



February, 1969.

MGB MK. II

A number of refinements have been incorporated into Australia's best-selling sports car.

This car is the MGB Mk. II - available in manual, overdrive or automatic.

The new features, which are expected to widen the sales appeal of this model include an all synchromesh gearbox on the manual models, an alternator and many interior safety features.

The price of the MGB Mk. II is \$3195 manual, \$3325 overdrive, and \$3445 automatic, tax paid, in all capital cities.

The MGB which is currently selling at over 1,000 units a year, dominates sports car sales with over a 50% share of the market.

Manual Transmission.

Gear ratios have been altered to allow full use of the new system and first gear synchromesh is now fitted on the manual and overdrive models. The remote control gearshift is also new and this gives a more positive action when changing gear.

Overdrive Transmission

Models fitted with overdrive have the Laycock de Normanville unit which acts on third and top gears. This is controlled electrically by a switch on the dashboard.

3445
3195

250

Automatic Transmission

This is the first time automatic transmission has been available on a BMC sports car.

The system used is the well-known Borg Warner type 35 specially adapted to match the performance characteristics of the MGB.

A six position selector centrally mounted on the gearbox tunnel allows the driver to make manual clutchless gear changes or use the fully automatic system.

First and second gears "L1" and "L2" can be operated manually to give maximum sports car performance.

Safety and Comfort

For extra safety, anti-burst door locks are now standard equipment and the interior door handles are the recessed sliding type.

Window winders are now made of "soft" plastic, which will not injure occupants in the eventuality of a collision.

Now standard is a fresh air unit with a fan booster, which assists the flow of air to the car interior and also acts as a windscreen demister.

A high output alternator is now fitted for maximum efficiency of the electrical system.

Features that were on the previous MGB model but phased in just before the Mk.II as normal model improvements include reversing lights, radial ply tyres, stronger anti-roll bar, oil cooler, laminated windscreen and a headlamp flasher.

The Australian MGB shares with the MG Midget the distinction of being the only Roto-dipped, anti-rustproofed sports car in the world. The bodies are rotated and completely immersed in rust proofing liquids. This feature will add to the already high resale value of these models.

S P E C I F I C A T I O N S

MGB MK II

ENGINE

In line water cooled; OHV 4-cylinder; Five bearing counter balanced crankshaft. Bore 3.16" (80.26 mm) Stroke 3.50" (88.90 mm) capacity 1798 c.c. (109.8 cu.in.) High compression engine develops 95 bhp @ 5400 rpm; Compression Ratio 8.8:1, maximum torque 110 lb. ft. @ 3000 rpm.

FUEL SYSTEM

Twin S.U. semi downdraught carburettors. S.U. electric fuel pump. Air cleaner fitted to each carburettor. Tank capacity 12 gallons. Locking petrol cap.

LUBRICATION SYSTEM

Full flow external oil filter with renewable element. Oil cooler fitted as standard.

IGNITION SYSTEM

Oil filled coil. Automatic advance and retard with centrifugal and vacuum control.

COOLING SYSTEM

Pressurized radiator with impellor pump and fan. Circulation thermostatically controlled; capacity 9½ pints.

TRANSMISSION: MANUAL

CLUTCH: Borg & Beck single-plate diaphragm-spring clutch with hydraulic actuation.

GEARBOX: Four speed all synchromesh. Central remote control gear change.

OVERDRIVE: Electrically controlled from switch on dash; ratio in top gear 0.82:1.

