

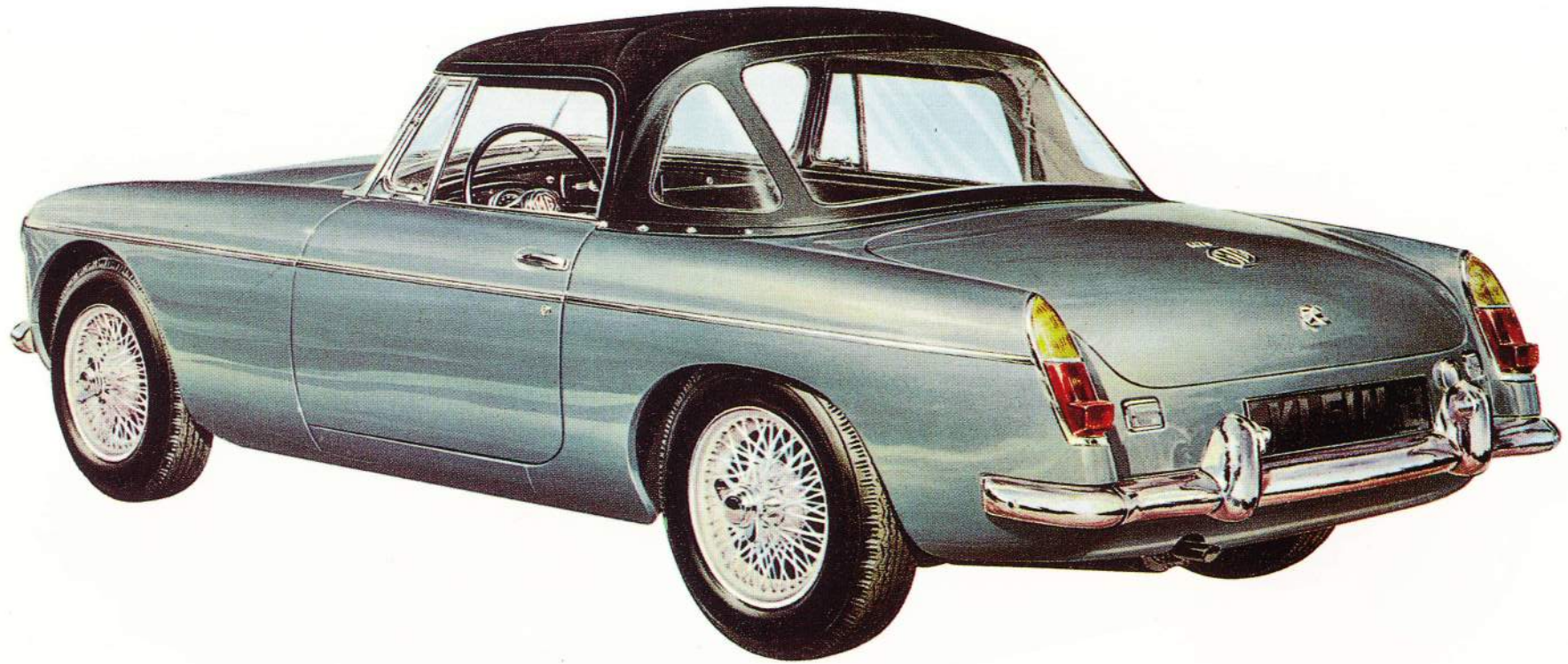


SUPERLATIVE

MGB

* WITH FIVE-BEARING
CRANKSHAFT 1800 c.c. ENGINE

Safety  *Fast!*



SUPERLATIVE

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.



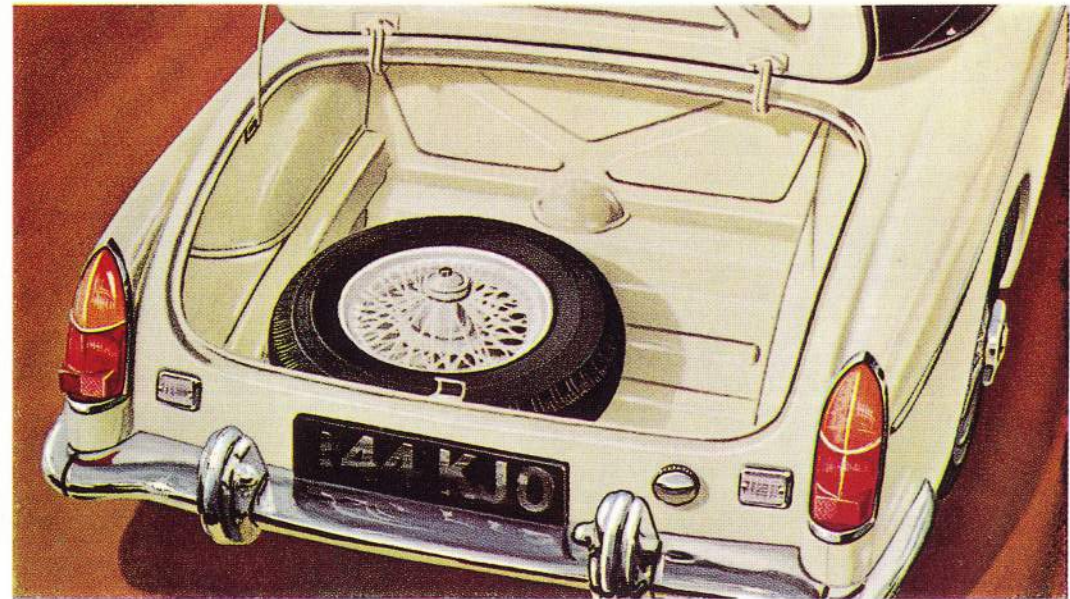
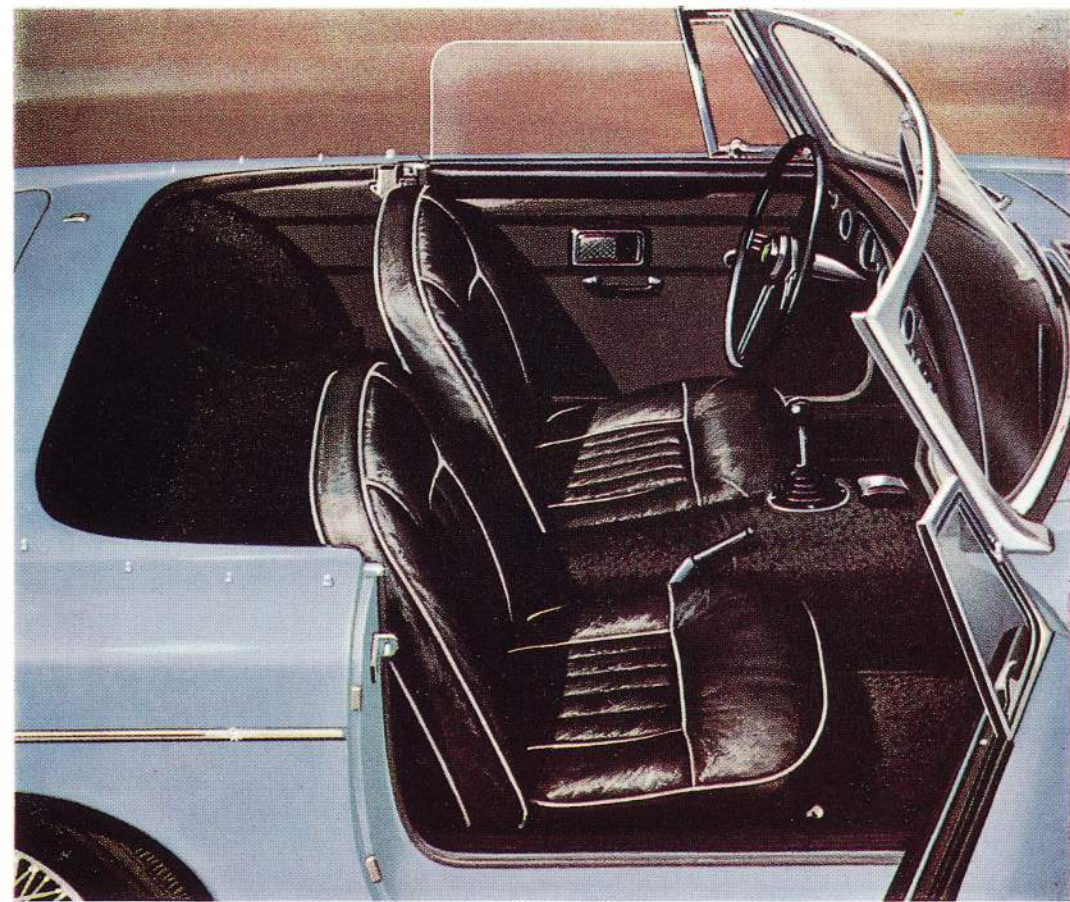
The Abingdon factory, home of the 'Safety Fast' M.G., is famed throughout the world for its outstanding craftsmanship. This craftsmanship, together with the vast resources of the BMC organization, forms a unique combination—only such a combination could make possible so fine a car as the SUPERLATIVE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

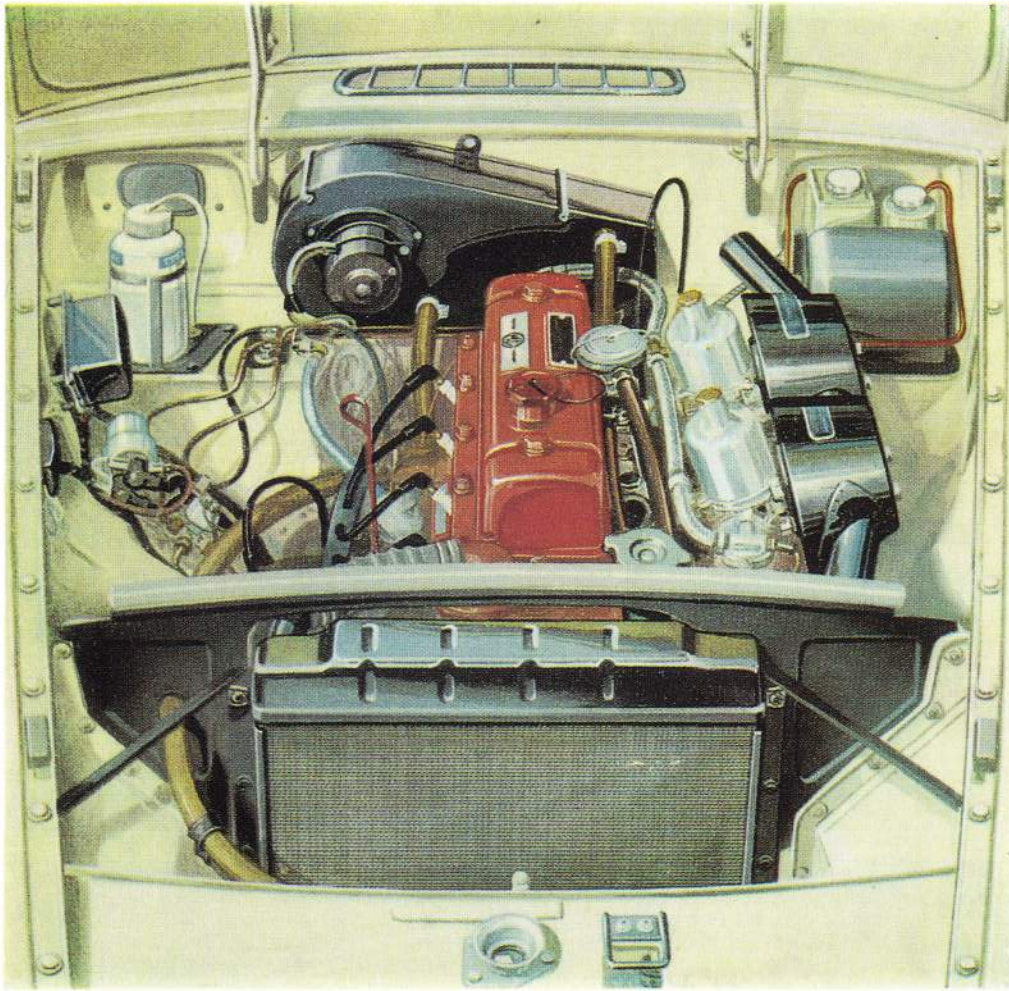
Safety fast!

A great feature of the 'MGB' is that its liveliness and acceleration are accompanied by the best of good manners. It behaves perfectly and is a delight 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.

Important contributions 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.

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, which is really a luxury as there is very extensive space for luggage in the large-capacity boot. Anchorage points are built-in, to which your Distributor or Dealer can fix BMC approved accessory seat belts. And a further feature that will be specially appreciated are the fully wind-down windows and hinged quarter-lights at the front, twin automatically operated reversing lights and new flush-fitting interior door handles. Finally—and extremely important—the wrap-around windscreen provides a really excellent forward view. The frame itself is of polished aluminium—light, strong, and rust-proof.





EASILY ACCESSIBLE ENGINE

Everything is skilfully planned in the 'MGB'. No engine could be made more readily accessible. 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 windscreen—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 revolution counter, are attractively arranged in front of the driver with the toggle switches grouped neatly together for quick

The 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 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 all synchromesh gearbox. The overall gear ratios are—first 13.446, second 8.470, third 5.40, top 3.9, and reverse 12.098 : 1, or if optional extra overdrive is fitted the higher gear ratios become—third 4.43, top 3.20 : 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 fast performance. In addition to the manual gearbox and optional extra overdrive, fully automatic transmission is available at extra cost.



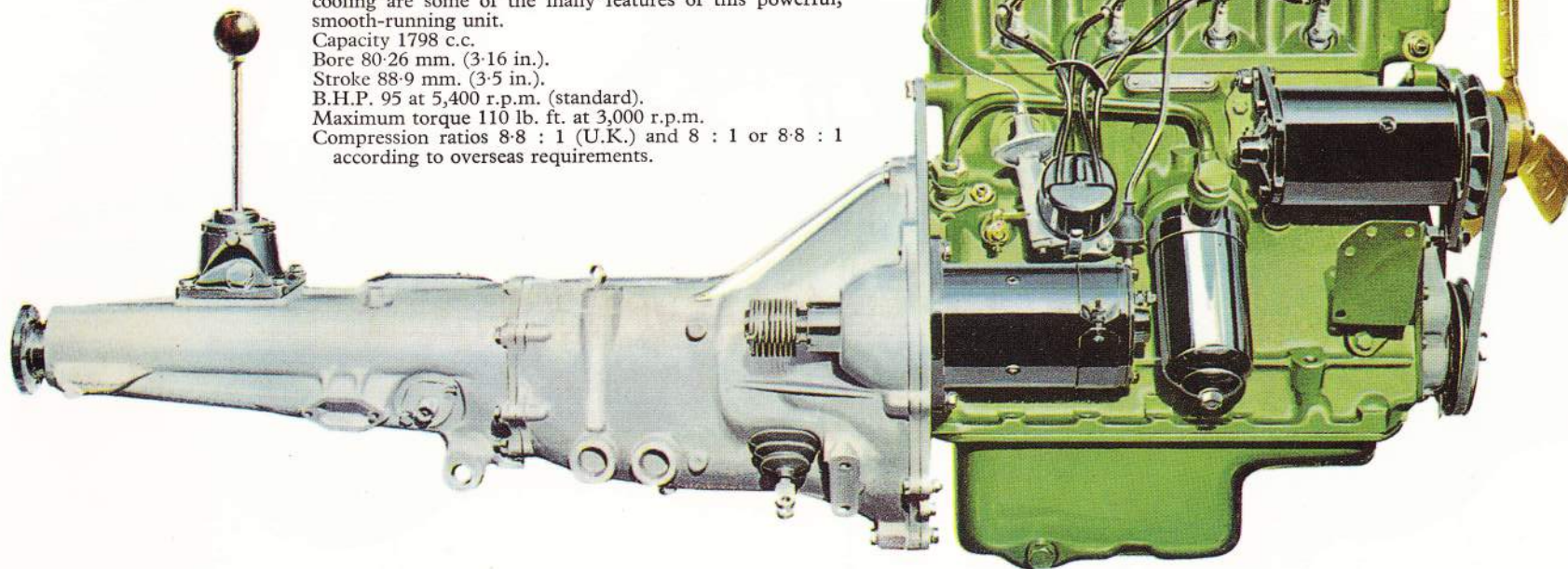
and easy use. There are many indications of such thoughtfulness in the 'MGB', from the lockable glovebox (important in an open car) to a rear-view mirror made to adjust to any position on a thin rod in the centre of the screen to suit individual requirements. The 'MGB' provides a good view of the instruments,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

MORE VISION

Safety fast!

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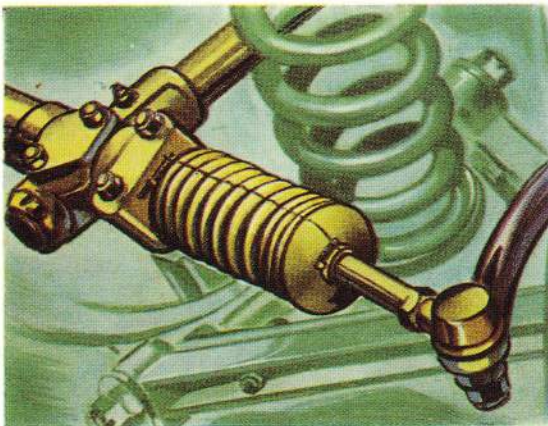


The 1798-c.c. four-cylinder o.h.v. unit with twin S.U. carburetters. The valves are push-rod operated by a three-bearing camshaft with an automatic timing chain tensioner. Solid-skirt aluminium-alloy pistons with a scraper and three compression rings, a five-bearing counterbalanced crankshaft with lead-indium 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. 95 at 5,400 r.p.m. (standard).
Maximum torque 110 lb. ft. at 3,000 r.p.m.
Compression ratios 8.8 : 1 (U.K.) and 8 : 1 or 8.8 : 1 according to overseas requirements.

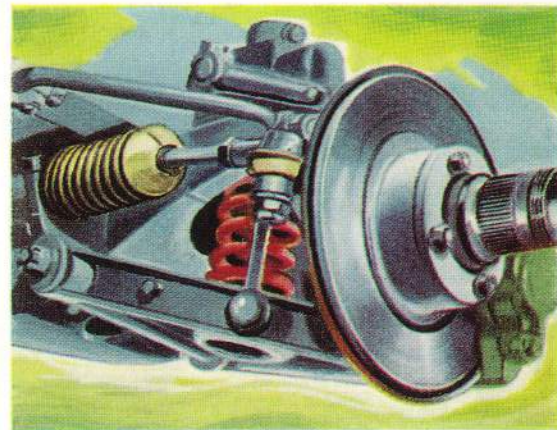
The braking system is Lockheed hydraulic, employing self-adjusting 10 $\frac{3}{4}$ -in.-diameter disc brakes at the front, and 10-in.-diameter drums at the rear. The hand brake operates on the rear brakes.



Firm, light, and positive, the direct rack-and-pinion steering gives finger-tip control at all speeds. A sprung steering-wheel of large diameter allows the 'Safety Fast' driver an exceptionally clear view of the instrument panel.

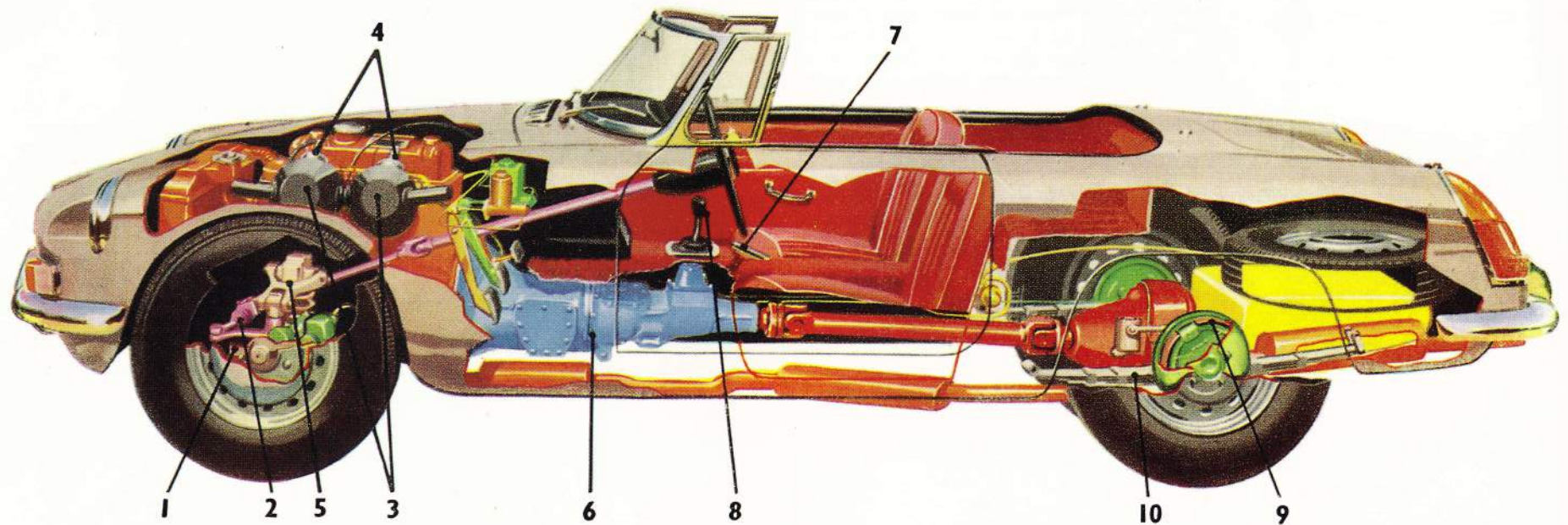


Even under the toughest rally or race-type conditions the independent front suspension provides a remarkably stable and controlled ride. Hydraulically damped coil springs and wishbone links with an anti-roll bar are employed.



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-downdraught 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 and anti-roll bar.

6. 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 all synchromesh gearbox. Overdrive or fully automatic transmission optional extra.
9. Lockheed hydraulically operated rear brakes. Drum diameter 10 in. (25.4 cm.).
10. Semi-elliptic rear springs controlled by hydraulic dampers.

SUPERLATIVE MGB.... *Safety fast!*



This picture illustrates the fold-away type hood available as an optional extra to form a convertible model, neatly stowed in the space behind the front seats.



The optional extra tonneau cover is shown here. The provision of a zip fastener enables the driver to use the car without detaching the tonneau completely.

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. electric fuel pump. Air cleaner fitted to each carburetter. Tank capacity 12 gallons (14.4 U.S. gallons, 54.8 litres).

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

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 diaphragm-spring clutch with hydraulic actuation.

Gearbox: Four-speed all synchromesh. Central remote-control gear change.

Optional Extra Overdrive: Electrically controlled from switch on fascia; ratio in top gear 0.82 : 1.

Fully Automatic Transmission: Combines overriding manual control and is available as an optional extra.

Propeller Shaft: 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 13.446, second 8.470, third 5.40, top 3.9, and reverse 12.098 : 1. With optional extra overdrive—third 4.43, top 3.20 : 1.

Road Speed at 1,000 r.p.m. in Top Gear: 18 m.p.h. or when optional extra overdrive is fitted 22 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, 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 10½ in. (27.3 cm.). Rear drum diameter 10 in. (25.4 cm.). Centrally positioned hand brake lever operating on rear brakes.

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 Ltd.



THE BRITISH MOTOR CORPORATION LIMITED
BIRMINGHAM, ENGLAND

ROAD WHEELS: Dunlop 4J × 14 ventilated disc-type wheels with 4-stud fixing fitted with Dunlop 5.60—14 C.41 tyres with tubes.

ELECTRICAL: Twin 6-volt batteries; suppressor equipment; 11 A.C. alternator; compensated voltage control; ignition and starter switch; self-parking, twin-blade wipers; stop/tail lamps incorporating flashers and reflectors; twin automatic reversing lamps; double-dipping headlamps with sealed-beam units; foot-operated dip switch; side-lamps integral with flashers; electric horn.

INSTRUMENTS: Large speedometer with dead-beat reading; headlamp high-beam warning lamp; large electric tachometer 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.

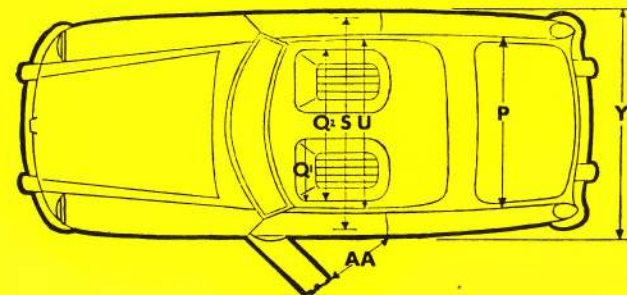
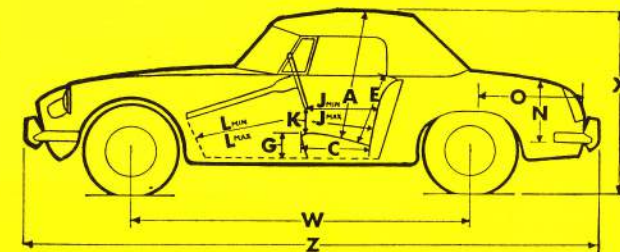
COACHWORK: Two-door, 2-seater sports car of all-steel mono-construction; cold-air ventilation to cockpit from grille in front of windscreen away from exhaust fumes; adjustable bucket-type seats, occasional rear-seating; leather upholstery with leather-cloth on non-wearing parts; fitted carpet over gearbox tunnel; P.V.C.-coated rubber mats on floor; one-piece bonnet hinged at rear; enclosed luggage boot with locking lid; pack-away waterproof hood with large rear transparent panel; curved, laminated safety-glass windscreen; windscreen washers; fully winding door windows with hinged quarter-lights; wide, rear-opening doors fitted with outside handles and anti-burst locks; flush fitting interior handles; front and rear over-riders; driving mirror adjustable for height; spare wheel, tools, and jack housed in luggage boot; provision for fitting radio, BMC seat belts, and fresh-air heater.

OPTIONAL EXTRAS: Automatic transmission; overdrive; hard-top; fresh-air heater and de-mister; Dunlop SP41 tyres; Whitewall tyres; 4½J × 14 wire wheels; tonneau cover; fold-away hood; oil cooler; ashtray.

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; badge bar; twin horns; wing mirror; cigar lighter; rear compartment cushion.

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; front and rear over-riders; m.p.h. or km.p.h. speedometer; twin-horns; L.H.D. or R.H.D. **Optional Equipment at extra cost:** Fresh-air heater and demister units; radio; wire wheels; Dunlop Whitewall or SP41 tyres; cigar lighter, overdrive; automatic transmission; anti-roll bar; rear compartment cushion; ashtray.

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	49½ in.	125.41 cm.
Overall width	Y	59 ⅝ in.	152.24 cm.
Overall length with over-riders	Z	153 ⅝ 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		32 ft.	9.75 m.
Turning circle—left-hand lock		32 ft.	9.75 m.
Ground clearance		5 in.	12.70 cm.
Weight (approx.)		1,920 lb.	871 kg.