggage rack (ski adapters available).  
Grille guard and rear bumper guard.  
Wood gearshift knob, rubber floor mats, and a full range of other sports car accessories.  
Optional Racing Equipment: a full line of approved competition parts.

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