



Three ways to put the MG concept into action.



There are two kinds of sports cars. Those built with a commercial eye and those designed to a classic concept established through experience and tradition.

The MGB, from any angle, is a classically conceived sports car. And the reason is simple. It is in essence the very definition of what a sports car should be. A road machine that puts performance and handling above all else.

And, ever since its inception, MG has adhered absolutely to this policy. Its steering is rack-and-pinion. Its racing-type suspension, more than equal to the most twisting roads. And its engine has been proved by years of actual track experience.

All this comes together in that famous MG manner. Where tradition doesn't take a back seat to technology. But where each works together to make the MGB one of the most popular sports cars the world has ever seen.

MGB: Its most important feature has never changed. Its concept.



The inside story: full carpeting, newly designed center console and a new convenient glove compartment.



New multi-directional venting system delivers a constant stream of fresh air to the cockpit.



The MG concept means road action and excitement with a full-synchromesh 4-speed gearbox.



One sure stop after another. That's the confident stopping power that comes with 10.75-inch front disc brakes.

Before it ever became a GT, the MGB/GT was a competition-bred sports car.

By that we mean that the MGB/GT is essentially an MGB in Grand Touring form. Designed to deliver sports car handling and performance with the comforts you want for long-distance touring. Things like a newly-designed interior with a multi-directional venting system that delivers a constant stream of fresh air to the cockpit. Lockable glove box. A center console. Occasional rear seats that fold down to give 9 square feet of carpeted luggage space with a big rear door for easy access.

When you build a car like that, you ignore spur-of-the-moment fads and gimmicks. And when you do that, you have a car that never out-dates itself.

In every sense of the word, the MGB/GT is a contemporary classic in the grand touring manner.

MGB/GT: Its basic concept is one of performance with comfort uncompromised by whims and fads.



True-to-the-mark rack-and-pinion steering and full instrumentation help bring MG's concept of performance to reality.



Opening rear windows allow you to bring more of the outdoors indoors.



Honed by years of track experience, our 1798 cc engine develops 78.5 b.h.p. (SAE) at 5350 r.p.m.

Sports car motoring used to be viewed as the prerogative of the rich. Then, in 1928 at the London Motor Show, MG laid this moneyed image to rest.

They introduced to the public a Midget that not only maintained high MG performance characteristics, but had a modest price to boot.

This two-prong policy of high performance and low price continued to reflect itself in such classic 2-seaters as the MG-TC and MG-TD of the 1940's and 1950's.

Today, this tradition is carried on admirably by the MG Midget.

And, because it's still one of the lowest-priced sports cars going, it means that Americans can afford a true sports car while they're still young enough to enjoy it.

MG MIDGET: Proof that economy and value are integral parts of the MG concept.



The direct simplicity of rack-and-pinion steering helps set you on the course to driving fun.



The new mag-style wheels are standard on every MG Midget. (Trim rims are an attractive option.)



Whether it's a wine and cheese picnic or a weekend trip, there's space to spare in a 9½-cubic foot lockable trunk.

In the late 1940's, a uniquely different car began to appear on American roads. Its styling was different—squared-off lines, sporty wire wheels and open top. But it was its reliance on handling and performance—rather than sheer speed—that set it apart from the cars of the day.

It was the MG-TC, a classic two-seater sports car, which made automotive history by sparking the sports car phenomenon in the U.S.

Its successor was the MG-TD, a refined version of the TC. Then came the MGA, a departure in both styling and construction with its sleek aerodynamic monocoque body. But while styles were changing, the basic concept behind each model reflected what MG had come to stand for—handling and performance at a reasonable price.

The same thinking can be found in the 1972 MG sports cars. We know the importance of both performance and value. And we're experienced enough to realize that the MG concept must embrace both.

Perhaps that's why we're going strong while other "sports cars" have merely come and gone.

The MG concept through the years: it's always stood for uncompromising performance and value.



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: 88 b.h.p. @ 5,500 r.p.m.
Horsepower (SAE): 78.5 b.h.p. @ 5,350 r.p.m.
Torque: 101 lb./ft. @ 2,900 r.p.m.
Torque (SAE): 94 lb./ft. @ 3,000 r.p.m.
Carburetion: Twin 1.5 in. HIF 4 semi-down-draught.
Fuel Pump: High-pressure 5 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 II, 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	12.46:1	—
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: leather-covered 15.5 in. diameter alloy spoke.
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: 15 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 needle light.
Manual clock.
All instruments and switches set in no-glare, padded dash.
Door-operated courtesy light.
Rheostat type panel light switch.

BOOT:
Steel mono-construction.
Aluminum hood with interior release and automatic hood support.
Locking trunk with automatic lid support.
Automatic trunk lock.
Curved laminated windshield.
Full positive anti-bump door latches.
Roll-up windows and hinged front vents.
Waterproof, folding top.
Interior adjustable, interior adjustable day-night type.
Lighted side markers front and rear.
Rubber insert bumper over-riders front and rear.

INTERIOR:
Padded sunvisors.
Recycling washable ambia bucket seats with adjustable head restraints.
Safety 3-point seat belts.
Cigarette lighter and ashtray.
Cleanable glove box.
Map pocket.
Lockable glove box.
Filled carpeting with rubber floor mats.
Sill kick plates.
Gearshift gaiter.

OPTIONAL EQUIPMENT AND ACCESSORIES:
Whitehall radial-ply tires.
Dunlop 60-spoke center-lock wire wheels.
Wheel trim rims.
Overdrive.
Removable handtop.
Tonneau cover.
Solid-state AM or AM/FM radio.
Electric clock.
Center console.
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 SCCA 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: 88 b.h.p. @ 5,500 r.p.m.
Horsepower (SAE): 78.5 b.h.p. @ 5,350 r.p.m.
Torque: 101 lb./ft. @ 2,900 r.p.m.
Torque (SAE): 94 lb./ft. @ 3,000 r.p.m.
Carburetion: Twin 1.5 in. HIF 4 semi-down-draught.
Fuel Pump: High-pressure 5 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 II, 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	12.46:1	—
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: leather-covered 15.5 in. diameter alloy spoke.
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: 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 washers, 2-speed.
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 courtesy light.
Sill kick plate.
Manual clock.
All instruments and switches set in no-glare, padded dash.
Door-operated interior courtesy light.
Rheostat type panel light switch.

BOOT:
Steel mono-construction.
Aluminum hood with interior release and automatic hood support.
Large counter-balanced locking rear door.
Curved laminated windshield.
Full positive anti-bump 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 over-riders front and rear.

Safety 3-point seat belts.
Center console.
Cigarette lighter and ashtray.
Cleanable glove box.
Filled 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:
Whitehall 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 SCCA approved competition parts.

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MG MIDGET SPECIFICATIONS

ENGINE:
4-cylinder, in-line, overhead valve.
5-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: 62 b.h.p. @ 5,750 r.p.m.
Horsepower (SAE): 54.5 b.h.p. @ 5,500 r.p.m.
Torque: 71.5 lb./ft. @ 3,300 r.p.m.
Torque (SAE): 67 lb./ft. @ 3,250 r.p.m.
Carburetion: Twin 1.25 in. S.U., semi-down-draught.
Fuel Pump: High-pressure 5 U. electric.
Fuel Tank Capacity: 7.25 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:

	16:1	12.5:1	7.5:1	5.3:1	3.9:1
Reverse	16:1	—	—	—	—
First	12.5:1	—	—	—	—
Second	7.5:1	—	—	—	—
Third	5.3:1	—	—	—	—
Fourth	3.9:1	—	—	—	—

STEERING:
Direct rack and pinion.
Steering Wheel: leather-covered 15.5 in. diameter alloy spoke.
Turns—lock to lock: 2.25.
Energy-absorbing steering column.

SUSPENSION:
Front: Independent, coil springs and lever-type shock absorbers.
Rear: Dual hydraulic 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 clock.
All instruments and switches set in no-glare, padded dash.
Door-operated courtesy light.

BOOT:
Steel mono-construction.
Interior hood release and automatic hood support.
Locking trunk with automatic lid support.
Automatic trunk lock.
Full positive anti-bump 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 over-riders front and rear.

INTERIOR:
Padded sunvisors.
Recycling washable ambia bucket seats with adjustable head restraints.
Safety 3-point seat belts.
Cigarette lighter and ash tray.
Lockable glove box.
Filled carpeting with rubber floor mats.
Sill kick plates.
Gearshift gaiter.

OPTIONAL EQUIPMENT AND ACCESSORIES:
Whitehall radial-ply tires.
Dunlop 60-spoke center-lock wire wheels.
Wheel trim rims.
Removable handtop.
Tonneau cover.
Anti-roll bar.
Oil cooler.
Solid-state AM radio.
Center console.
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 SCCA approved competition parts.

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British Leyland Motors Inc., Leonia, New Jersey 07005
In Canada: 4445 Fairview Street, Burlington, Ont.

LITHO IN U.S.A.