# MGB SPORTS or GT?

# The great outdoors . . .

The most extrovert form of motoring there is. You drop onto the sun-warmed surface of a bucket seat, feel it push you firmly in the back as your foot goes down, and suddenly a cool wind is snapping past your ears.
The exhaust lays a deep carpet of sound out there in the open air behind you. A yard away, below the corner of your eye, the road surface is quickening to a blur.

Gravel splutters as you click the gear-change across its gate. Rack-and-pinion steering is light under your fingers as you rail your way through a turn.
Everything is immediate and alive. You smell the countryside through which you are rushing. You taste the sun and dew in the air. You see the sky rolling past overhead.
At rest, you had nowhere to hide from the people around, but now you have the privacy of speed.

# or the great indoors?

Another kind of motoring. *Thunk* goes the door and the world is outside. You relax in your comfy chair, turn a key and begin a journey.
The exhaust is muted and remote from you in your cushioned and insulated place for travelling in. You see the landscape speeded-up through picture windows all around. The sleek shape in which you are riding is shrugging the wind like a swimmer cleaving water.

You sense the road as something to be controlled and exploited and thrown away, mile by mile behind you.
It's quiet in here. Quieter than the tachometer and roadspeed indicator would have you believe it could be.
And soon the moon will be sailing past your windows as you Grand Tour on into the night.

# MGB

## Fast way to get a sun tan

1798 c.c., 95 b.h.p., and 110 lb. ft. of torque hauling a taut, aerodynamic, open motor car. Four close all-synchro ratios (overdrive or automatic transmission if you want it). Exhilarating acceleration through the great outdoors and a better than 100 m.p.h. maximum.

## Single seater

Optional tonneau cover can give this modern MGB the single-seater faired-in feeling of the racing MGs Tazio Nuvolari and George Eyston once drove.

## Winter palace

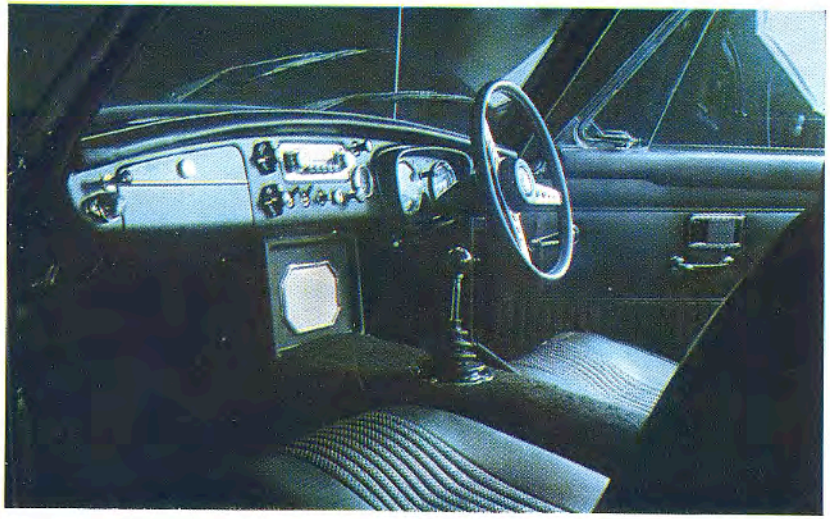
Optional hard top clicks onto original soft top fastening and shuts out the world when snow and rain have taken over.

## 7 league boot

Luggage boot is big by sports car standards. More luggage room behind seats. The MGB is meant for distance-motoring.

## . . . or saloon comfort safety fast?

GT has identical mechanical specification, but sheathes it in Grand Touring comfort. And Grand Opera-going elegance too, if that's the kind of life you lead. Its tapered-wedge shape looks as good on the *Corniche* as it does slinking to a stop under the lights of a theatre marquee.



## Luxury in a hurry

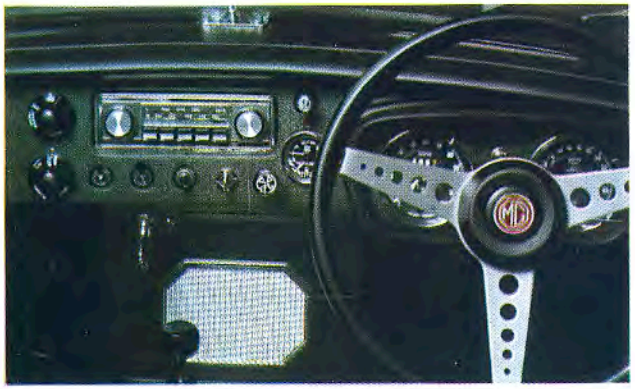
Tough, knit-backed expanded vinyl seat wearing surfaces, leg room for over-six-footers, pile carpets, super-efficient sound insulation, and immense riding comfort cloak what is still essentially a sports car.

## Complete with tradesman's entrance

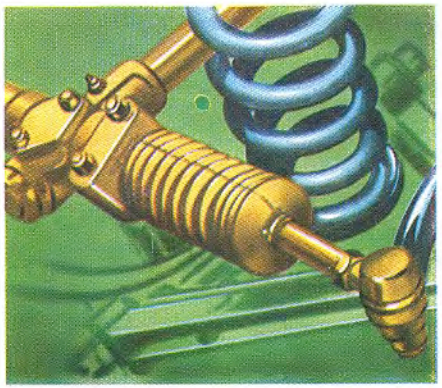
Enormous rear window opens up to give full access to vast and richly carpeted luggage area. Occasional rear seating folds down to make the Grand Touring capacity even grander.

# MGB

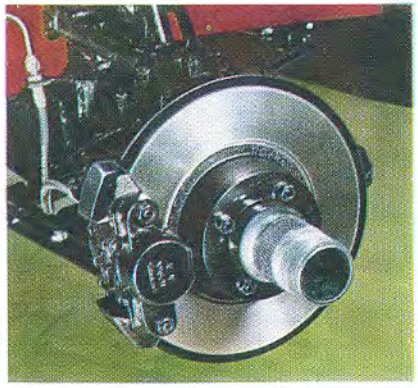
## Is the question still open?



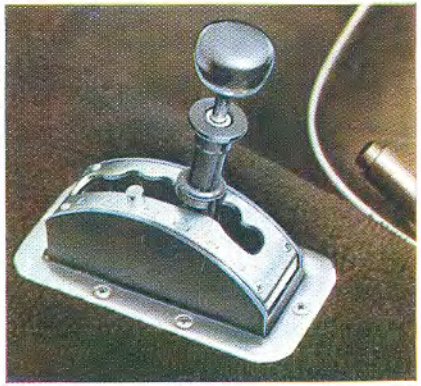
Racy steering-wheel has simulated leather-bound rim. Radio optional, at extra cost, from your dealer.



. . . direct rack-and-pinion steering that puts the car firmly, lightly and positively where you want it . . .



. . . big coil-spring independent suspension and disc brakes up front for total command of any situation you might get into . . .

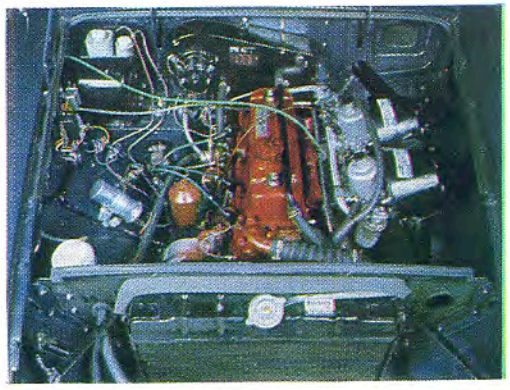


. . . a close-ratio all-synchromesh four-speed box (overdrive optional), or optional fully-automatic transmission . . .

# Or shall we consider it closed?

. . . perfect driver-to-controls-and-instruments location, with seats adjustable for rake as well as laterally. Anti-burst door locks with flush-fitting interior handles . . .

. . . complete sports car instrumentation, with big tach and roadspeed indicator, fuel, oil, and engine-temperature gauges . . .



. . . MGB Sports and MGB GT share 1798 c.c. high compression engine with twin S.U. carburetters . . .

# AUSTRALIAN SPECIFICATION 1970 MGB

**ENGINE:** Four-cylinder o.h.v. operated by push-rods. Five-bearing, counter-balanced crankshaft. 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 SU type HS4 semi-downdraught carburettors fed from rear mounted SU electric fuel pump. Air cleaner fitted to each carburettor. Tank capacity 12 gallons.

**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 10 pints, including heater.

**CLUTCH:** Diaphragm-spring 8 in. (0.20 m.) diameter.

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

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

**AUTOMATIC TRANSMISSION:** Combines over-riding manual control.

**PROPELLER SHAFT:** Hardy Spicer, with needle-bearing universal joints.

**REAR AXLE:** Tubed with hypoid final reduction gears. Axle ratio 3.909:1 with synchromesh gearbox, 3.7:1 with automatic transmission.

Overall Gear Ratios (Manual Gearbox): First 13.446, second 8.470, third 5.40, top 3.909 and reverse 12.098:1. With overdrive — third 4.43, top 3.20:1. (Automatic Gearbox): First 8.843, second 5.365, top 3.7 and reverse 7.733:1.

Road Speed at 1,000 r.p.m. in Top Gear (Manual Gearbox). 18 m.p.h. or when overdrive is fitted 22 m.p.h. (Automatic Gearbox): 19.01 m.p.h.

**STEERING:** Direct rack and pinion with large-diameter, three spoke steering wheel.

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

**BRAKES:** Lockheed hydraulic system employing discs at front and drums at rear. Front disc diameter 10.75 in. (27.3 cm). Rear drum diameter 10 in. (25.4 cm). Centrally positioned hand brake lever actuates rear brakes.

**ROAD WHEELS:** Dunlop 4½J x 14 wire spoke wheels with hub nut fixing; fitted with 165 x 14 Olympic G.T. Radial Ply tyres with tubes.

**ELECTRICAL:** Twin 6 volt batteries mounted in balanced position under rear seat; suppressor equipment; 16ACR alternator; dash-controlled ignition and starter switch; electric tachometer; self parking, twin-blade, two-speed windscreen wipers; stop/tail lamps incorporating flashers and reflectors; twin reversing lamps; double dipping headlamps; side-lamps integral with flashers; twin horns; single lever on steering column controls horn, headlamp flasher, dip switch and self cancelling flashers; map reading lamp and switch; windscreen wiper switch; lighting switch; starter/ignition combined switch.

**INSTRUMENTS:** Large speedometer with trip and total mileage recorder; warning lamps to indicate flashers working, dynamo not charging; and headlamp high beam position; large electric revolution indicator; oil pressure, fuel, and water temperature gauges.

**COACHWORK:** (Sports) Two-door, two-seater sports car of all steel mono construction; adjustable bucket type seats with rake-adjusting squabs; knit-backed expanded vinyl upholstery with leathercloth on non-wearing parts; fitted carpet over gearbox tunnel; vinyl coated rubber mats on floor; one piece bonnet hinged at rear; enclosed luggage boot with locking lid; foldaway waterproof hood with large rear transparent panel and cover; curved laminated safety-glass windscreen; windscreen washer; fully winding door windows with hinged quarter-lights; wide, front-hinged doors fitted with outside handles and anti-burst locks, flush fitting interior handles; front and rear bumpers with over-riders; anti-dazzle driving mirror adjustable for height; spare wheel housed in luggage boot; fresh-air type heater.

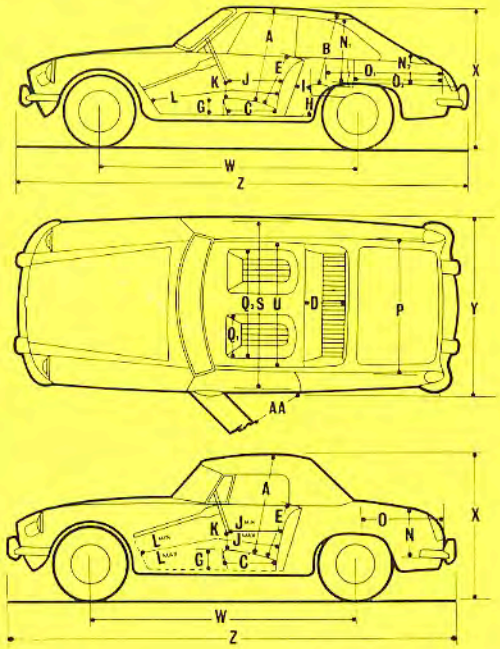
## 12/12 WARRANTY

Your MGB will be backed by the famous British Leyland Warranty of 12 months or 12,000 miles, whichever comes first. The Company reserves the right on the sale of any vehicle to make before delivery, without notice, any alteration to or departure from the specification, design or equipment detailed in this publication. The issue of this folder does not constitute an offer. The goods manufactured by British Leyland Motor Corporation of Australia Limited are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law Statute or otherwise.


BRITISH LEYLAND MOTOR CORPORATION OF AUSTRALIA LIMITED

Austin Morris Division


## DIMENSIONS




| | | | | |
|---|---|---|---|---|
| Front seat head room | | A | 37 in. | 93·98 cm. |
| Rear seat head room (GT) | | B | 26 in. | 66·04 cm. |
| Front seat cushion depth | | C | 19 in. | 48·26 cm. |
| Rear seat cushion depth (GT) | | D | 15 in. | 38·10 cm. |
| Front squab height above cushion | | E | 21 in. | 53·34 cm. |
| Front seat height above floor | | G | 9 in. | 22·86 cm. |
| Rear seat height above floor (GT) | | H | 13·5 in. | 34·29 cm. |
| Distance between seats—max. (GT) | | I | 6 in. | 15·24 cm. |
| Steering-wheel to squab—max. | | J | 22·5 in. | 57·15 cm. |
| Steering-wheel to squab—min. | | J | 14·5 in. | 36·83 cm. |
| Steering-wheel to cushion | | K | 6·5 in. | 16·51 cm. |
| Front seat leg reach—max. | | L | 46 in. | 116·80 cm. |
| Front seat leg reach—min. | | L | 36·5 in. | 92·70 cm. |
| Luggage boot height | Sports | N | 16·5 in. | 41·91 cm. |
| Luggage boot depth | Sports | O | 29·5 in. | 74·93 cm. |
| Luggage boot width | Sports | P | 57 in. | 144·78 cm. |
| Rear compartment height—max. | GT | N1* | 19 in. | 48·26 cm. |
| Rear compartment height | GT | N2 | 10 in. | 25·40 cm. |
| Rear compartment depth—max. | GT | O1* | 37 in. | 93·98 cm. |
| Rear compartment depth | GT | O2 | 29 in. | 73·66 cm. |
| Rear compartment width—max. | GT | P | 57 in. | 144·78 cm. |
| Front seat cushion width | | Q1 | 18 in. | 45·72 cm. |
| Front seat cushions—over-all | | Q2 | 44 in. | 111·76 cm. |
| Width between doors—max. | | S | 50·5 in. | 128·27 cm. |
| Shoulder width over front seat (Sports) | | U | 46 in. | 116·84 cm. |
| Shoulder width over front seat (GT) | | U | 46·5 in. | 118·10 cm. |
| Wheelbase | | W | 91 in. | 231·14 cm. |
| Over-all height (Sports) | | X | 49·38 in. | 125·41 cm. |
| Over-all height (GT) | | X | 49·5 in. | 125·70 cm. |
| Over-all width | | Y | 59·94 in. | 152·24 cm. |
| Over-all length with over-riders | | Z | 153·19 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 | | | 49·25 in. | 125·09 cm. |
| Turning circle | | | 32 ft. | 9·75 m. |
| Ground clearance | | | 5 in. | 12·70 cm. |
| Approx. kerbside weight (Sports) | | | 2,303 lb. | 1044 kg. |
| Approx. kerbside weight (GT) | | | 2,401 lb. | 1089 kg. |

* With rear seat folded flat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