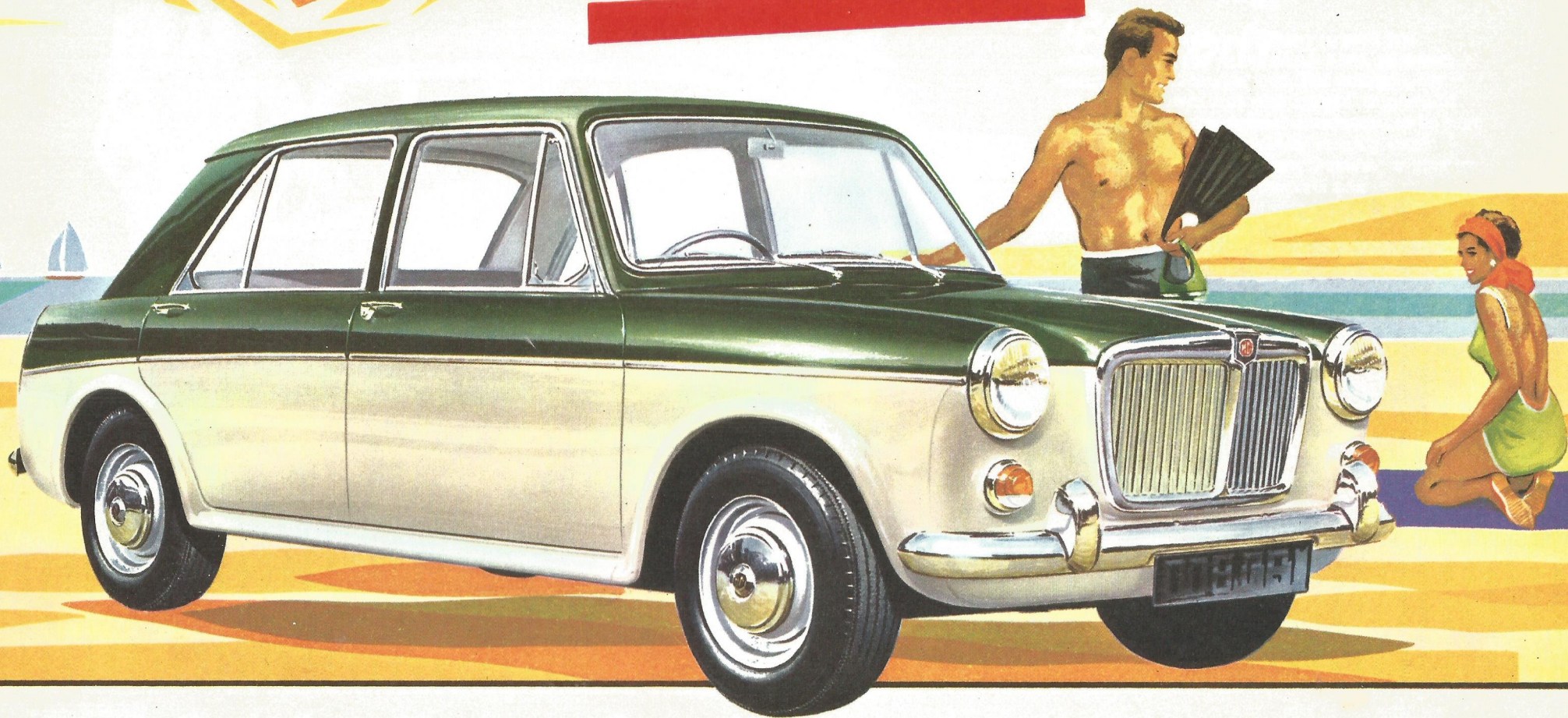




MG-1100

Safety fast!



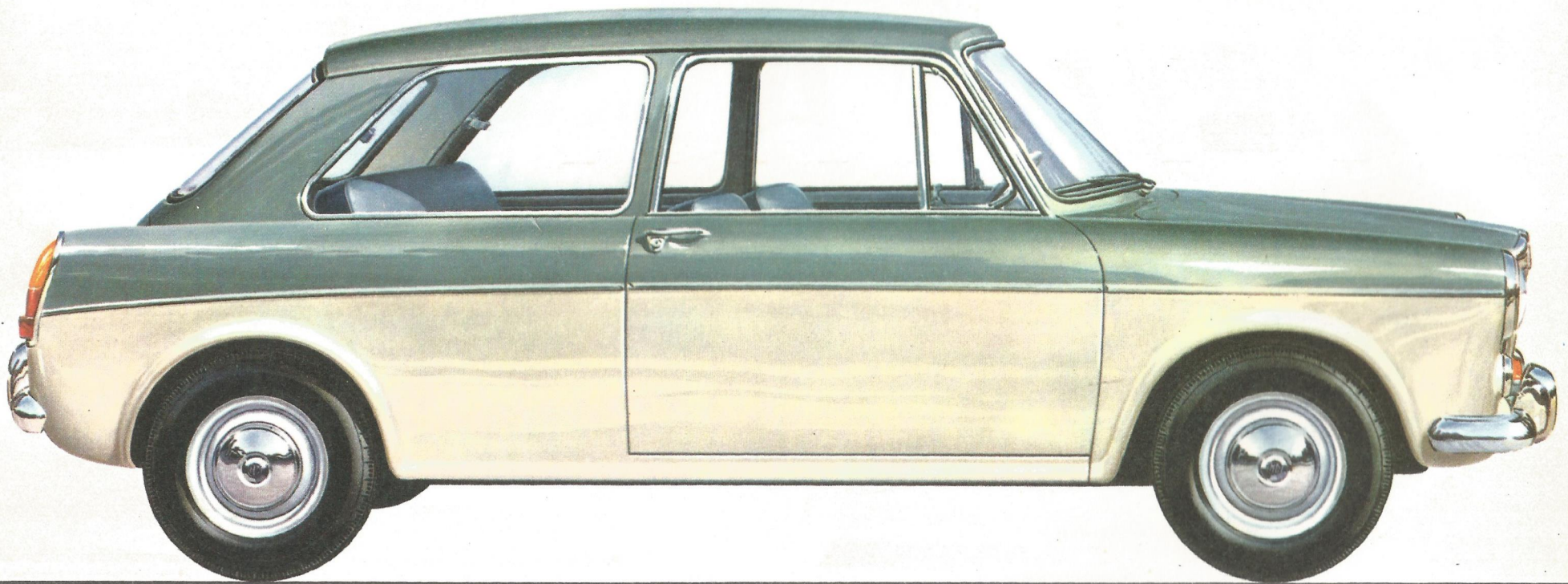
AUTO-HESSEL
BONN
Verkauf: Berliner Freiheit 28
Werkstatt: Römerstr. 197-201
Tel. 576 26

The M.G. 1100 utilises the most advanced engineering technique to pack high performance, comfort, safety and spaciousness into a stylish car of compact dimensions.

MG 1100

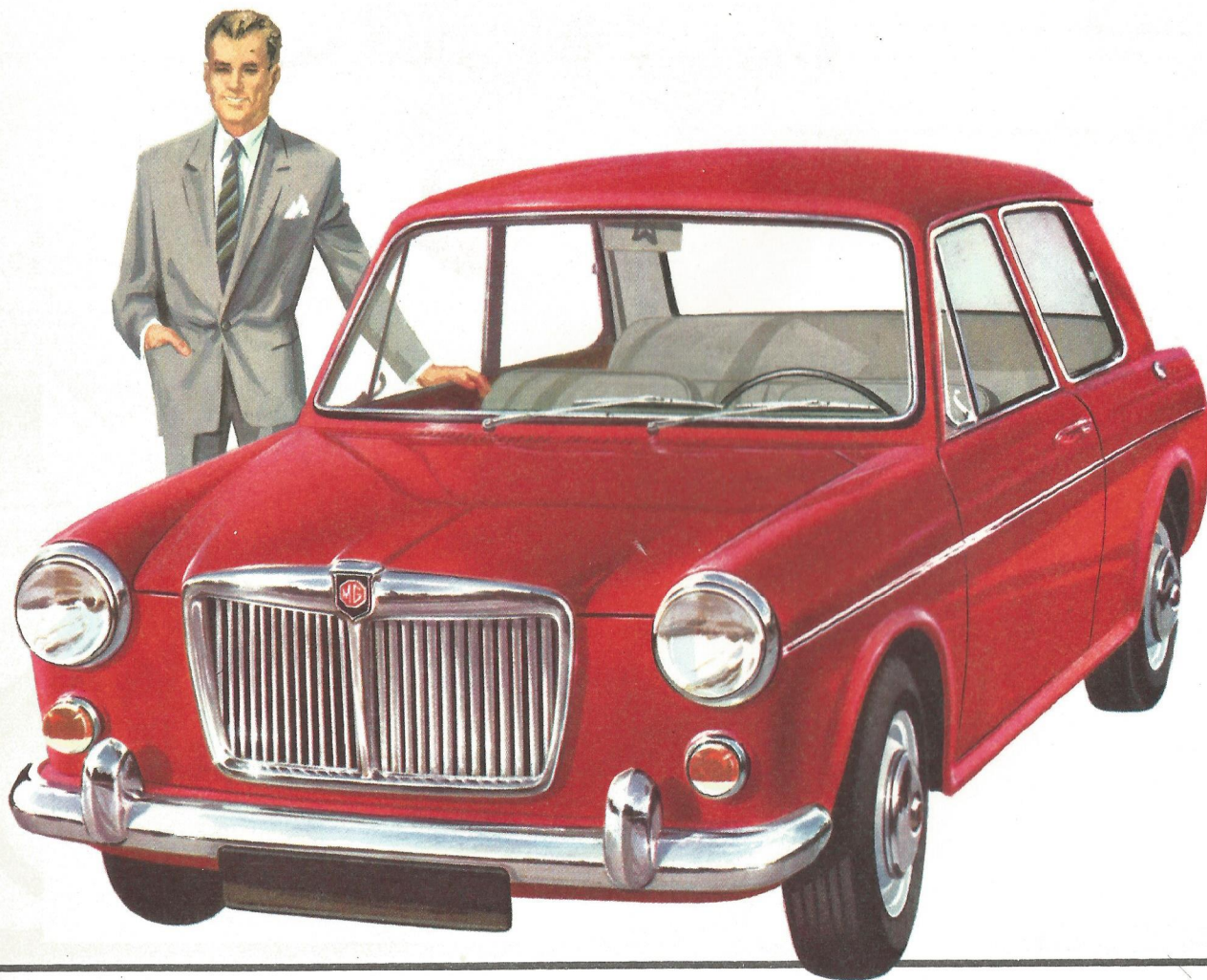
The most advanced small car in the world!

The latest concept of Alec Issigonis with the elegant line of Pininfarina.



By combining the finest creative work of engineers, suspension experts and stylists, the M.G. 1100 ably "maintains the breed" in the forefront of small car design. "Safety Fast" is combined with a new conception of ride comfort.





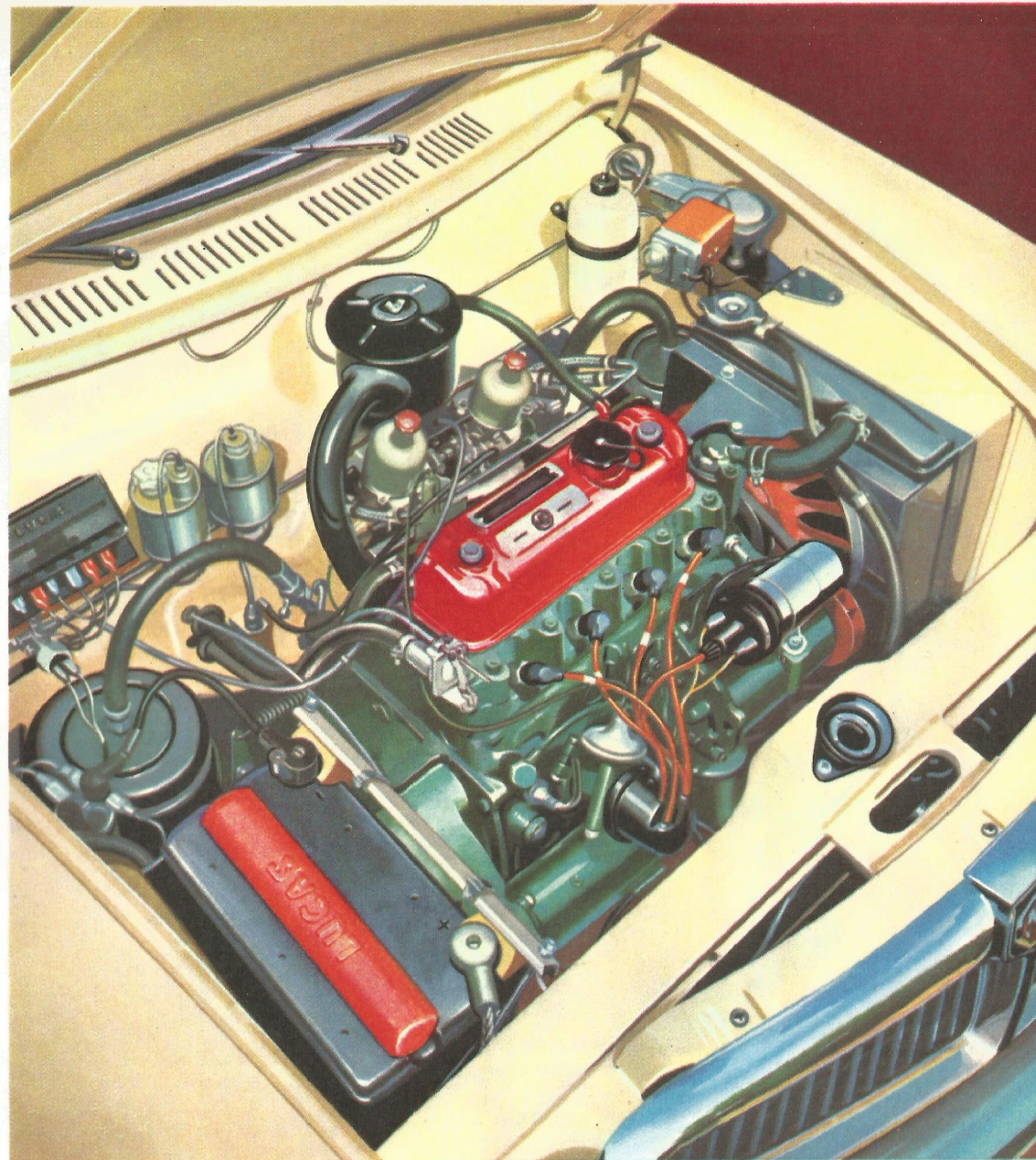
No car, least of all one so easy to park and economical to run as the M.G. 1100, possesses so many practical innovations. For example, the transverse power unit with integral engine and gearbox allows the exterior dimensions to be kept to a minimum whilst yielding much greater space for passenger comfort. Servicing is greatly simplified. There is no separate gear oil to replenish as the gearbox shares the same lubricant as the engine. The pressurized radiator (with expansion tank) is sealed, as are also the pre-lubricated suspension and steering joints. Add the revolutionary no-pitch Hydrolastic suspension, disc front brakes, rack-and-pinion steering, and the M.G. 1100 is second to none in modernity.



The M.G. tradition for sporting performance and superior craftsmanship is self evident in the M.G. 1100-it is unquestionably one of the finest and most versatile small saloon cars in the world.

When the bonnet is lifted, the ingenious arrangement of the power pack is apparent. By placing the combined engine and transmission unit across the car the weight is directly over the driven wheels, ensuring an effective grip on the most slippery roads and hills and, as the M.G. 1100 is pulled round corners by its front wheels, the highest degree of safety is achieved. The gearbox with synchromesh on second, third, and top gears, is controlled by a convenient centrally-placed floor gear-lever.

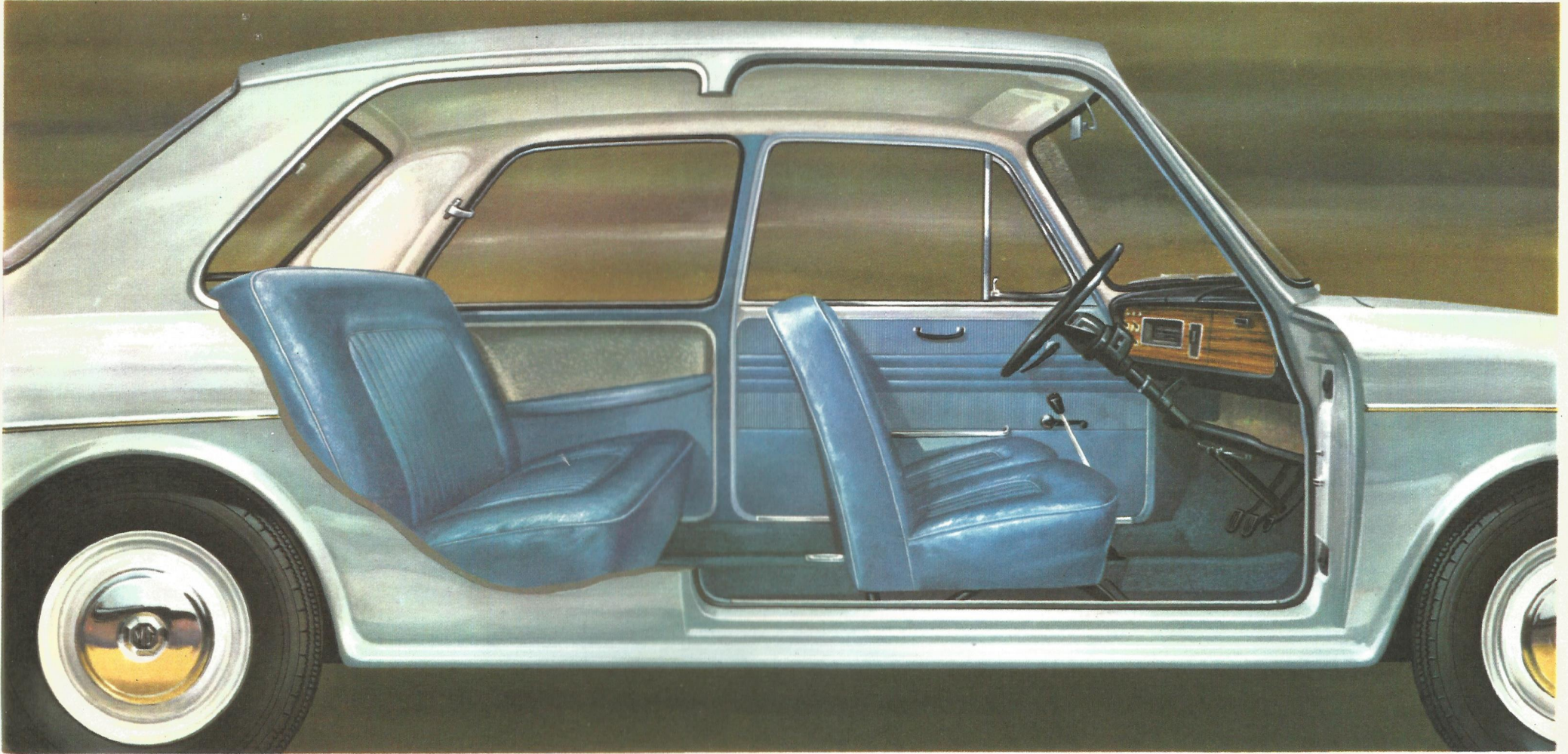
Cylinders	Four, transverse in line
Valves	Overhead
Bore	6.45 cm. (2.5 in.)
Stroke	8.37 cm. (3.29 in.)
Capacity	1098 c.c. (67 cu. in.)
B.h.p.	55 at 5,500 r.p.m.
Maximum Torque	61 lb. ft. at 2,750 r.p.m.
Compression Ratio	8.9 : 1 or 8.1 : 1 (optional)



The tried and trusty M.G. power unit is small enough to give economy of fuel, but fitted with twin carburettors for high performance—it is dramatic in acceleration and smoothly and superbly efficient for sustained “motorway” cruising.

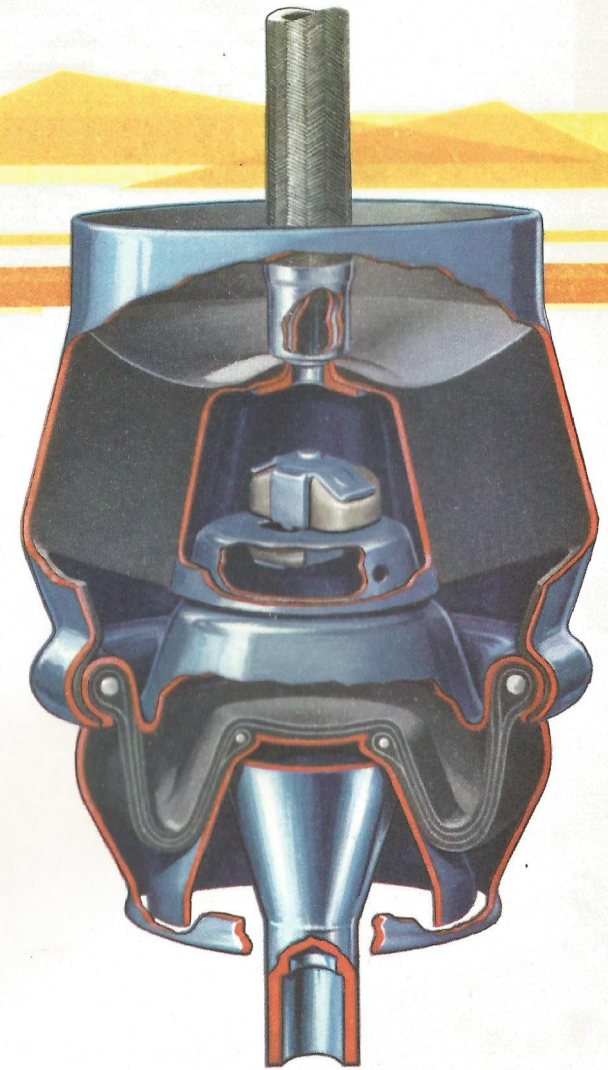
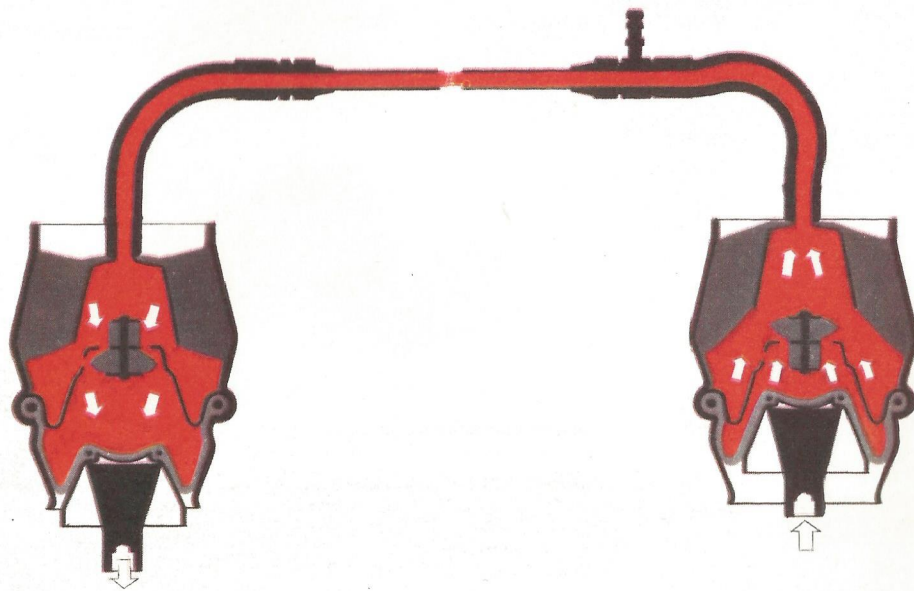


When the M.G. 1100 has been admired from the outside for its compact design, it comes as a revelation to open the doors and see for yourself the unusual passenger accommodation which is equivalent to that of a much larger car. The transversely mounted engine eliminates the normal transmission units which intrude into an ordinary car. This arrangement makes a low floor and a very low centre of gravity possible. Notice the rigid pockets in the front doors for storage of maps, torches, and all the travel impedimenta; also, the deep shelf under the instrument panel and the useful shelf beneath the wide rear window, as well as the glove locker.



The interior of the M.G. 1100 is singularly roomy - you forget the car's compact external dimensions as you open the wide doors, sample the deeply-upholstered seats and stretch your legs in big-car luxury.

Hydrolastic suspension is one of the most revolutionary engineering features of the M.G. 1100. It is an entirely new system, which uses a water-based, anti-freeze fluid to apply the dynamic force to the rubber spring units on which each wheel is carried. This fluid provides the necessary damping medium to the suspension—eliminating conventional shock-absorbers altogether. The fluid is inter-connected, by pipes, to the front and rear suspension units on the same side of the car. This inter-connecting enables the back wheels to anticipate the action of the front wheels, ensuring a smooth, pitch-free ride for those who motor in the M.G. 1100. This can best be understood by a glance at the illustrations below and on page 8.



B.M.C. is the only car manufacturer in the world to fit the fantastic Hydrolastic[®] rubber-fluid, all-independent springing. This unique Hydrolastic suspension system irons out bad roads and keeps the M.G. on the level.

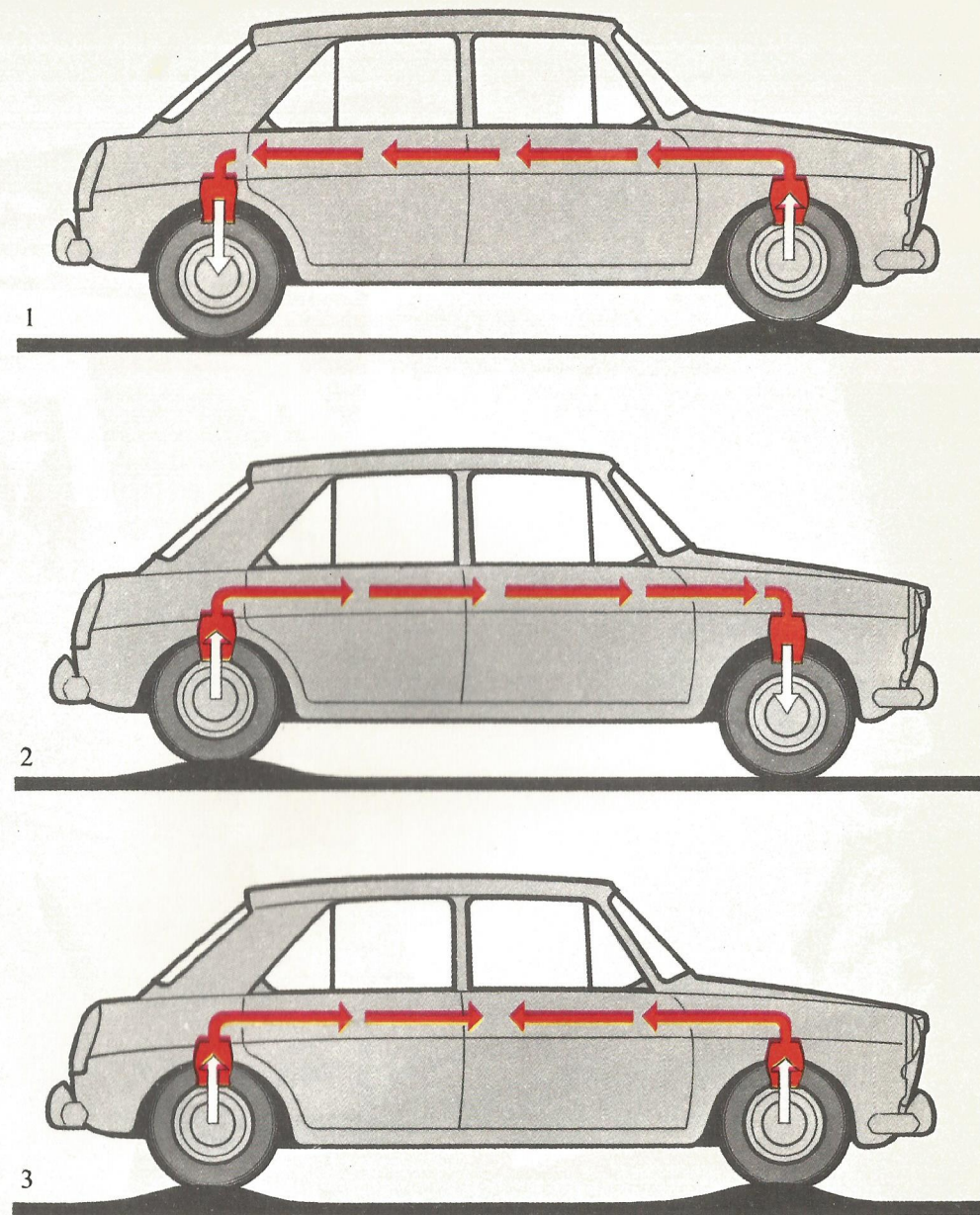
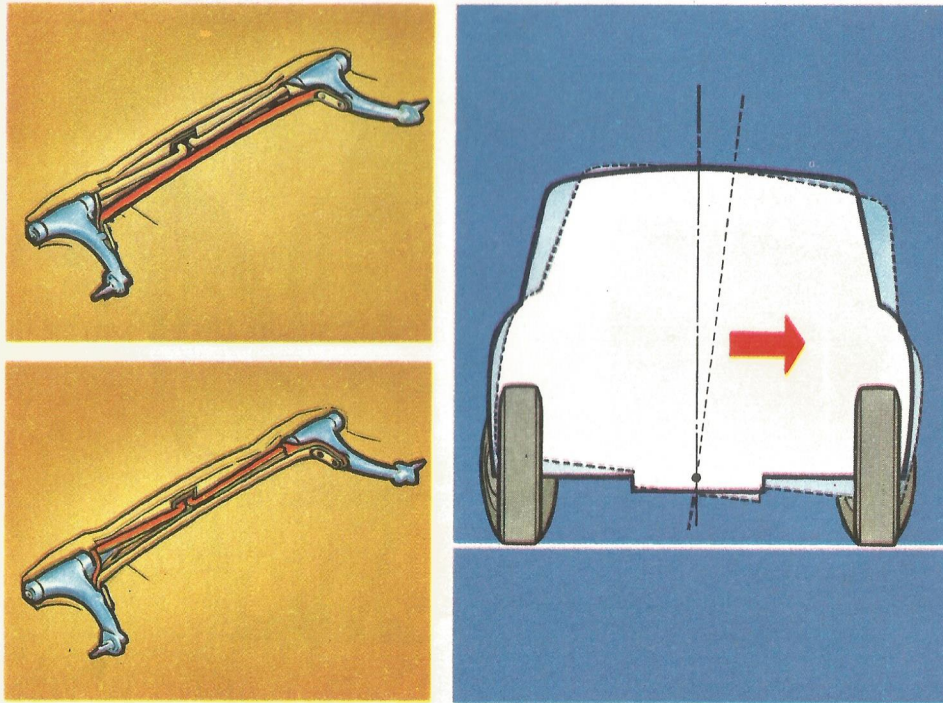




Road holding reaches "a new high" in this addition to the race and rally-bred M.G. marque. Supreme passenger comfort has been achieved without sacrificing any of the sporting attributes for which M.G. are world renowned.

Hydrostatic pitch-free suspension can best be described as putting a fluid cushion and rubber insulation between the car, with its passengers, and road conditions and providing independent movement on all four wheels. It gives a new conception of riding comfort over the worst roads. The system is remarkably simple and the suspension is hermetically sealed during assembly of the car and requires no further maintenance. This Hydrostatic suspension system solves the problem of how to obtain a pitch-free ride in a car of modest overall dimensions and a relatively short wheel-base. Anti-pitch and anti-roll bars, which are combined with this system, ensure excellent road-holding qualities, maximum safety, and minimum roll on corners.

1. Tail rises in response to upward motion of front wheels = no pitch.
2. Nose rises in response to upward motion of rear wheels = no pitch.
3. Suspension stiffens in response to upward motion of front and rear wheels = controlled vertical bounce.



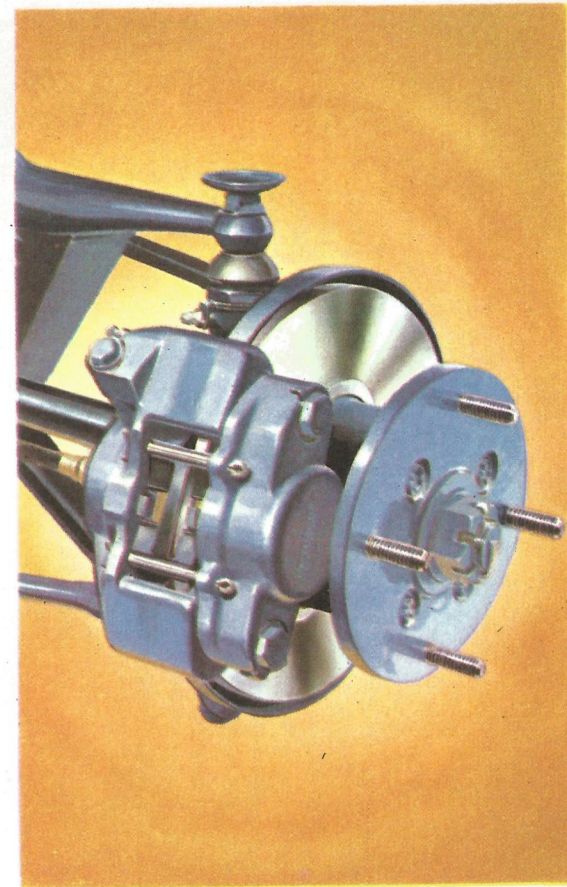
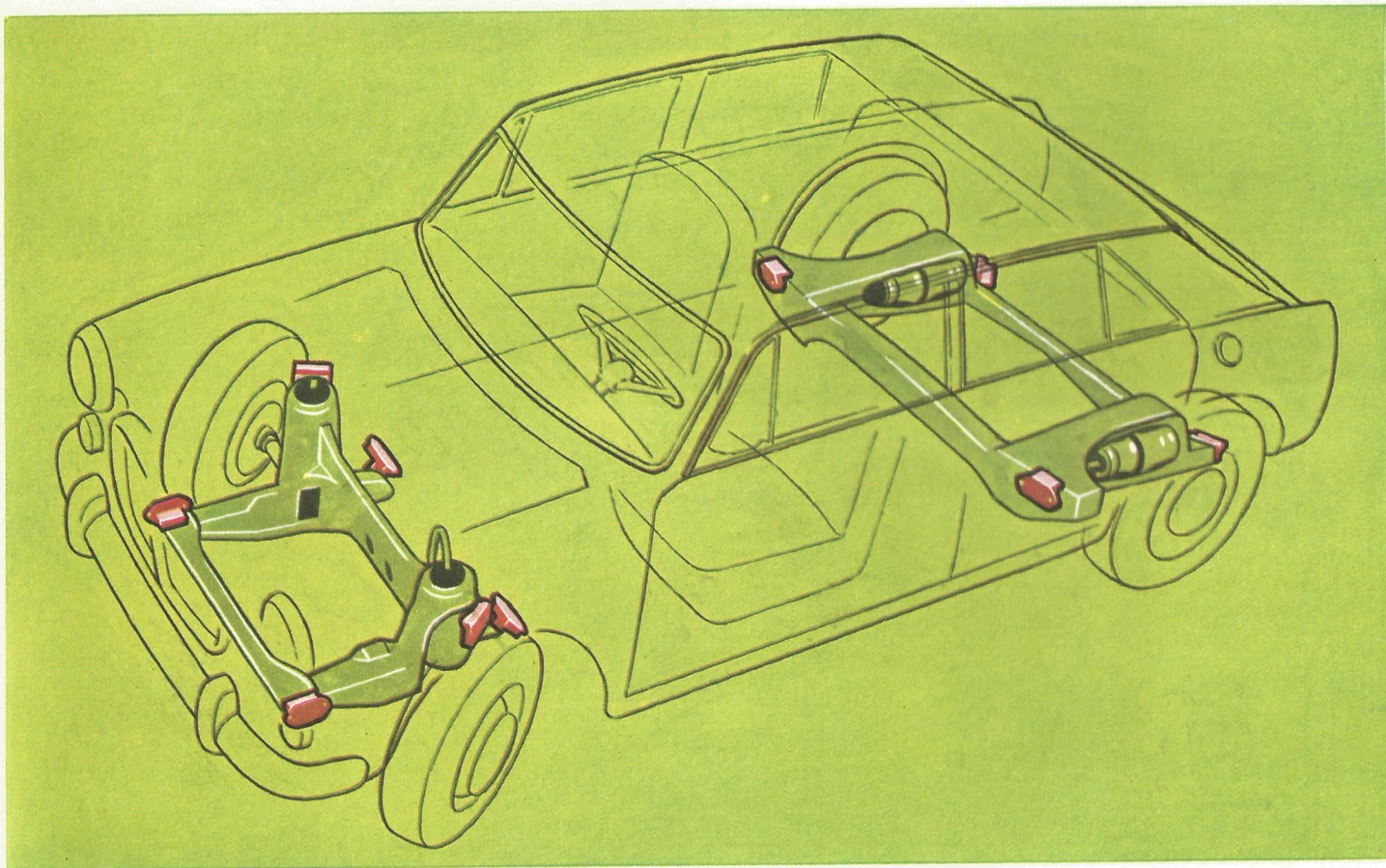
Reduces pitch and roll. Front and rear wheels on each side are interconnected by fluid. If the front wheel goes up, the rear end of the car automatically adjusts to the same height. The system is supplemented by anti-roll and anti-pitch bars.



Still another unique feature of the M.G. 1100 is the use of rubber insulated sub-frames at both front and rear of the car. This reduces road noise and, with other sound insulation features, virtually eliminates driving fatigue even on the longest run.

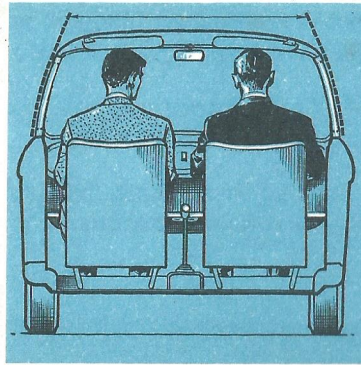
Greasing has been reduced to a point where maintenance is negligible. A low oil pressure warning light is incorporated in the lubrication system of the engine which tells the driver when the main oil filter element needs replacing.

The 1100 is above all an M.G., with all that the name implies: firm road-holding, stable cornering, high performance, outstanding braking. There are disc brakes on the front wheels to combat brake-fade under the severest conditions—the rack-and-pinion steering is quick and positive in action.

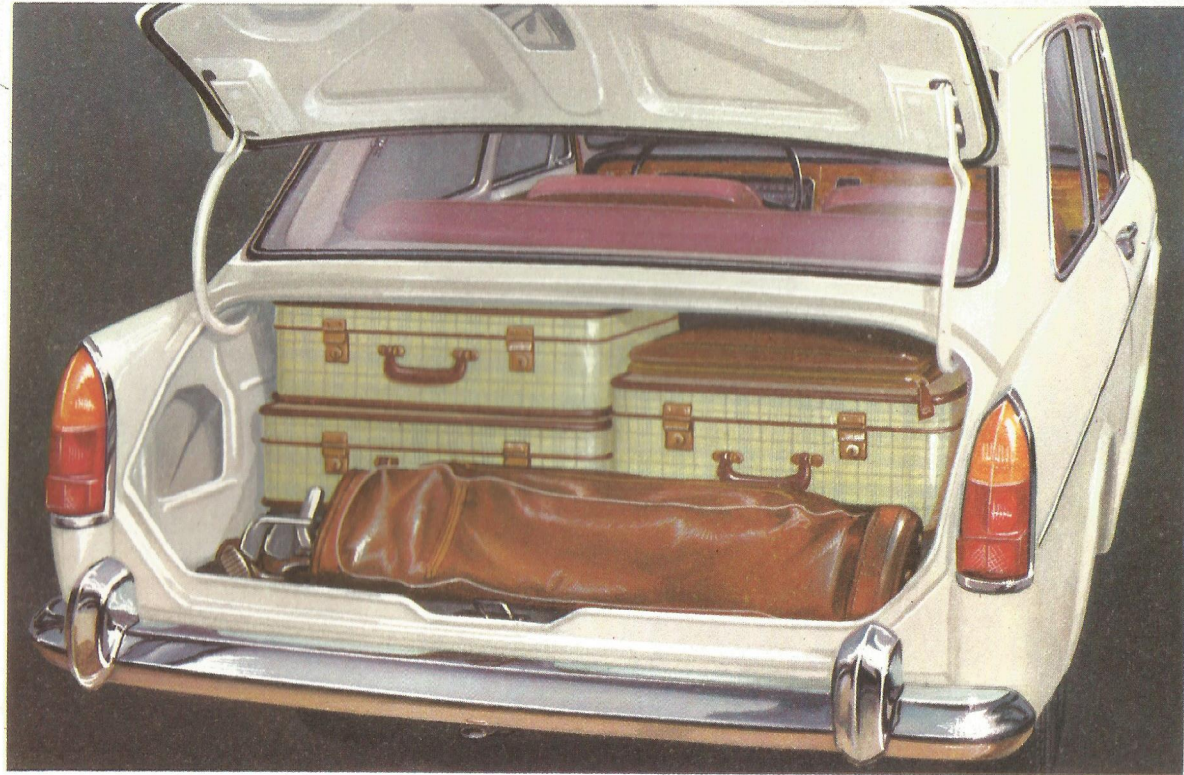


The Hydrolastic[®] suspension is revolutionary in design, superbly rugged in use and requires virtually no maintenance—the entire system, together with the rubber insulated sub-frame, gives superb qualities of handling and silent comfort.

In the M.G. 1100 curved side windows have been incorporated. Their virtue lies in providing still more shoulder room within the car without increasing external body width. This is yet another reason, in addition to the transverse engine mounting already described, for the incredulity you feel when you sit in the M.G. 1100 and marvel that there can be so much interior room and comfort in a car of this size.



This feeling of space does not only apply to the passengers. The body of this remarkable car makes possible a really large rear parcel shelf with useful under-seat stowage space as well; and, when you come to the boot, there is no less than $9\frac{1}{2}$ cu. ft. ($.27 \text{ m.}^3$) of usable space. Finally, a word on the windscreen. This is curved to provide a wide range of undistorted vision, while specially thin pillars allow maximum all-round visibility.



In the M.G. 1100 there is room and to spare for passengers and baggage, the generous interior (see page 5) is matched by the spacious boot which, by ingenious design, does not overhang.





Note the curved windows that provide the last inch of elbow-room inside the car as well as the big windscreen and rear window that give the best possible vision, whether driving or reversing.

The M.G. 1100 brings you the interior luxury associated with far more costly cars. Exceptionally clear instruments are tastefully and clearly grouped on a panel of natural wood veneer. The front seats are individually and easily adjustable, and, as with the rear seats, have polyether foam cushions on a sprung base of rubberized hair for maximum comfort. The floor is tastefully covered with thick carpeting. Even the ashtray is illuminated when in use. The bonnet locks from inside the car. Children's safety catches are fitted to all doors—and the front doors incorporate hinged ventilator panels.

This M.G. from the BRITISH Motor Corporation is a car that you must SEE AND TRY. You cannot appreciate what a revolutionary car the M.G. 1100 is unless you sit in it and drive it yourself.

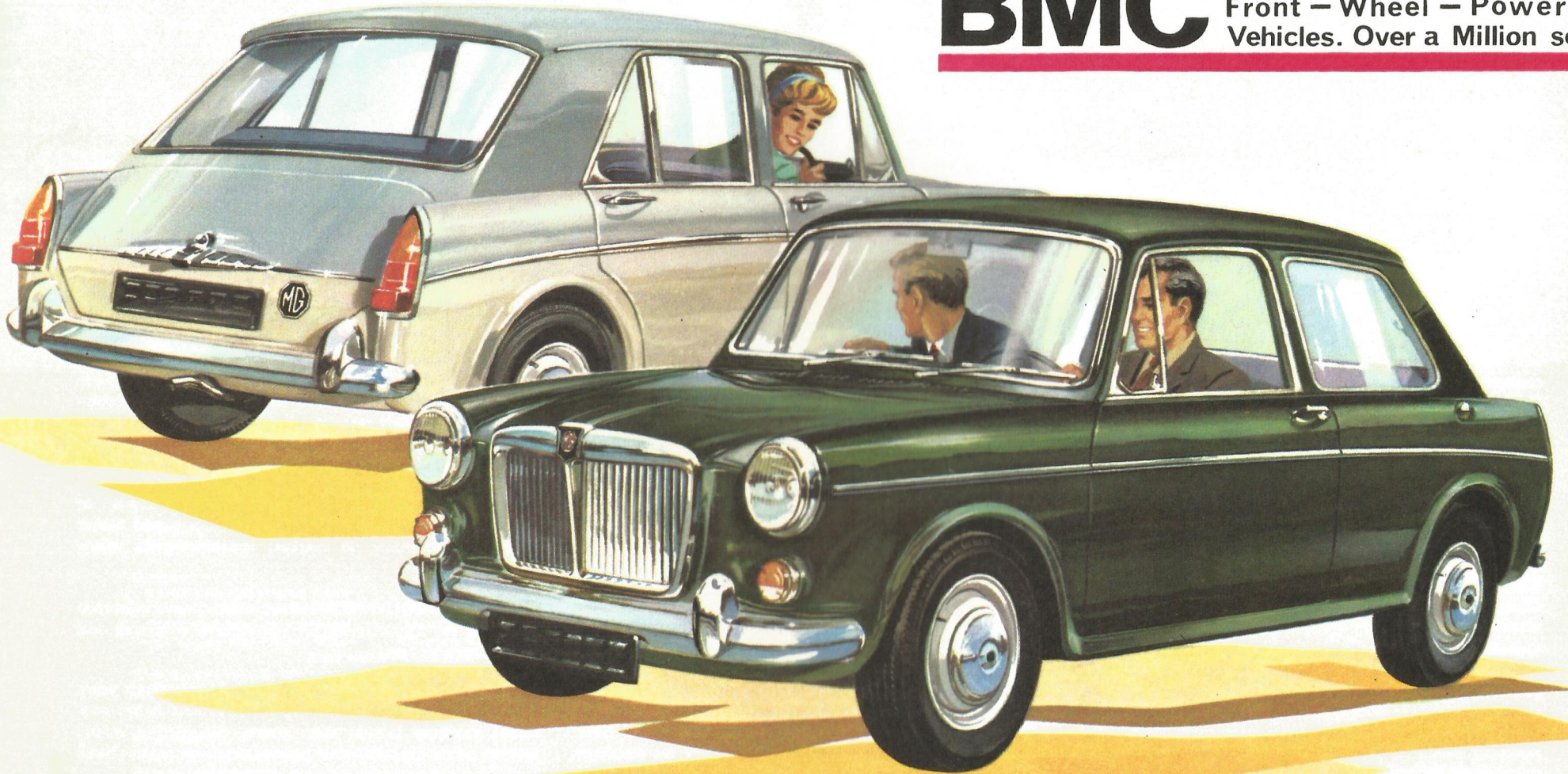
You can only fully appreciate the words 'A revelation to drive' by taking the wheel and enjoying the ride, the safety, the comfort, the verve, of this the most technically advanced small car in the world today.



The M.G. 1100 is a luxury car, incorporating the highest quality equipment - real English hide upholstery, (at small extra cost) and close attention to detail right down to the illuminated ash-tray.



BMC World's Largest Producers of
Front - Wheel - Powered
Vehicles. Over a Million sold



You can have your M.G. in a choice of single or duo-tone colours. Your nearest M.G. dealer will provide a trial run in this, the most modern of family sports saloons and discuss the colour range with you - or your wife . . .



1100 SPECIFICATION

ENGINE: Four-cylinder o.h.v. with push-rod and rocker operation; bore 64.58 mm. (2.543 in.), stroke 83.72 mm. (3.296 in.), cubic capacity 1098 c.c. (67 cu. in.). Three-bearing crankshaft; main bearings and connecting rod bearings with renewable liners. Aluminium-alloy pistons. Compression ratio 8.9 : 1 (optional 8.1 : 1); develops 55 b.h.p. at 5,500 r.p.m. (std.). Maximum torque 61 lb. ft. at 2,750 r.p.m.

Fuel System: Twin S.U. HS2-type semi-downdraught carburettors fed from rear-mounted S.U. electric fuel pump. Paper element air cleaner with silencer. Filters contained in fuel tank and fuel pump. Tank is fitted under luggage boot and has capacity of 8 Imperial gallons (9.5 U.S. gallons, 36.4 litres).

Lubrication System: Sump forms oil bath for gearbox and final drive. External full-flow oil filter with renewable element. Oil capacity (including transmission) 7½ pints (9 U.S. pints, 4.25 litres) plus 1 pint (1.2 U.S. pints, .57 litre) for external filter.

Ignition System: Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

Cooling System: Water-cooled, pressurized, system with separate expansion chamber. Circulation thermostatically controlled assisted by impeller pump and fan. Cooling capacity 6¾ pints (8.1 U.S. pints, 3.8 litres), including heater.

TRANSMISSION

Clutch: Diaphragm spring single dry plate, 7½ in. (18 cm.) diameter, with hydraulic operation.

Gearbox: Four-speed with baulk ring synchromesh on second, third, and top gears. Remote-control central-floor gear change lever. Combined transmission casing and oil sump below engine crankcase. Transversely mounted power unit with mainshaft in constant mesh with differential assembly mounted on side of transmission casing. Drive transmitted by universal-jointed shafts to the front road

wheels. Overall gear ratios—first 14.99, second 8.98, third 5.83, top 4.133, and reverse 14.99 : 1. Final drive ratio 4.133 : 1. Road speed at 1,000 r.p.m. in top gear 14.92 m.p.h.

STEERING: Rack and pinion, with direct linkage to steering-arms on swivel pins. 16½ in. (41.2 cm.) diameter steering-wheel; 3½ turns lock to lock. Left-hand or right-hand steering according to market. Turning circle 34 ft. (10.363 m.).

SUSPENSION: Front: Independent wishbone suspension with Hydrolastic displacers (interconnecting front to rear). **Rear:** Independent with trailing arms. Auxiliary springs and anti-roll bar. Incorporating Hydrolastic displacers.

BRAKES: Lockheed hydraulic brakes. Pendent-type pedal. 8 in. (20.3 cm.) diameter self-adjusting disc brakes front and 8 in. (20.3 cm.) diameter brake-drums at rear with leading and trailing shoes. Simple shoe adjustment on rear brakes which simultaneously adjusts the hand brake. Central pull-up lever operates the hand brake on rear drums. A pressure-limiting valve is introduced between the master cylinder and the rear drum brakes to more accurately apportion braking between front and rear wheels for both wet and dry road conditions.

WHEELS AND TYRES: Dunlop 5.50—12 tubeless tyres on ventilated disc-type 4J×12 in. wheels with four-stud fixing. Spare wheel housed in luggage compartment.

ELECTRICAL: High-output dynamo with current voltage control; 12-volt, 43-amp.-hour battery (at 20-hour rate) located in engine compartment; double dipping sealed-beam headlamps; foot-operated dip switch; parking-lights; twin stop/tail lamps; rear reflectors; number-plate lamp located on luggage boot lid; flashing direction indicators with self-cancelling control; instrument and parcel shelf lamps; dual-arm windscreen wipers; twin electric horns; interior roof light with courtesy switch; warning lights for ignition, headlight main beam, oil pressure, and oil filter renewal; self-cancelling flasher switch lever on steering-column incorporating warning lamp; fascia ashtray lamp.

INSTRUMENTS: Speedometer with total mileage recorder; water temperature and fuel gauges.

CONTROLS: Ignition/starter switch; mixture control; lighting switch; panel light switch; windscreen washer, windscreen wiper and flashing direction indicator controls. Fresh-air heater/demister unit.

COACHWORK: Two- or four-door saloon of mono-construction, rubber-mounted to front and rear sub-frame assemblies to give insulation between road wheels and body. Full-width bumpers with over-riders front and rear. External rotary ratchet-type locks on both front doors; rear doors lock from inside; children's safety catches fitted to all doors. Large panniers in front doors; companion boxes either side of rear seat in two-door version. Drop glasses on side-lights; hinged quarter-light on front doors. Curved safety-glass windscreen with curved back-light and side-lights. Two crushable sun visors. Adjustable front seats with leathercloth upholstery. Moulded carpet on floor. Luggage boot at rear of car fitted with locking spring-assisted lid; capacity 9½ cu. ft. (.27 m.³). Fascia ashtray illuminated when open; central ashtray for rear compartment. Interior safety rear-view mirror. Bonnet lock cable-operated from inside car; separate safety catch; bonnet held open by telescopic prop. Anchor points for seat belts at front. Provision for Smiths Radiomobile radio.

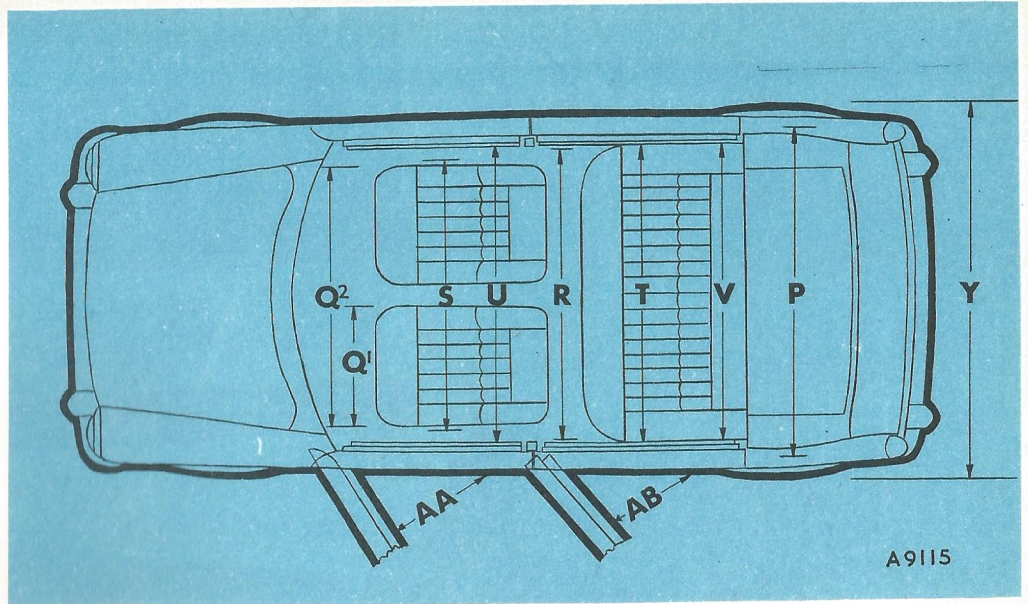
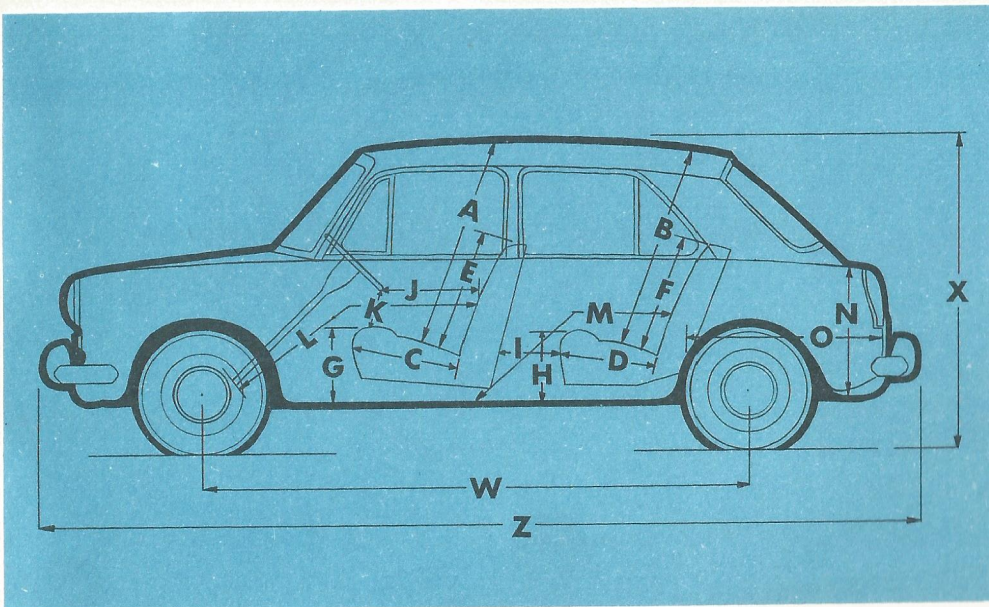
EXPORT AVAILABILITY: Headlighting, m.p.h. or km.p.h. speedometer and fresh-air ventilation and heater equipment according to market; laminated-glass windscreen.

OPTIONAL EQUIPMENT: Laminated-glass windscreen (standard for Export); leather upholstery; whitewall and Weathermaster tyres.

SELECTED ACCESSORIES available through your Distributor or Dealer: Wing mirrors; seat belts; roof racks; auxiliary lamps; seat covers; car-valeting items; locking petrol cap; anti-mist panels; touch-up paints; hand tools; fire extinguisher; exhaust trim; badge bar.

The issue of this publication does not constitute an offer, and the right is reserved to alter prices and/or specifications at any time without notice. Sales are made subject to and with the benefit of the M.G. Car Company Limited or Nuffield Exports Limited Conditions of Sale and Warranty, copies of which are available from Distributors and Dealers. For prices see separate list.





A9115

COLOURS

Body Colours

- Black
- Black
- Black
- Old English White
- Old English White
- Tartan Red
- Connaught Green
- Smoke Grey

Upholstery

- Cherokee Red
- Dove Grey
- Terra Cotta
- Terra Cotta
- Cherokee Red
- Dove Grey
- Dove Grey
- Reef Blue

Carpet

- Tartan Red
- Rose Taupe
- Rose Taupe
- Rose Taupe
- Tartan Red
- Rose Taupe
- Almond Green
- Reef Blue

Duotone:

- Smoke Grey/Old English White
- Connaught Green/Old English White
- Old English White/Sandy Beige
- Old English White/Sandy Beige

- Reef Blue
- Dove Grey
- Terra Cotta
- Cherokee Red

- Reef Blue
- Almond Green
- Rose Taupe
- Tartan Red

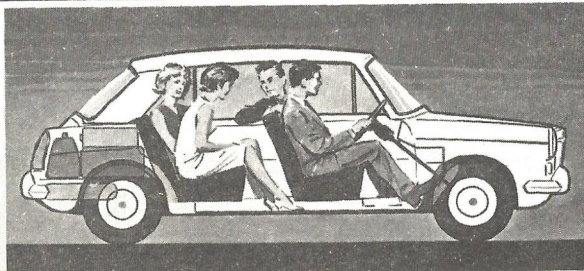
Road wheels—Aluminium

With duotone cars the first colour is the top colour. Colours are those available at the time of publication; for correct availability see separate colour card.

DIMENSIONS

Front seat head room	.. .. .	A	37 in.	93.98 cm.
Rear seat head room	.. .. .	B	36 in.	91.44 cm.
Front seat cushion depth	.. .. .	C	19 in.	48.26 cm.
Rear seat cushion depth	.. .. .	D	17 in.	43.18 cm.
Front seat squab height above cushion	.. .. .	E	19½ in.	49.53 cm.
Rear seat squab height above cushion	.. .. .	F	21 in.	53.34 cm.
Front seat cushion height above floor	.. .. .	G	13½ in.	34.29 cm.
Rear seat cushion height above floor	.. .. .	H	13 in.	33.02 cm.

Distance between seats—max.	.. .. .	I	14½ in.	36.83 cm.
Distance between seats—min.	.. .. .	I	10 in.	25.40 cm.
Steering-wheel to squab—max.	.. .. .	J	16½ in.	41.91 cm.
Steering-wheel to squab—min.	.. .. .	J	12½ in.	31.75 cm.
Steering-wheel to cushion	.. .. .	K	7½ in.	19.05 cm.
Front seat leg reach—max.	.. .. .	L	45½ in.	115.57 cm.
Front seat leg reach—min.	.. .. .	L	42½ in.	107.95 cm.
Rear seat leg reach—max.	.. .. .	M	48½ in.	122.58 cm.
Rear seat leg reach—min.	.. .. .	M	44 in.	111.76 cm.
Luggage boot height	.. .. .	N	22 in.	55.88 cm.
Luggage boot depth	.. .. .	O	33 in.	83.82 cm.
Luggage boot width	.. .. .	P	47½ in.	1.206 m.
Front seat cushion width—individual	.. .. .	Q1	20 in.	50.80 cm.
Front seat cushion overall width	.. .. .	Q2	46 in.	1.168 m.
Rear seat cushion overall width	.. .. .	R	50½ in.	1.283 m.
Width between front doors—max.	.. .. .	S	47 in.	1.194 m.
Width across rear seat—max.	.. .. .	T	52 in.	1.321 m.
Shoulder width over front seat	.. .. .	U	50 in.	1.270 m.
Shoulder width over rear seat	.. .. .	V	51 in.	1.295 m.
Wheelbase	.. .. .	W	93½ in.	2.375 m.
Overall height	.. .. .	X	53 in.	1.346 m.
Overall width	.. .. .	Y	60½ in.	1.534 m.
Overall length	.. .. .	Z	146½ in.	3.727 m.
Front door entry width—2-door	.. .. .	AA	36 in.	91.44 cm.
Front door entry width—4-door	.. .. .	AA	28 in.	71.12 cm.
Rear door entry width—4-door	.. .. .	AB	26 in.	66.04 cm.
Track at front	.. .. .	..	51½ in.	1.297 m.
Track at rear	.. .. .	..	50½ in.	1.292 m.
Ground clearance	.. .. .	..	6½ in.	15.56 cm.
Kerbside weight	.. .. .	..	1,852 lb.	840 kg.



For performance and parkability—
for qualities of handling and
passenger comfort, the
M.G. 1100 is supreme.



Nuffield Exports Limited
(Proprietors, Morris Motors Limited).
Cowley, Oxford, England.



The M.G. Car Company Ltd.,
(Proprietors, Morris Motors Limited)
Sales Division, Longbridge, Birmingham.
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