

**For the man with the Octagon Spirit...**

**magic in a new shape** **MGB**  **GT**









## Here is true elegance . . . plus classic M.G. performance . . .

*the octagon spirit in a new shape*

A Grand Touring car, in the spirit of the official definition, is a car with the performance of a sports model, the comfort and ease of a saloon, and the ability to cover hundreds of miles non-stop without fatiguing the driver or passenger. The MGB GT admirably fulfils these qualifications and maintains the style and traditional quality of M.G. Personal pride of workmanship, inherent in the name, is manifest in many ways—luxurious fully appointed interior with hand-made English leather bucket seats, careful attention to coachwork assembly and finish, and the many other details of perfection that make a truly great motor-car.

The wire wheels illustrated throughout this catalogue are optional equipment. (Standard for Export.)





# The MGB GT

Those who want the most out of life get just that in the MGB GT.

Performance and comfort have been combined in this magnificent coupe. It is fitted out with functional elegance and engineered with M.G. care. Splendidly indifferent to any kind of weather, the MGB GT is designed to do as good a job of hard, fast, safe motoring as any sporting gentleman—or his lady, is ever likely to require.

M.G. have mastered certain geometrical problems. Among them is suspension design that gives a car the certain ability to corner extremely fast in safety. The MGB GT specifies independent front suspension by coil spring with wishbone-type links, with hydraulic damping, rear suspension by live rear axle and semi-elliptic springs. Front-wheel disc brakes with 10 $\frac{3}{4}$ -inch discs and rear brakes with 10-inch diameter drums give the ideal combination for hard, fade-free braking, low-speed lightness and safe parking. The GT has positive direct steering by rack and pinion with 2.9 turns lock to lock.

But performance and comfort can go hand in hand with economy. The MGB GT is the lowest-priced true GT Coupe you can own—and, as with all M.G.s, it will be worth more longer.













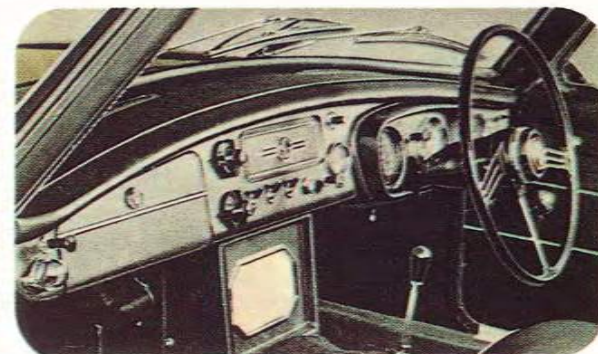
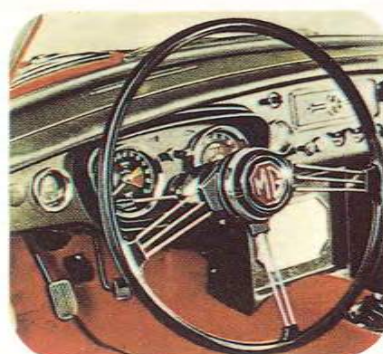
Fashioned with finesse . . .  
finished with care... a new classic

# MGB GT

**PERFORMANCE** With a long racing and rally history, the competition-proved M.G. power unit is a rugged five-main-bearing engine of sparkling performance. Twin carburettors enable its 1798 c.c.'s to develop an easy and reliable 96 b.h.p. A full 28 miles per gallon is not unusual. Top speed is in excess of 105 m.p.h. Power transmission is through a single-plate hydraulic clutch and four-speed close-ratio synchromesh gearbox. The gear ratios are ideally spaced for high-speed motoring on motorways or powerful acceleration on twisting side-roads. Overdrive is optional and works on third and high at the flick of a switch.

**COMFORT** The touch of luxury and careful attention to detail is everywhere evident in the G.T.'s cockpit. Twin bucket seats hug driver and passenger on fast corners, ample padding keeps you contoured and comfortable, even after many hours fast motoring. Seat backs are adjustable for rake and the sliding adjustment provides leg room to spare for over-six-footers. The main instruments—speedometer and engine revolution counter—are in front of the driver, with auxiliary instruments for fuel, water temperature, and oil pressure to each side. Minor controls, including flick switches for lamps and windscreen wipers, are placed within easy reach. The glovebox is lockable and holds plenty of maps and gadgets.

**CONVENIENCE** Behind the seats you will find plenty of room for baggage or occasional seating for children, and the flat floor lifts for access to the spare wheel. Rear seat back tips forward allowing the full rear compartment to be used for luggage. The interior is richly carpeted and upholstered throughout. Vision comes in for special attention in the MGB GT. The windscreen—wide and deep—wraps round at the sides to eliminate blind spots. Big side windows wind out of the way quickly, quarter-lights swivel for ventilation. The rear window is enormous—gives full rearward vision and opens wide for quick and convenient loading.





## SPECIFICATION

**ENGINE:** Four-cylinder o.h.v. operated by push-rods from 3-bearing camshaft with roller-chain drive and automatic chain tensioner. Five-bearing, counter-balanced crankshaft with renewable bearing liners. Solid-skirt, aluminium-alloy pistons with 1 scraper ring and 3 compression rings. Connecting rods with renewable, steel-backed, lead-indium bearings. Bore 3.16 in. (80.26 mm.). Stroke 3.5 in. (88.9 mm.). Capacity 1798 c.c. (109.8 cu. in.). High-compression engine develops 95 b.h.p. at 5,400 r.p.m. (standard). Compression ratio 8.8 : 1. Maximum torque 110 lb. ft. at 3,000 r.p.m.

**Fuel System:** Twin S.U. semi-downdraught carburettors fed from rear-mounted S.U. HP-type electric fuel pump. Air cleaner fitted to each carburettor. Tank capacity 12 gallons (14.4 U.S. gallons, 54.8 litres).

**Lubrication System:** Full-flow external oil filter with renewable element. Oil cooler.

**Ignition System:** Oil-filled coil. Automatic advance and retard with centrifugal and vacuum control.

**Cooling System:** Pressurized radiator with impeller pump and fan. Circulation thermostatically controlled. Capacity 9½ pints (10 pints with heater).

**TRANSMISSION:** Clutch: Borg & Beck single-plate dry clutch with hydraulic actuation.

**Gearbox:** Four-speed with synchromesh on second, third, and top gears. Central remote-control gear change.

**Optional Overdrive:** Electrically controlled from switch on fascia; ratio in top gear 0.802 : 1.

**Propeller Shaft:** Hardy Spicer, with needle-bearing universal joints.

**Rear Axle:** Tubed with hypoid final reduction gears. Axle ratio 3.909 : 1.

**Overall Gear Ratios:** First 14.2143, second 8.6557, third 5.3694, top 3.909, and reverse 18.5881 : 1. With optional overdrive—third 4.3062, top 3.3150 : 1.

**Road Speed at 1,000 r.p.m. in Top Gear:** 17.9 m.p.h. or when optional overdrive is fitted 22.3 m.p.h.

**STEERING:** Direct rack and pinion with large-diameter, spring-spoke clear-view steering-wheel, 2.9 turns lock to lock.

**SUSPENSION:** Front: Independent by coil springs and wishbone-type links controlled by hydraulic dampers. Rear: Semi-elliptic springs controlled by hydraulic dampers.

**BRAKES:** Lockheed hydraulic system employing discs at front and drums at rear. Front disc diameter 10½ in. (27.3 cm.). Rear drum diameter 10 in. (25.4 cm.). Cable-operated, centrally positioned hand brake lever actuating brakes on rear brake-shoes.

**ROAD WHEELS:** Dunlop 5J×14 well-base disc-type wheels with 4-stud fixing fitted with Dunlop 5-60—14 nylon tyres with tubes. Wire wheels optional for Home market, standard for Export.

**ELECTRICAL:** Twin 6-volt batteries mounted in balanced position

under rear seat; suppressor equipment; belt-driven dynamo; compensated voltage control; single-pole, positive-earth wiring system; dash-controlled ignition and starter switch; electric tachometer; self-parking, twin-blade windscreen wipers; stop/tail lamps incorporating flashers and reflectors; double-dipping headlamps with sealed-beam units; foot-operated dip switch; side-lamps integral with flashers.

**INSTRUMENTS:** Large speedometer with dead-beat reading; headlight high-beam warning lamp; large electric revolution indicator with ignition warning lamp; oil pressure; fuel and water temperature gauges; flasher warning indicator lamps on fascia panel; map-reading lamp and switch; windscreen wiper switch; mixture control; lighting switch; starter/ignition combined switch; panel lamp and switch with rheostat; direction indicator switch on steering-column with combined headlamp flasher switch; windscreen washer operating control; horn-button in steering-wheel centre.

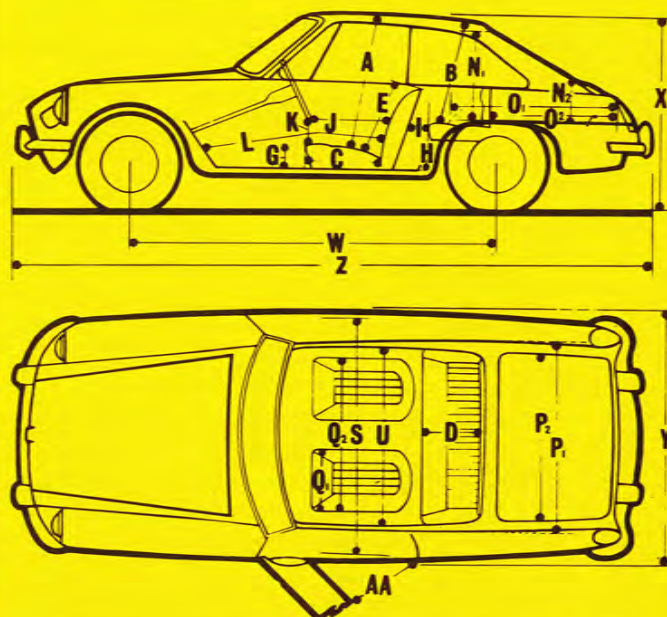
**COACHWORK:** Two-door, 2-seater GT Coupé of all-steel mono-construction; cold-air ventilation to cockpit from grille in front of windscreen away from exhaust fumes; adjustable bucket-type seats, occasional rear-seating; leather upholstery with leathercloth on non-wearing parts; fitted carpet over gearbox tunnel; P.V.C.-coated rubber mats on floor; one-piece bonnet hinged at rear; large rear compartment with carpeted floor and hinged quarter-lights. Access by large upward opening spring-assisted counterbalanced tail-gate with concealed hinges and safety-glass window. Rear seat squab folds forward to extend luggage platform; curved, laminated safety-glass windscreen; fully winding door windows with hinged quarter-lights; windscreen washers; wide, rear-opening doors fitted with outside handles and anti-burst locks; front and rear over-riders; driving-mirror; spare wheel, tools, and jack housed beneath hinged floor of rear compartment; screw-type petrol filler cap; provision for fitting Smiths Radiomobile radio, BMC seat belts, and fresh-air-type heater.

**OPTIONAL EQUIPMENT:** Overdrive; fresh-air heater and demister; SP tyres; Whitewall tyres; wire wheels; longer steering-column.

**SELECTED ACCESSORIES available from your Distributor or Dealer:** Seat belts; switch panel; touch-up paint; fire extinguisher; individual hand tools; rubber mats; seat covers; travel rugs; fog and driving lamps; reversing lamp; badge bar; twin horns; wing mirror; ashtray; wheel discs; cigar lighter.

**EXPORT SPECIFICATION:** To suit overseas market requirements the following production alternatives to the above specification are available at no extra cost: Engine: Compression ratio 8 : 1 or 8.8 : 1. Low-compression engine develops 91 b.h.p. at 5,400 r.p.m. (standard); maximum torque 105 lb. ft. at 3,000 r.p.m. Electrical: Double-dipping headlamps without sealed beam. Standard Equipment: Oil cooler; wire wheels; front and rear over-riders; m.p.h. or km.p.h. speedometers; twin horns; L.H.D. or R.H.D. Optional Equipment at extra cost: Fresh-air heater and demister units; radio; chromium wire wheels; Whitewall and SP tyres; ashtray; cigar lighter; overdrive.

## DIMENSIONS



Front seat head room ..	A	37 in.	93-98 cm.
Rear seat head room ..	B	26 in.	66-04 cm.
Front seat cushion depth ..	C	19 in.	48-26 cm.
Rear seat cushion depth ..	D	15 in.	38-10 cm.
Front seat squab height above cushion ..	E	21 in.	53-34 cm.
Front seat cushion height above floor ..	G	9 in.	22-86 cm.
Rear seat cushion height above floor ..	H	13½ in.	34-29 cm.
Distance between front and rear seats—max. ..	I	6 in.	15-24 cm.
Steering-wheel to squab—max. ..	J	22½ in.	57-15 cm.
Steering-wheel to squab—min. ..	J	14½ in.	36-83 cm.
Steering-wheel to cushion ..	K	6½ in.	16-51 cm.
Front seat leg reach—max. ..	L	52 in.	132-08 cm.
Front seat leg reach—min. ..	L	44½ in.	113-03 cm.
Rear compartment height—max. ..	N1	19 in.	48-26 cm.
Rear compartment height—min. ..	N2	10 in.	25-40 cm.
Rear compartment depth—max. ..	O1	37 in.	93-98 cm.
Rear compartment depth—min. ..	O2	29 in.	73-66 cm.
Rear compartment width—max. ..	P1	57 in.	144-78 cm.
Rear compartment width—min. ..	P2	36½ in.	93-98 cm.
Front seat cushion width—individual ..	Q1	18 in.	45-72 cm.
Front seat cushion—over-all width ..	Q2	44 in.	111-76 cm.
Width between front doors—max. ..	S	50½ in.	128-27 cm.
Shoulder width over front seat ..	U	46 in.	116-84 cm.
Wheelbase ..	V	91 in.	231-14 cm.
Over-all height ..	X	49½ in.	125-41 cm.
Over-all width ..	Y	59½ in.	152-24 cm.
Over-all length with over-riders ..	Z	153½ in.	389-10 cm.
Front door entry width ..	AA	30 in.	76-20 cm.
Track at front ..	AB	49 in.	124-46 cm.
Track at rear ..	AB	49½ in.	125-09 cm.
Turning circle—left- or right-hand lock ..	AC	32 ft.	9-75 m.
Ground clearance ..	AD	5 in.	12-70 cm.
Weight ..	AE	2,190 lb.	993 kg.



**THE M.G. CAR COMPANY LIMITED**  
 Proprietors: MORRIS MOTORS LIMITED  
 (Sales Division)  
 BOX 41 G.P.O., LONGBRIDGE, BIRMINGHAM  
**BMC EXPORT SALES LIMITED**  
 LONGBRIDGE, BIRMINGHAM, ENGLAND