

Much
more than
meets the
eye



the new 6 cylinder

MGC
SPORTS AND G.T.

Sports or G.T.

the
new
6 cylinder **MGC**



Just look at the wealth of technical knowledge that has gone into the making of these exciting new cars from BMC's Abingdon factory. The new MGC Sports and the MGC GT coupé appear, at first glance, to be similar to the already popular and well-proved MGB cars. But there's much more than meets the eye in these cars! They *are* different. They have the same sleek purposeful lines, the same 'safety fast' features, but the observant will immediately notice a difference to the bonnet styling. And it is this which gives the clue to the important differences—under the bonnet. The powerful new six-cylinder, 2912-c.c. power unit, giving superb performance and which is the

largest capacity engine ever fitted to a production M.G. With an all-synchromesh gearbox, optional overdrive or automatic transmission, rack-and-pinion steering, servo-assisted braking—what more could you want! Comfort and convenience? M.G.'s engineers are always mindful that a comfortable driver is a safe driver. The seating is snug-fitting and fully supporting—the controls and instruments are conveniently placed. Pride of workmanship and the traditional quality inherent in the name M.G. is manifest throughout the cars—careful attention to coachwork assembly and finish, and the 'safety fast' features of superb road-holding, stable cornering, and a true positive ride.



Top left.
The fold-away type hood which is available as an optional extra on the MGC Sports model illustrated neatly stowed in the space behind the front seats.

Centre left.
The optional extra tonneau cover available on the MGC Sports model. The provision of a zip fastener enables the driver to use the car without detaching the tonneau completely.

Bottom left.
The attractively designed hard top which is available also as an optional extra. The hard top can be easily fitted onto the built-in soft top fastening positions.



The MGC GT fulfils all the qualifications of the official definition of a Grand Touring car. It has the performance of a sports car with all the comfort of a saloon. It will do as good a job of hard, safe motoring that anyone is ever likely to require.

The emphasis with the MGC Sports car is on performance. Acceleration is of a very high order, overtaking safe, and there is the assurance of ample power in hand at all times. But this is not all—the comfortable seating and the conveniently placed controls make the MGC a pleasure to drive.



Grace,
Power, Comfort
and Space...



in the
new
6 cylinder **MGC**



The powerful, new seven-bearing crankshaft, six-cylinder, 2912-c.c. power unit fitted to the MGC Sports and GT cars, which develops 150 b.h.p. at 5,250 r.p.m. and a torque of 174 lb. ft. at 3,500 r.p.m., gives rapid acceleration and a very smooth performance. The compression ratio is 9 : 1 and the bore and stroke are 83.362 mm. (3.282 in.) and 88.9 mm. (3.5 in.) respectively. The clutch and gearbox add further to this high efficiency, the drive being transmitted through a 9-in. (22.8 cm.) single dry plate, diaphragm spring clutch with hydraulic actuation to a close-ratio four-speed gearbox with synchromesh on all forward gears. Overdrive is available as an optional extra, electrically operated by a switch on the fascia, and an alternator is fitted as standard equipment.

Nicely cowled, easy to read instruments are attractively arranged in front of the driver and the controls and the fresh-air heater (optional extra) switches are quick and easy to use. A map-reading light is a standard fitting and the usual warning

lights are provided. Provision is made for the fitting of a radio and there is a lockable glovebox on the passenger's side. The seats, which are pre-adjustable for rake, are fully supporting and snug-fitting and the seat facings are in high-quality leather. There is ample room to stretch your legs. Anchorage points are built-in to which your Distributor or Dealer can fit BMC approved accessory seat belts. Located in the leg compartment on the passenger's side is a very useful pocket to take maps and other papers. The doors are fitted with anti-burst locks and are lockable from inside or out. The spare wheel is housed in the boot of the Sports model and under the hinged rear-compartment floor on the GT. Easy access to the rear of the GT is obtained by the spring-assisted, counter-balanced, upward-opening tailgate, and the luggage-carrying capacity can be considerably increased by folding the rear squab forward. The wire wheels illustrated throughout this catalogue are available as optional extras, the standard wheel being of the disc variety.



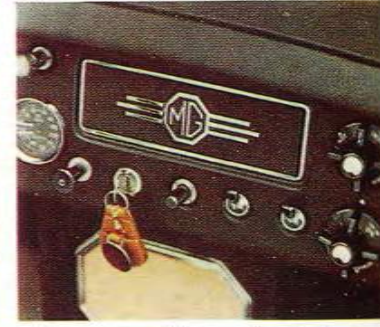
...and
of course
it has MG
attention
to detail



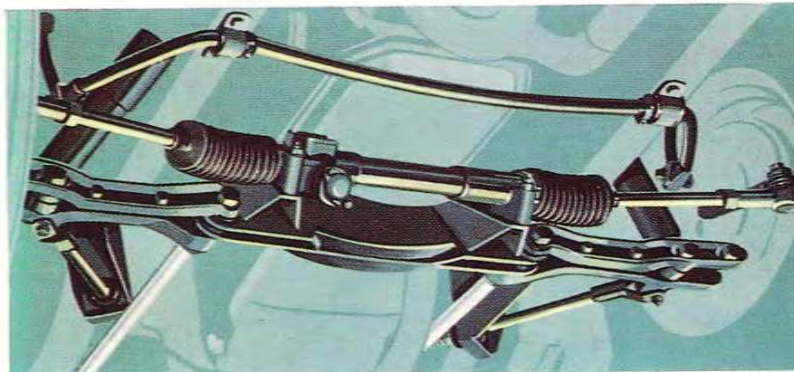
The large, lockable glovebox which is such a useful feature of these cars.



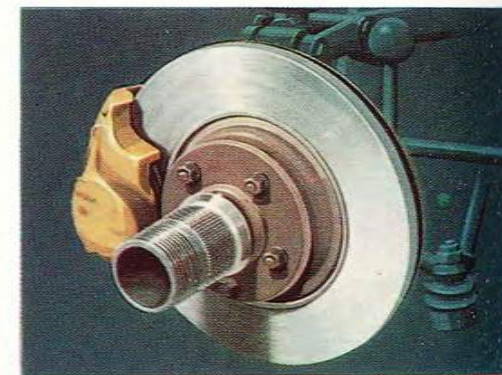
Instrumentation includes a speedometer and revolution counter.



The usual switches and controls are conveniently grouped.



Direct rack-and-pinion steering, independent front suspension, telescopic dampers, torsion bars, and anti-roll bar provide a stable and controlled ride.



The hydraulic, servo-assisted braking system has self-adjusting 11 $\frac{1}{16}$ -in. diameter disc brakes at the front and 9-in. diameter drums at the rear.

For the first time ever in a BMC sports car, fully automatic transmission is available as an optional extra. Basically this is the well-tried and proved Borg-Warner type 35 transmission—but with an exciting and important difference! Coupled with all the advantages of two-pedal motoring, the driver of the new MGC models can still obtain optimum sports-car performance, by the provision of a system whereby he can over-ride the automatic control. A convenient six-position selector lever is centrally mounted on the gearbox tunnel. For normal automatic driving just slip the selector lever into the 'D' position and glide away—but manual control can be used if preferred. Starting from rest, the driver can over-ride the automatic by retaining position 'L1' until he wants second gear, which is held by moving the lever to position 'L2' until third gear is selected by moving the lever to the 'Drive' position.



The automatic transmission selector lever which is very conveniently situated on the gearbox tunnel.



Specification

ENGINE: Six-cylinder, o.h.v., push-rod. Bore 83.362 mm. (3.282 in.); stroke 88.9 mm. (3.5 in.); Cubic capacity 2912 c.c. (177.7 cu. in.). Compression ratio 9 : 1. B.h.p. 150 at 5,250 r.p.m. Torque 174 lb. ft. at 3,500 r.p.m.

FUEL SYSTEM: Twin S.U. type HS6 horizontal carburettors with one-piece air cleaner containing two renewable paper-element air filters. Feed from 12 gallon (54.8 litre) fuel tank by S.U. electric pump. Fuel filters in tank and pump.

LUBRICATION SYSTEM: By pump driven from the camshaft. Full-flow external oil filter with renewable element. Oil cooler fitted as standard. Gauze filter in sump.

IGNITION SYSTEM: 12-volt, oil-filled coil; distributor with centrifugal and vacuum advance/retard.

COOLING SYSTEM: Pressurized system with pump, fan, and thermostat. Capacity 18 pints (10.26 litres) (18½ pints [10.54 litres] with heater).

TRANSMISSION: Clutch: Single dry plate, diaphragm spring with hydraulic actuation; diameter 9 in. (22.8 cm.). **Gearbox (standard):** Four-speed, all-synchromesh with central remote-control gear lever. Ratios: first 3.44 : 1, second 2.167 : 1, third 1.382 : 1, fourth 1 : 1, reverse 3.095 : 1. Oil capacity 14½ pints (8.24 litres). Drive to rear wheels by single propeller shaft with needle-roller universal joints. **Rear axle:** Tubed type with hypoid bevel; ratio 3.07 : 1; oil capacity 1½ pints (0.99 litre). Overall gear ratios: first 10.44 : 1, second 6.57 : 1, third 4.19 : 1, top 3.07 : 1, reverse 9.39 : 1. **Overdrive** available as optional extra with ratio of 0.82 : 1 in top gear and 1.02 : 1 in third. 3.307 : 1 rear axle is standard with overdrive. Overall top ratio is 2.611 : 1 and third 3.378 : 1 in overdrive. **Automatic transmission** is optional extra with internal ratios of first 2.39 : 1, intermediate 1.45 : 1, drive and reverse 2.09 : 1. Axle ratio with automatic is 3.307 : 1 giving overall ratios of first 7.903 : 1, intermediate 4.795 : 1, drive 3.307 : 1, reverse 6.911 : 1. **Road speeds at 1,000 r.p.m. in top gear:** (standard Manual) 23.83 m.p.h. (Overdrive) 26.95 m.p.h., (Automatic) 22.12 m.p.h.

STEERING: Rack-and-pinion. Steering-wheel 16½ in. (41.91 cm.) diameter. Ratio 21.4 : 1.

SUSPENSION: Front, torsion bars with anti-roll bar and telescopic dampers. Rear, semi-elliptic leaf springs controlled by lever-type dampers.

BRAKES: Front, disc 11⅛ in. (28.10 cm.) diameter, Rear, drums 9 in. × 2½ in. (22.86 cm. × 6.35 cm.). Servo assistance. Hand brake operates on rear wheels.

WHEELS AND TYRES: Standard: Dunlop 5J × 15 well-base disc type, five-stud fixing fitted with Dunlop SP41. 165—15 radial-ply tyres with tubes. Wire wheels available as optional extra.

ELECTRICAL: 12-volt, negative earth. Two Lucas 6-volt batteries in series. Alternator is standard fitting. Double-dip sealed-beam headlamps, controlled by foot-operated dip-switch. Sidelamps mounted below headlamps combine direction flashers. Stop/tail lamps incorporated with rear flashers and reflectors. Twin lamps mounted on rear bumper illuminate number-plate. Map-reading lamp on MGC; map-reading lamp and roof interior lamp on GT. Twin, two-speed, self-parking windscreen wipers. Twin horns, high and low note. Instrument illumination lamp operates when sidelights are on. Warning lamps for ignition, main-beam, and direction flashers.

INSTRUMENTS: Speedometer with total mileage and trip recorder. Electrical tachometer. Combined water-temperature and oil-pressure gauge. Instruments mounted in front of driver in black crackle finish anti-glare fascia with padded crash roll.

COACHWORK: MGC: Two-door, two-seater sports car of all-steel mono-construction with extensive sound-deadening. Adjustable bucket-type seats which also have pre-adjustment for squab rake, upholstered with leather on contact surfaces and vinyl-coated fabric on non-wearing parts. Occasional rear seating. Rubber mats on front floor and rubber sill coverings. Transmission tunnel and rear

covered with carpet. One-piece aluminium-alloy bonnet hinged at rear edge and fitted with sound-deadening and insulating panel; lock controlled from cockpit. Front wings are detachable; rear wings integral with body. Enclosed rear boot with locking lid. Spare wheel housed in boot. Pack-away hood, with large rear transparent panel, is standard on MGC but an integral folding hood is available. Wind-down windows to doors, and swivelling louvres. Doors fitted with flush-fitting anti-burst locks, both lockable from inside or out. Large, curved windscreen of high-impact laminated glass. Interior mirror is adjustable for height on centre stay. Push-button windscreen washer is standard fitting. Anchorage points built-in to which your Distributor or Dealer can fit BMC Approved Accessory seat belts. Ashtray and map pocket. Glovebox on passenger side of fascia. Chromium-plated bumpers with over-riders front and rear. Provision for fitting radio.

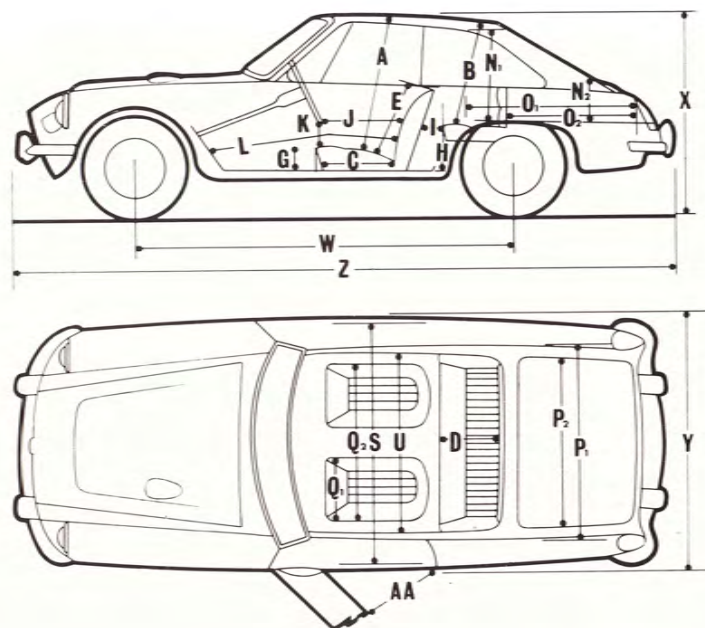
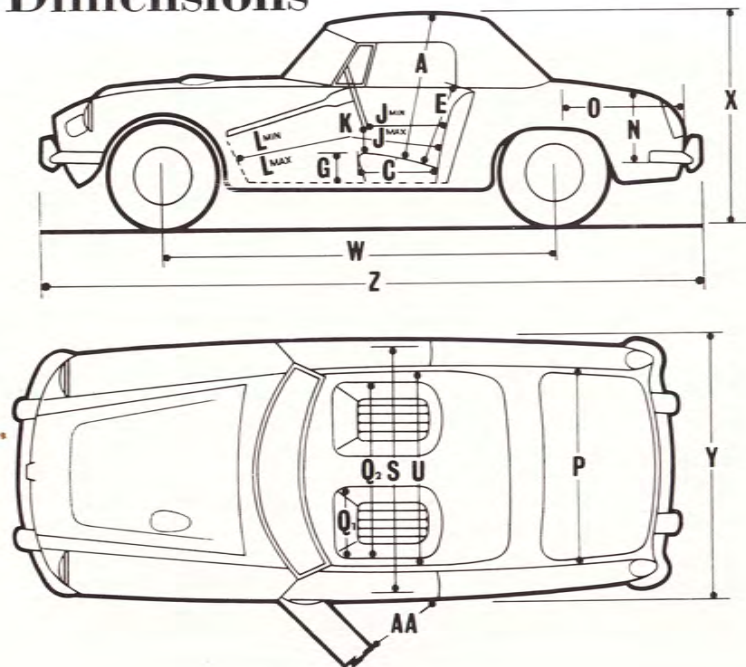
COACHWORK: MGC GT: Two-door, two-seater GT Coupé of all-steel mono-construction. Details as for MGC except for coachwork as follows: Lift-up, lockable, spring-assisted tail-gate with large safety-glass window. Rear seat squab folds down to make luggage platform. Roof-mounted interior lamp in addition to map-reading lamp.

OPTIONAL EXTRAS (available Home and Export): Fully automatic transmission; overdrive; wire wheels; heater. In addition the following are available for MGC Sports only: folding hood; hard top; tonneau cover.

OPTIONAL EXTRAS (Export only): Fresh-air unit; wing mirrors; radio; cigar-lighter; foglamp kit; long-range driving lamp; luggage rack with wing mirror; rear compartment cushion (Sports only).

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with The British Motor Corporation Limited.

Dimensions



Front seat head room	A	37 in.	93.98 cm.
Front seat cushion depth	C	19 in.	48.26 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.
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	46 in.	116.84 cm.
Front seat leg reach—min.	L	36½ in.	92.71 cm.
Luggage boot height	N	16½ in.	41.91 cm.
Luggage boot depth	O	29½ in.	74.93 cm.
Luggage boot width	P	57 in.	144.78 cm.
Front seat cushion width—individual	Q1	18 in.	45.72 cm.
Front seat cushion—overall 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	W	91 in.	231.14 cm.
Overall height	X	50½ in.	127.64 cm.
Overall width	Y	59 ⅞ in.	152.24 cm.
Overall length with over-riders	Z	153 ⅞ in.	389.10 cm.
Front door entry width	AA	33 in.	76.20 cm.
Track at front		49 in.	124.46 cm.
Track at rear		49½ in.	125.09 cm.
Turning circle—right-hand lock		34 ft. 9 in.	10.49 m.
Turning circle—left-hand lock		35 ft. 7 in.	10.89 m.
Ground clearance		4 ⅞ in.	11.27 cm.
Weight (approx.)		2,445 lb.	1109 kg.

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	46 in.	116.84 cm.
Front seat leg reach—min.	L	36½ in.	92.71 cm.
Rear compartment height—max.	N1*	19 in.	48.26 cm.
Rear compartment height	N2	10 in.	25.40 cm.
Rear compartment depth—max.	O1*	37 in.	93.98 cm.
Rear compartment depth	O2	29 in.	73.66 cm.
Rear compartment width—max.	P1	57 in.	144.78 cm.
Rear compartment width	P2	36½ in.	93.98 cm.
Front seat cushion width—individual	Q1	18 in.	45.72 cm.
Front seat cushion—overall 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	W	91 in.	231.14 cm.
Overall height	X	50½ in.	127.64 cm.
Overall width	Y	59 ⅞ in.	152.24 cm.
Overall length with over-riders	Z	153 ⅞ in.	389.10 cm.
Front door entry width	AA	33 in.	76.20 cm.
Track at front		50 in.	127.00 cm.
Track at rear		49½ in.	125.09 cm.
Turning circle—left-hand lock		35 ft. 7 in.	10.89 m.
Turning circle—right-hand lock		34 ft. 9 in.	10.59 m.
Ground clearance		4 ⅞ in.	11.27 cm.
Weight (approx.)		2,595 lb.	1177 kg.

* With rear seat folded flat.



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