



... POWER in hand



... Lovely to handle

SUPERLATIVE

MGB

WITH 1800 c.c. ENGINE

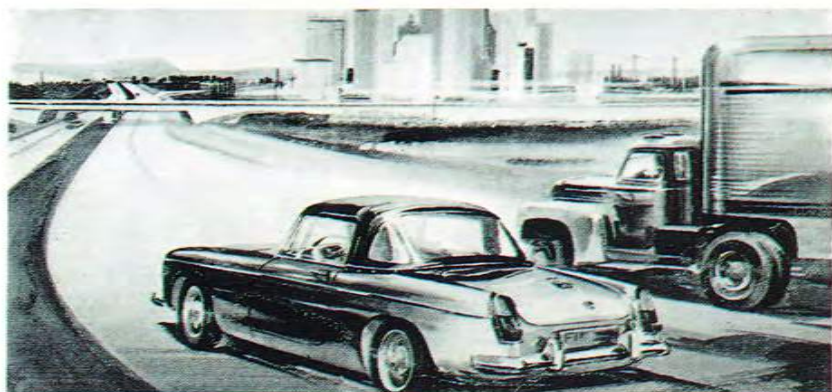
Safety  *Fast!*

SUPERLATIVE



The Abingdon factory, home of the 'Safety Fast' M.G., is famed throughout the world for its outstanding craftsmanship. This craftsmanship, together with the vast resources of the B.M.C. organization, forms a unique combination—only such a combination could make possible so fine a car as the SUPERLATIVE 'MGB'.

Safety fast!



SUPERLATIVE in value. 'Superlative' is a word to use with discretion. The 'MGB' meets the challenge with complete confidence. Its forerunner—the 'MGA 1600'—created a record unique in sports-car history with a production of over 100,000. The 'MGB' transcends its redoubtable predecessor in every way. It is built to do so. It has more power, more vivid acceleration, more brisk performance through the gears—consequently more safety; it has more room, more comfort, a superior ride, and more refinements. These advances on a predecessor which itself achieved record success are an impressive indication of the unbeatable value in the 'MGB'. The sports-car connoisseur will find in this car all that he has been looking for.

POWER in hand



First emphasis is on performance. Acceleration in the 'MGB' is of a very high order. It is of a calibre that alone makes overtaking really safe—with an assurance of ample power in hand at all times. The surge of power comes from a high-performance 1798-c.c. four-cylinder o.h.v. unit with twin S.U. carburetters. The valves are push-rod-operated by a three-bearing camshaft with an automatic timing chain tensioner. Solid-skirt aluminium-alloy pistons with a scraper and three compression rings, a three-bearing counterbalanced crankshaft with lead-indium bearings, and pressurized cooling are

some of the many features of this powerful, smooth-running unit.

Capacity 1798 c.c.

Bore 80.26 mm. (3.16 in.).

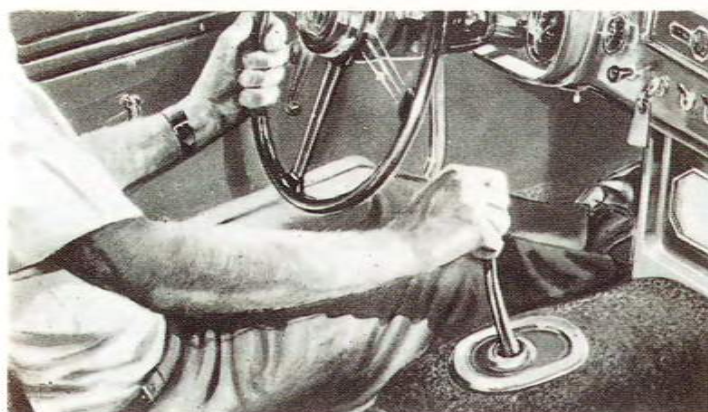
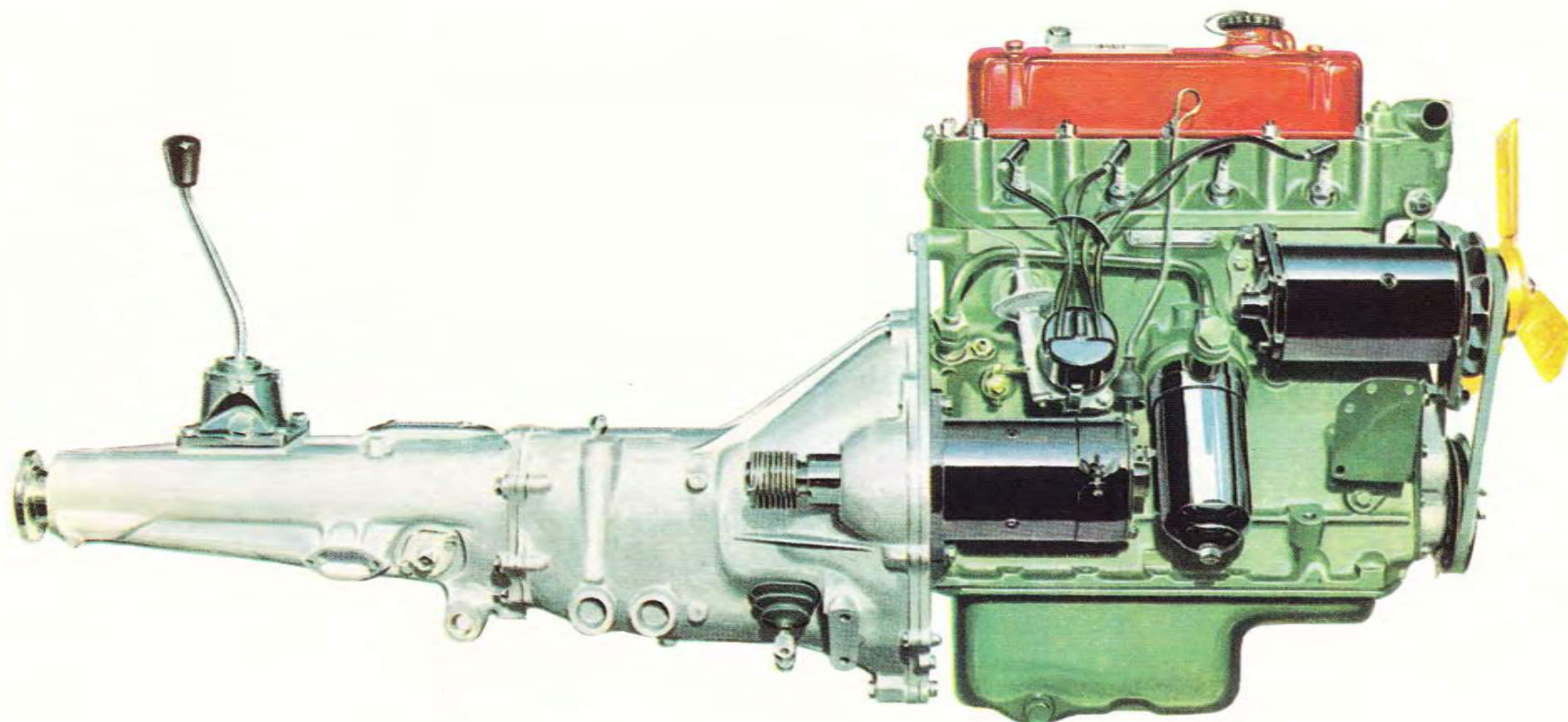
Stroke 88.9 mm. (3.5 in.).

B.H.P. 94 at 5,500 r.p.m. (standard).

Maximum torque 107 lb. ft. at 3,500 r.p.m.

Compression ratios 8.75 : 1 (U.K.) and 8.20 : 1 or 8.75 : 1 according to overseas requirements.

SUPERLATIVE MGB



IN PERFORMANCE The clutch and gearbox add their own quota of high efficiency to the high performance of the power unit. The drive is transmitted through a dry single-plate clutch with hydraulic actuation to a close-ratio four-speed gearbox with synchromesh on top, third, and second gears. The overall gear ratios are—first 14.21, second 8.65, third 5.37, top 3.90, and reverse 18.58 : 1. The box is a delight in itself and the remote control is beautifully positioned—here, at the drop of a hand, is the gear lever to take you quickly through the smooth changes with the fast performance that distinguishes the SUPERLATIVE 'MGB'.

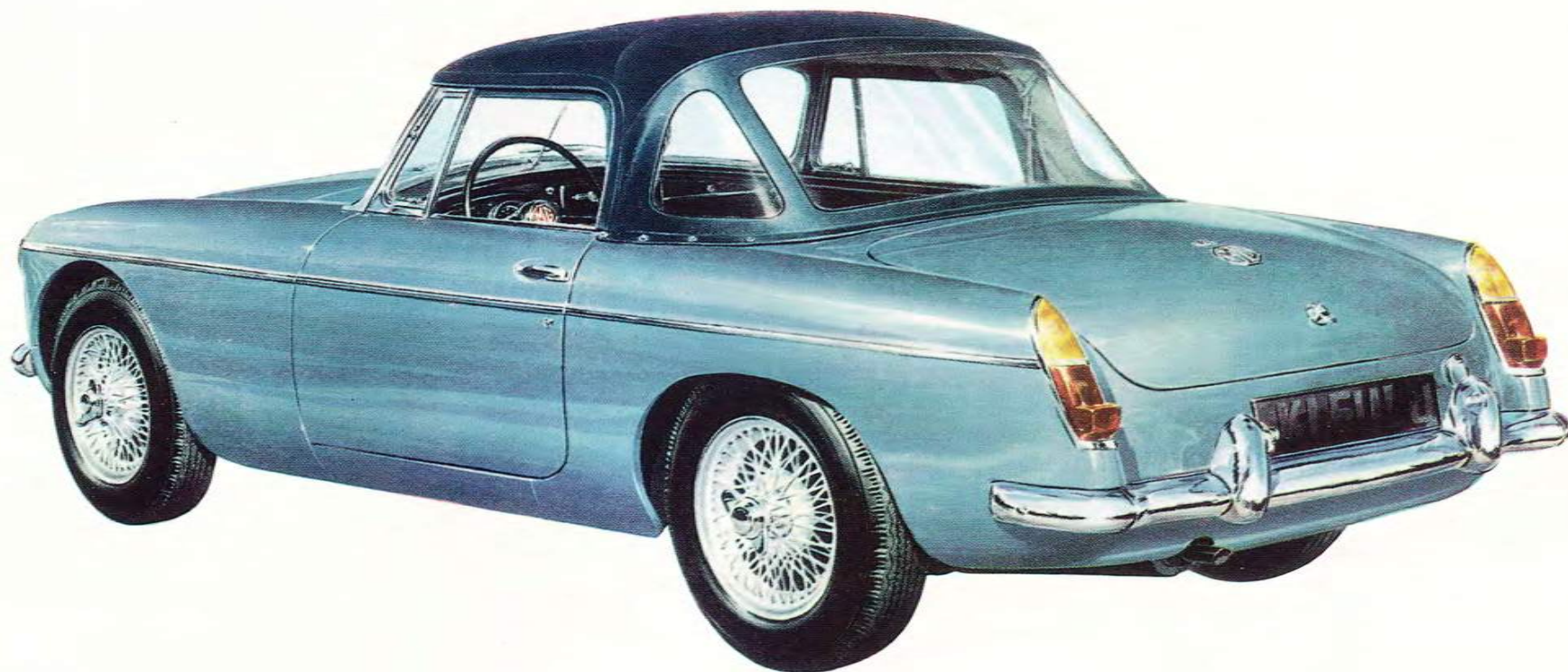
Lovely to handle



A great feature of the 'MGB' is that its liveliness and acceleration are accompanied by the best of good manners. It behaves delightfully and is lovely to handle. Its responsive and immediate obedience to the driver's demand is in the finest M.G. tradition. This—as M.G. owners the world over testify with enthusiasm—means an unrivalled combination of 'Safety Fast' features. First, the sports performance and acceleration so finely

expressed in the 'MGB'. Second, the M.G. braking which gives the car a sure, firm, straight-line stop. Third, firm road-holding, stable cornering, and a true and positive ride that is traditionally and typically M.G. Fourth, the most pleasing steering one could wish to have. All these 'Safety Fast' features are seen to their best advantage in the

SUPERLATIVE MGB



IN ROAD HOLDING Important contributors to the road-holding properties of the 'MGB' are its chassisless construction, low centre of gravity, wide track, and long wheelbase. Strength through unit construction brings with it the additional advantage of lightness, and consequently more favourable power-to-weight ratio and more effective performance. Independent front-wheel suspension further enhances the comfort of the ride and drive. Disc brakes on the front wheels assure smoothness of operation without brake fade. Rack and pinion steering gives, in true M.G. fashion, a delightful touch to this important aspect of driving. More detailed information on these points will be found in the pages that follow. Quite apart from their individual merit, it is the *combination* of such features that makes the 'MGB' an unusually delightful car to handle.

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Disc brakes on the front wheels ensure powerful, straight-line braking at all times. The braking system is Lockheed hydraulic, employing self-adjusting 10 $\frac{3}{4}$ in. (27.3 cm.) diameter disc brakes, and 10 in. (25.4 cm.) diameter drums at the rear. A powerful ratchet hand brake conveniently placed between the bucket seats operates the rear brake-drums.

BRAKING

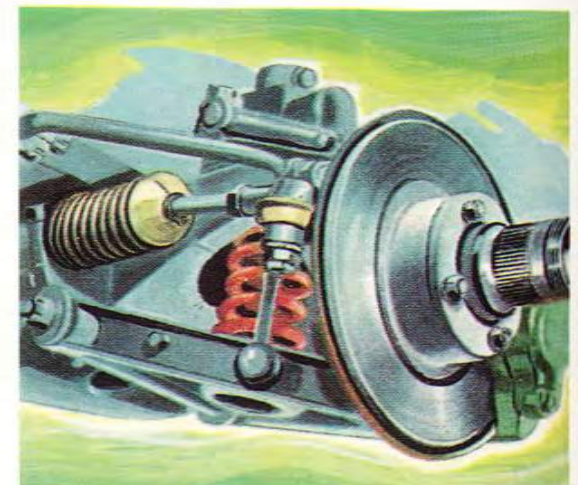
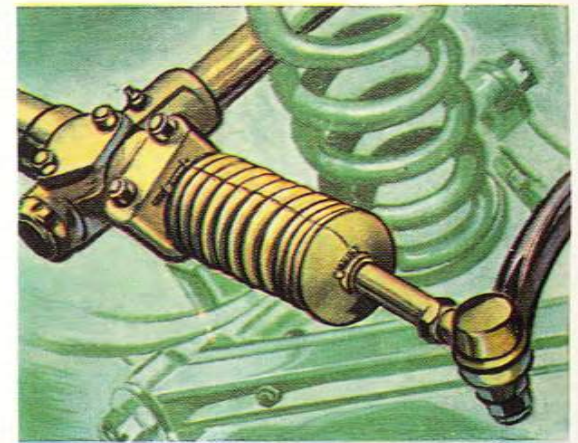
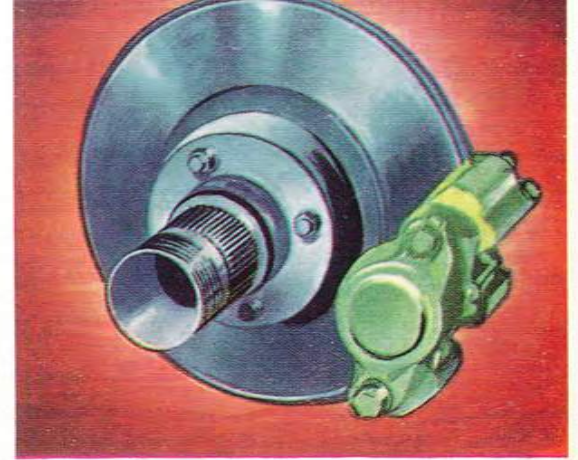
Safety fast! features that have ALL the answers

Firm, light, and positive steering gives finger-tip control at all speeds. Correct camber and castor based on long experience are features of the 'MGB'. Direct rack and pinion is used (2.9 turns from lock to lock), giving a turning circle of 32 feet. A sprung steering-wheel of large diameter allows the 'Safety Fast' driver an exceptionally clear view of the instrument panel.

STEERING

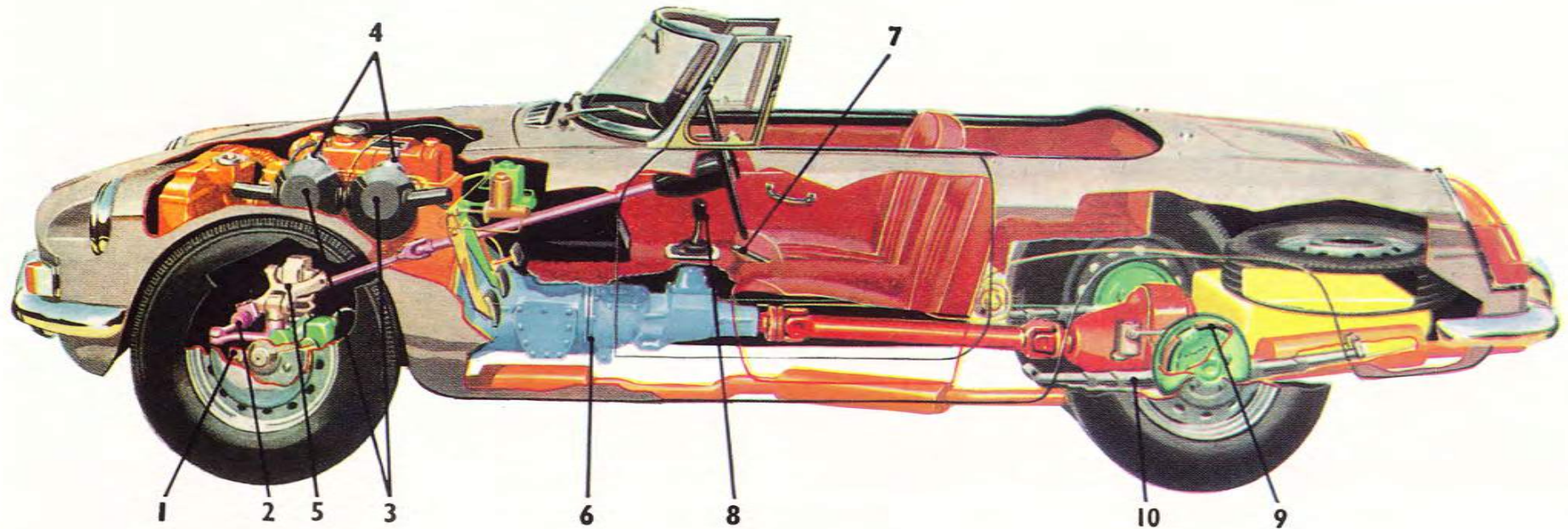
INDEPENDENT FRONT SUSPENSION

Even under the toughest rally or race-type conditions the independent front suspension provides a remarkably stable and controlled ride. Hydraulically damped coil springs and wishbone links are employed.



Inside Information

A Chassisless Construction ...



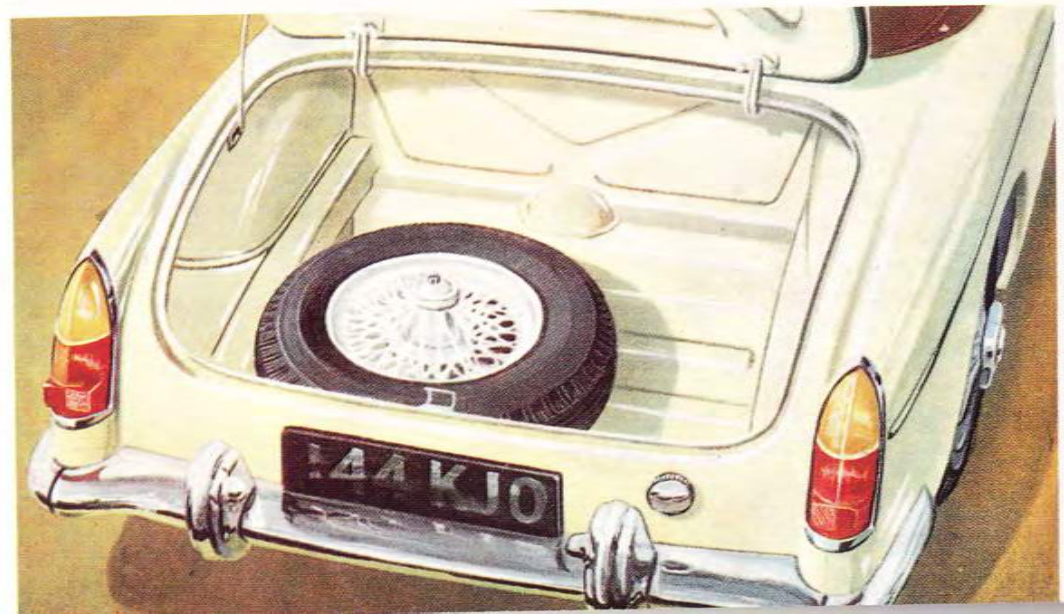
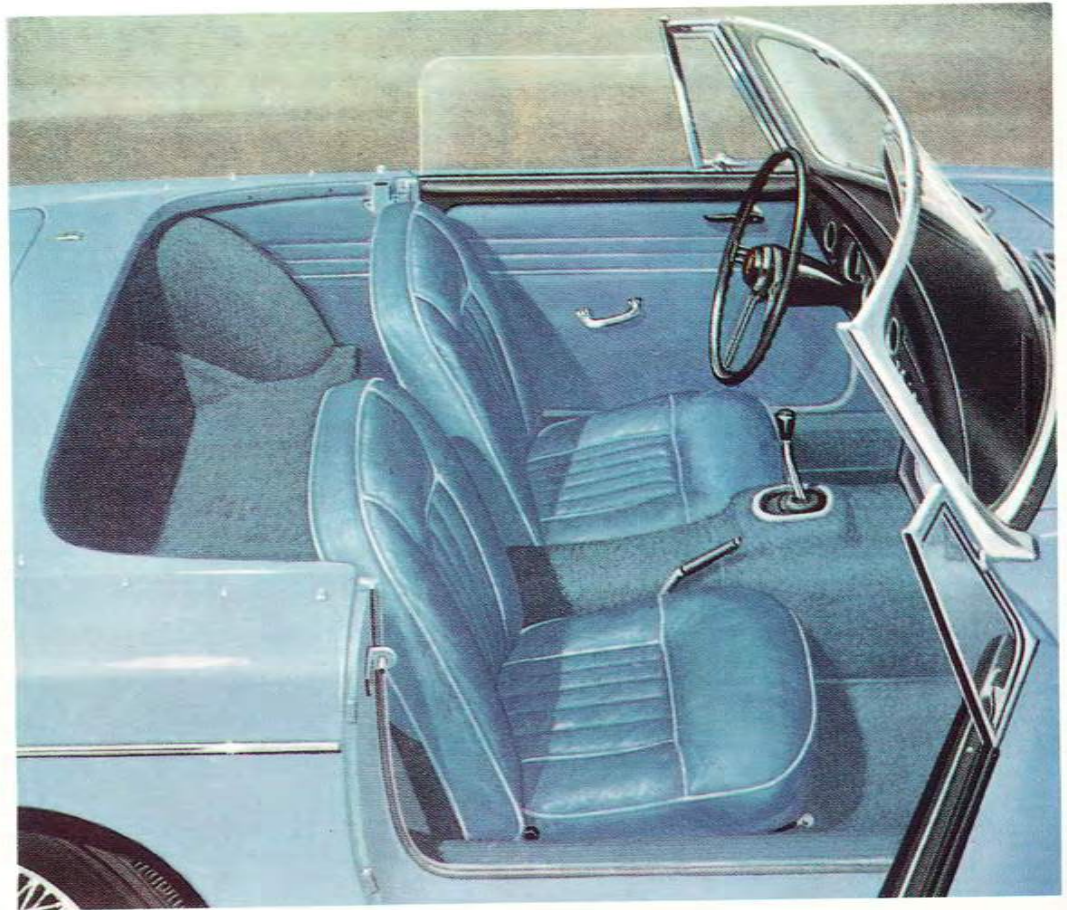
1. Lockheed hydraulic front disc brakes, self-adjusting, employing 10 $\frac{3}{4}$ in. (27.3 cm.) discs.
2. Direct rack and pinion steering (2.9 turns from lock to lock) gives finger-tip control.
3. Highly efficient twin air cleaners and silencers to quieten engine air intake.
4. Twin S.U. semi-down draught carburettors fed from rear-mounted S.U. electric fuel pump.
5. Independent front suspension by coil springs and wishbone-type links controlled by hydraulic dampers.
6. New-type Borg & Beck 'diaphragm spring' clutch reduces pedal effort and driver fatigue.
7. Conveniently placed ratchet-type hand brake between bucket seats.
8. Easy-to-hand central gear change lever for four-speed gearbox with synchromesh on second, third, and top.
9. Lockheed hydraulically operated rear brakes. Drum diameter 10 in. (25.4 cm.).
10. Semi-elliptic rear springs controlled by hydraulic dampers.

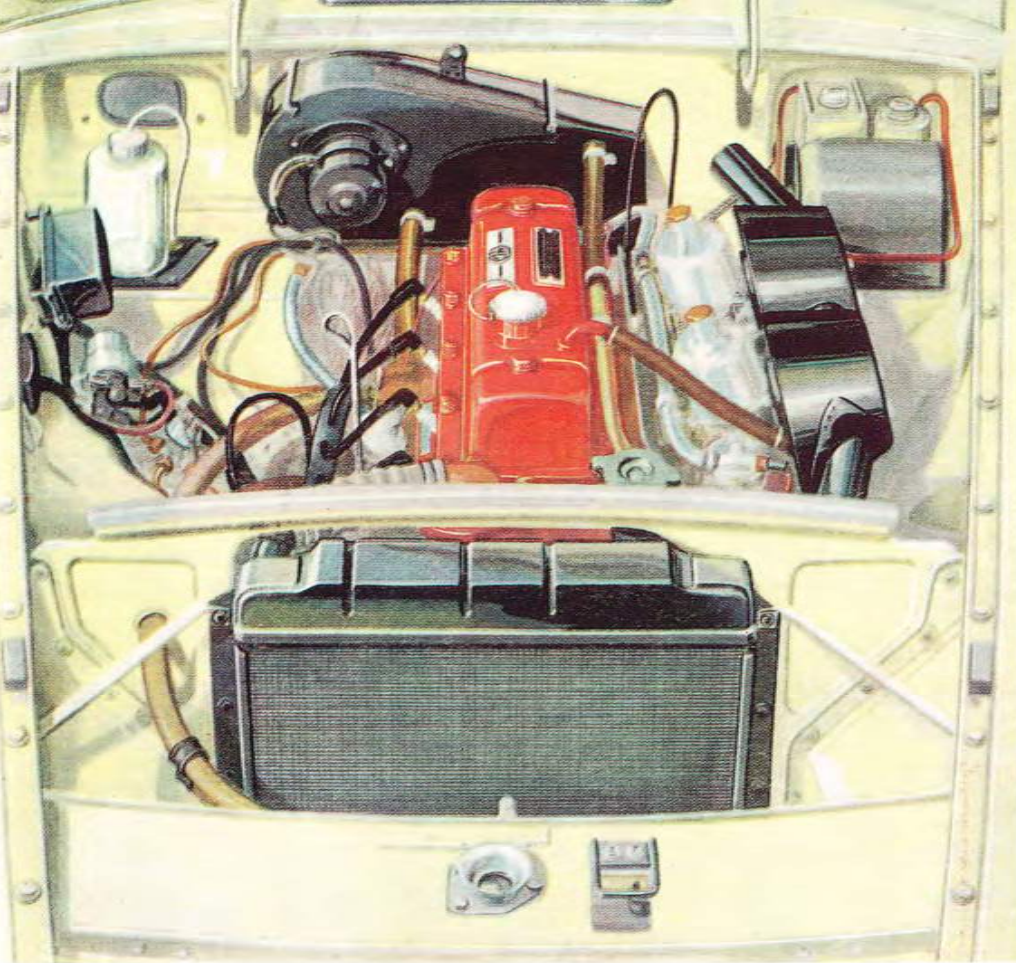
MORE SPACE

More Inside Information

A glance inside the 'MGB' cannot fail to delight the intending owner. The twin bucket seats are snug-fitting and fully supporting. They are in high-quality English leather upholstery with foam polyether plastic on a resilient rubber diaphragm mattress. The seat back is pre-adjustable for rake. You can stretch your legs; there is ample room. And immediately behind you still more space provides accommodation for children or occasional seats for grown-ups or even more luggage. The latter is really a luxury as there is very extensive space for luggage in the large-capacity boot. There are seat belt anchorage points—and a further feature that will be specially appreciated is the 'permanent' window frames with fully wind-down windows and hinged quarter-lights at the front. Finally—and extremely important—the wrap-around windscreen provides a really excellent forward view. The frame itself is of polished aluminium—light, strong, and rustproof.

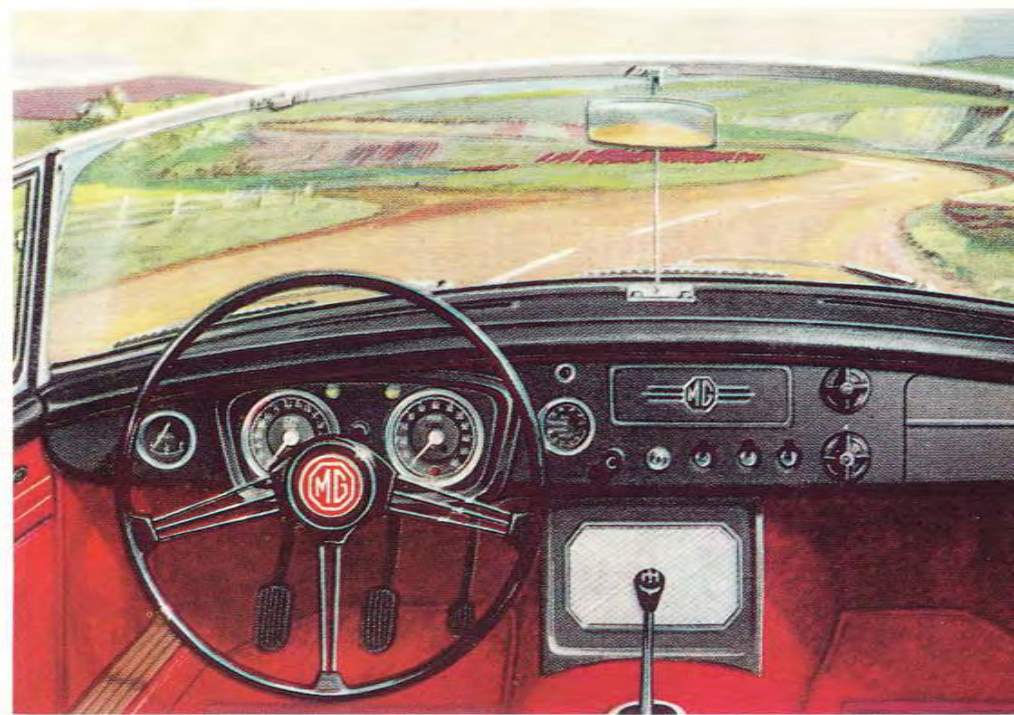
MORE LUGGAGE ACCOMODATION





EASILY ACCESSIBLE ENGINE

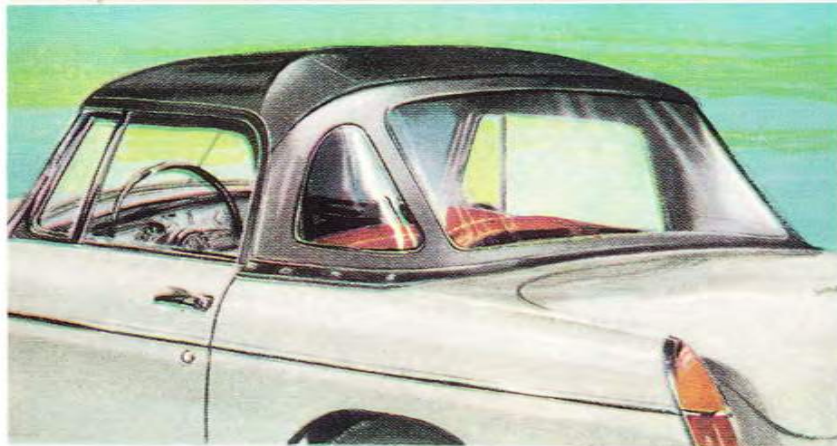
Everything is skilfully planned in the 'MGB'. No engine could be made more readily available. The light aluminium bonnet is hinged at the rear to offer wide-open, easy access to all parts. Incidentally, the fresh-air heater has a separate cool-air intake just in front of the windshield—away from the traffic fumes. The illustration on the right shows the happy marriage of fine modern design and functional efficiency—the nicely cowled instruments, including the rev.-counter, are attractively arranged in front of the driver with the toggle switches grouped neatly together for quick



and easy use. There are many indications of such thoughtfulness in the 'MGB', from the lockable glovebox (important in an open car) to a rear mirror made to adjust to any position on a thin rod in the centre of the screen to suit individual requirements. The 'MGB' provides a good view of the instruments, the road ahead, and the road behind.

MORE VISION

Safety fast!



Still more **Inside Information**

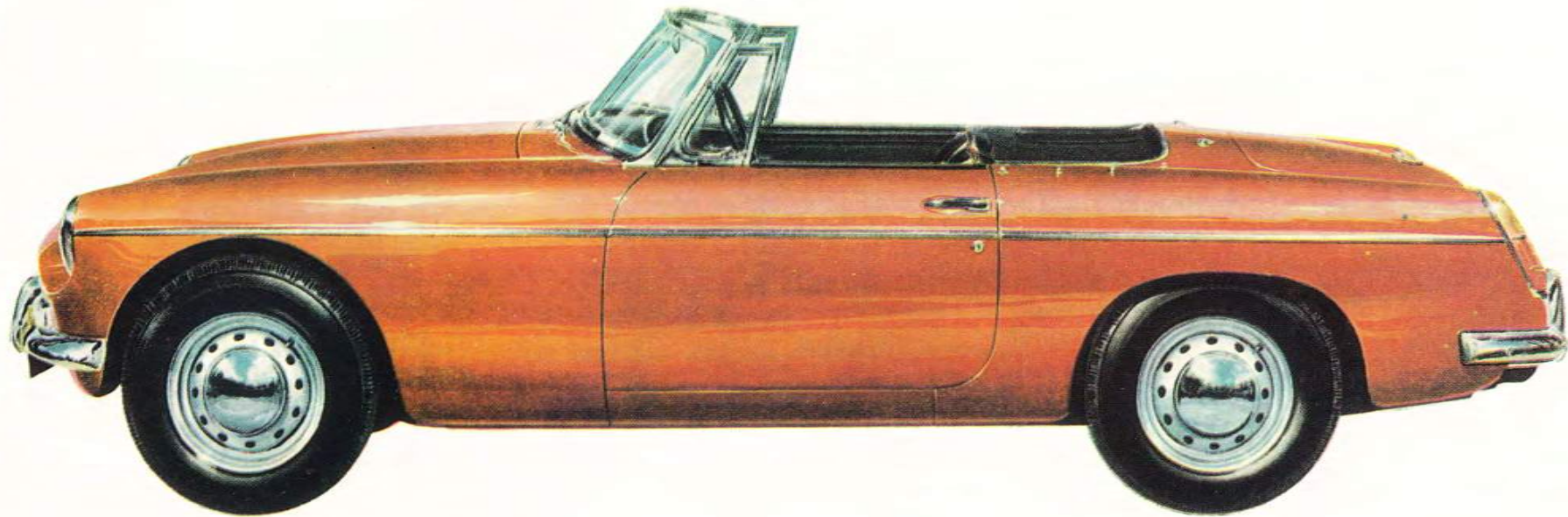
PACK-AWAY OR ATTACHED HOOD

The illustrations show the hood choice available on the 'MGB'. First, the pack-away method allows four people to be carried. By the second method the attached hood folds, when down, into the space normally occupied by the two rear passengers and the car then becomes an open two-seater. All the features enumerated in the preceding pages are included in the standard specification of the 'MGB'. In addition, provision has been made for the following additional equipment as required.

OPTIONAL EQUIPMENT

Oil cooler (note—this is standard on overseas model), car radio, heater and demister, Road Speed tyres, whitewall tyres, wire wheels, twin horns, wing mirror, fog lamp, tonneau cover, anti-roll bar, headlamp flasher and switch, folding hood.

They all add up to a

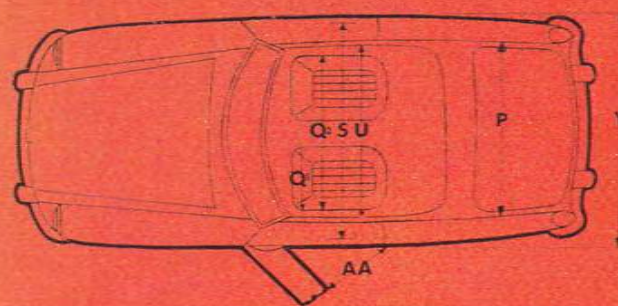
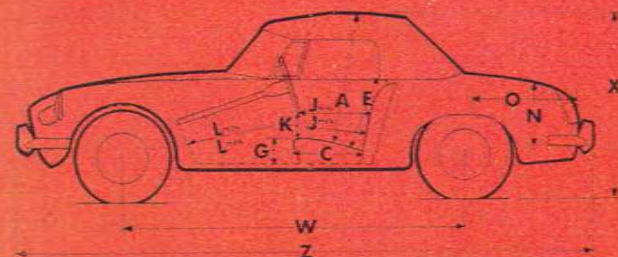


SUPERLATIVE MGB *Safety fast!*

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 | 52 in. | 132.08 cm. |
| Front seat leg reach—min. | L | 44½ in. | 113.03 cm. |
| Luggage boot height .. | N | 16½ in. | 41.91 cm. |
| Luggage boot depth .. | O | 29½ in. | 47.93 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 | 49⅜ in. | 125.41 cm. |
| Overall width .. | Y | 59⅝ in. | 152.24 cm. |
| Overall length with over-riders | Z | 153⅜ in. | 389.10 cm. |
| Front door entry width .. | AA | 30 in. | 76.20 cm. |
| Track at front .. | | 49 in.* | 124.46 cm. |
| Track at rear .. | | 49¼ in. | 125.09 cm. |
| Turning circle—right-hand lock | | 32 ft. | 9.75 m. |
| Turning circle—left-hand lock .. | | 32 ft. | 9.75 m. |
| Ground clearance .. | | 5 in. | 12.70 cm. |
| Unladen weight (approx.) .. | | 1,920 lb. | 871 kg. |

*49¼ in. (125.09 cm.) with wire wheels.



ENGINE: Four-cylinder o.h.v. operated by push-rods from 3-bearing camshaft with roller-chain drive and automatic chain tensioner. Three-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. (109.6 cu. in.). High-compression engine develops 94 b.h.p. at 5,500 r.p.m. (standard). Compression ratios 8.75 : 1 (Home market), 8.20 : 1 or 8.75 : 1 according to Export market. Maximum torque 107 lb. ft. at 3,500 r.p.m.

Fuel System: Twin S.U. semi-down draught carburetters fed from rear-mounted S.U. H.P.-type electric fuel pump. Air cleaner fitted to each carburetter. Tank capacity 10 gallons (12 U.S. gallons, 45.4 litres).

Lubrication System: Full-flow external oil filter with renewable element. Oil cooler standard for Export markets (optional for Home).

SPECIFICATION

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.

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.

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

Rear Axle: Three-quarter-floating 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.

Road Speed at 1,000 r.p.m. in top gear: 17.9 m.p.h.

STEERING: Direct rack and pinion with large-diameter, spring-spoke clear-view steering-wheel, 2.93 turns lock to lock. Left-hand or right-hand steering according to market.

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: 4J x 14 well-base disc-type wheels with 4-stud fixing fitted with 5.60-14 nylon tyres with tubes.

ELECTRICAL: Twin 6-volt batteries mounted in balanced position behind the seats: suppressor equipment; belt-driven dynamo; compensated voltage control; single-pole, positive-earth wiring system; dash-controlled ignition and starter switch; self-parking, twin-blade windshield 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 revolution indicator with ignition warning lamp; oil pressure and fuel and water temperature gauges; flasher warning indicator lamps on fascia panel; map-reading lamp switch; windshield wiper switch; mixture control; lighting switch; starter/ignition combined switch; panel lamp switch with rheostat; direction indicator switch on steering-column; windshield washer operating control; horn-button in steering-wheel centre.

COACHWORK: Two-door, 2-seater sports car of all-steel mono-construction; cold air ventilation to cockpit from grille in front of windshield away from exhaust

fumes; adjustable bucket-type seats, occasional rear-seating; leather upholstery with leather-cloth on non-wearing parts; fitted carpet over gearbox tunnel; P.V.C.-coated rubber mats on floor; one-piece bonnet hinged at rear; enclosed luggage boot with locking lid; curved, laminated safety-glass windshield; fully winding door windows with hinged quarter-lights; windshield washers; folding waterproof hood with large rear transparent panel; wide, rear-opening doors fitted with outside handles and locks; rear over-riders; driving-mirror adjustable for height; spare wheel, tools, jack, and starting-handle housed in luggage boot; screw-type petrol filler cap; provision for fitting radio, B.M.C. seat belts, and fresh-air-type heater.

EXPORT SPECIFICATION: Oil cooler; front and rear over-riders; m.p.h. or km.p.h. speedometer according to market; headlighting according to market; twin horns.

OPTIONAL EQUIPMENT: Oil cooler (Home market); radio; heater and demister; Road Speed tyres; whitewall tyres; wire wheels; twin horns; wing mirror; fog lamp; tonneau cover; anti-roll bar; headlamp flasher and switch; folding hood; luggage carrier; ashtray; front over-riders (Home market); rear compartment cushions.

COLOURS:

| <i>Exterior colour</i> | <i>Interior trim colour</i> | <i>Hood</i> |
|------------------------|-----------------------------|-------------|
| Tartan Red | Black | Red |
| Tartan Red | Red | Red |
| Old English White | Black | Grey |
| Old English White | Red | Grey |
| Chelsea Grey | Red | Grey |
| Iris Blue | Black | Blue |
| Iris Blue | Blue | Blue |
| Black | Red | Grey |
| Black | Black | Grey |

Wheels: Silver.

Fascia and windshield shroud panel: Black. (Colours are those available at time of publication. For current availability see separate colour card.)



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