



... POWER in hand



... Lovely to handle

MGB
WITH 1800 cc. ENGINE

Safety  *Fast!*

*The sports car connoisseur will find
in this latest M.G. challenger all
that he has been looking for . . .*



Abingdon, home of the 'Safety Fast' M.G.s, is a factory renowned throughout the world for its outstanding craftsmanship. This craftsmanship coupled with the vast resources of the British Motor Corporation forms a unique combination—only a combination such as this could produce as fine a sports car as the stylish new 'MGB'.

Safety fast!



. . . Its value is unquestionable. The 'MGB' sets a new pace in sports car design. Its forerunner—the universally acclaimed 'MGA 1600'—created a record unique in sports car history, being the first to reach a production figure of over 100,000. The 'MGB' transcends its well-proven predecessor in every way. It is designed to do so. It has more power; more vivid acceleration; more brisk performance through the gears—all making for more safety. It also has more room, more comfort, a superior ride and greater refinements. These pace-setting advances over the 'MGA' are an impressive indication of the unqualified value in the 'MGB'.

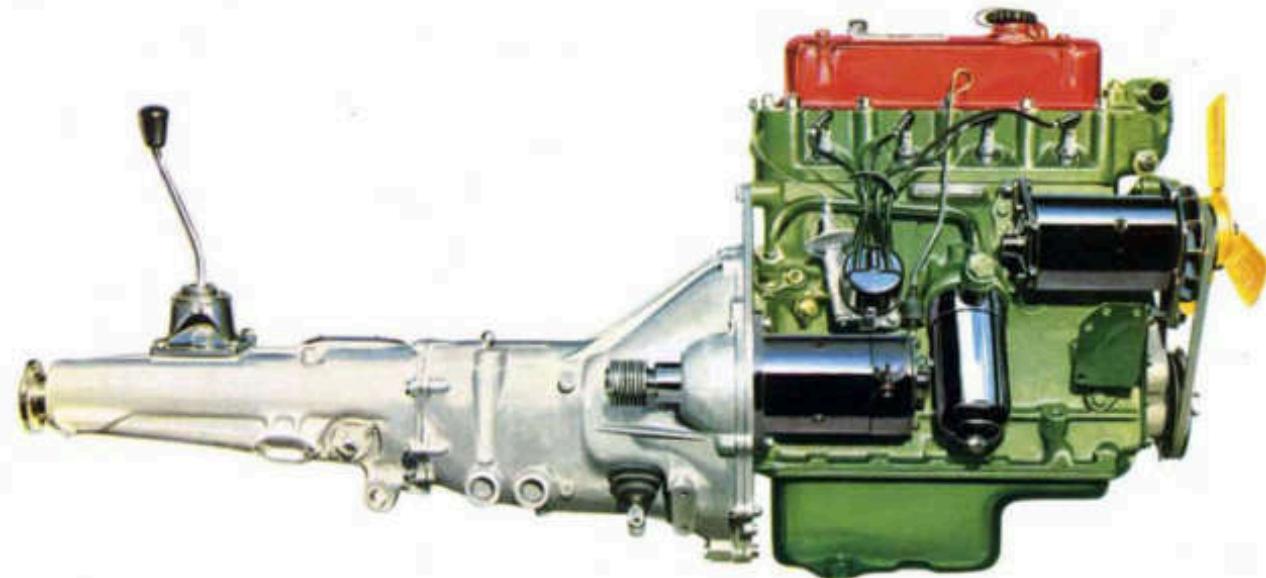
POWER in hand



Acceleration in the 'MGB' is exceptional. The comforting assurance of power-in-hand at all times makes overtaking really safe. The surge of power comes from a high performance four-cylinder o.h.v. unit with twin S.U. carburetors. The valves are push-rod operated by a three-bearing camshaft with an automatic timing chain tensioner. Solid-skirt aluminum-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 89 mm. (3.5 in.).
B.H.P. 95 at 5,400 r.p.m.
Maximum torque 110 lb./ft. at 3,000 r.p.m.
Compression ratio 8.8 : 1.

Safety first! **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, or if optional overdrive is fitted the higher gear ratios become—third 4:3062, top 3:135 : 1. The box is a delight in itself and the remote control is comfortably 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 advanced '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 positively and is a delight to handle. Its responsive and immediate obedience to the driver's commands is in the finest M.G. tradition. This—as M.G. owners all over the world testify with enthusiasm—means the 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, the exceptional 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 at their best in the progressive 'MGB'.

Safety fast! **MGB**



IN ROAD-HOLDING Important contributors to the road-holding properties of the 'MGB' are its monocoque construction, low center of gravity, wide track and long wheelbase. Strength through unitary construction brings with it the additional advantage of lightness with resultant greater power-weight ratio and higher performance. Independent front-wheel suspension further enhances the riding comfort. Disc brakes on the front wheels assure smoothness of operation without brake fade. Rack-and-pinion steering gives the driver, in true M.G. fashion, positive control under all road conditions. Quite apart from their individual merit, it is the combination of these features that make the 'MGB' a truly delightful car to handle.

BRAKING

Disc brakes on the front wheels ensure powerful, straight-line braking. The Lockheed hydraulic system employs self-adjusting 10½ in. diameter disc brakes with 10 in. diameter drums at the rear. The dependable hand brake, positioned between the bucket seats, operates on the rear brake.



Safety Fast! features that have ALL the answers

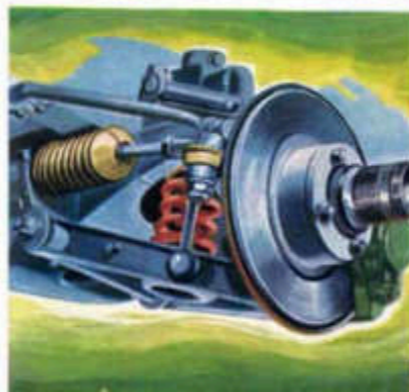
STEERING

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



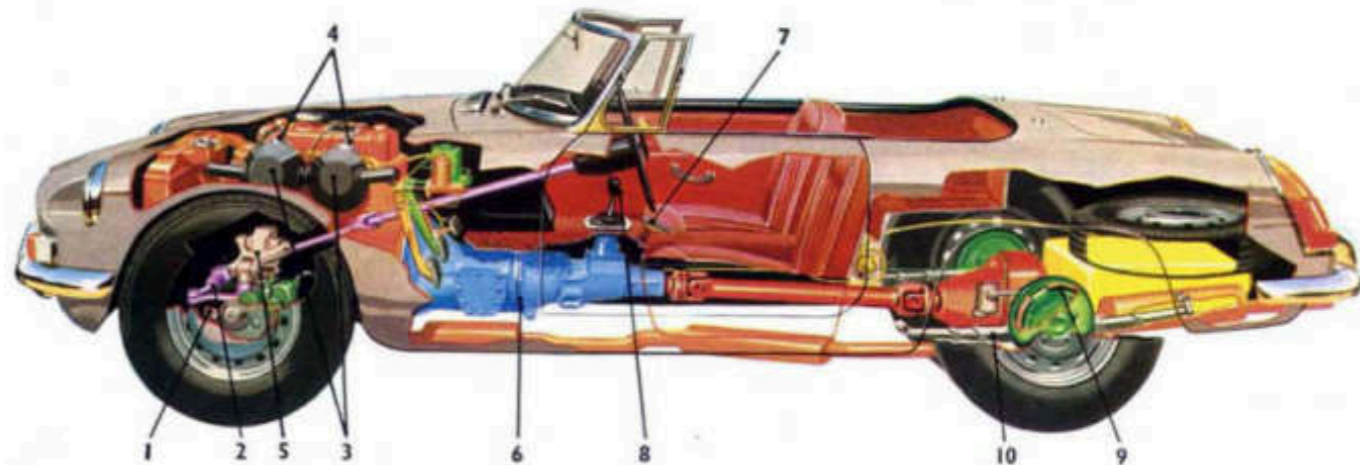
INDEPENDENT FRONT SUSPENSION

Even under the toughest rally or race-type conditions the independent front suspension provides an extremely stable and controlled ride, through the use of hydraulically dampened coil springs and wishbone links.



Inside information

A Chassisless Construction ...



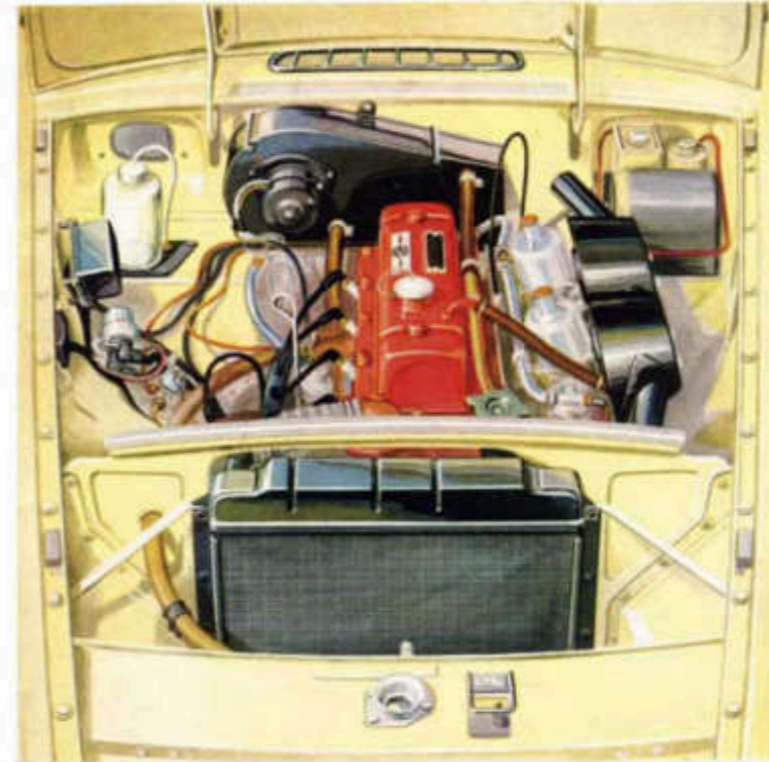
1. Lockheed hydraulic front disc brakes: self-adjusting using 10½ in. discs.
2. Direct rack-and-pinion steering (2.9 turns from lock to lock) gives finger-tip control.
3. High-efficiency twin air cleaners and silencers to quieten engine air intake.
4. Twin S.U. semi-downdraught carburetors fed from rear-mounted 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. Overdrive optional.
9. Lockheed hydraulically operated rear brakes. Drum diameter 10 in.
10. Semi-elliptic rear springs controlled by hydraulic dampers.

More Inside Information

The interior of the 'MGB' cannot fail to impress. The contour formed bucket seats are comfortably upholstered in high-quality English leather over foam rubber. For your further driving comfort seat backs are adjustable for rake. No worry about 'knees-under-the-chin' riding in this car! The cockpit is luxuriously roomy. Immediately behind you is additional space for children or luggage. The latter is in addition to the spacious trunk. Seat belt anchorage points are standard—and fully wind-down windows with hinged quarter-lights are an exciting new feature. Finally—and extremely important—the wrap-around windshield provides an excellent forward view. The windshield surround is finished in bright, clean-looking, polished aluminum.

MORE LUGGAGE ACCOMMODATION



EASY ACCESSIBLE ENGINE

Everything is skillfully planned in the 'MGB'. The engine is readily accessible. The light aluminum hood is hinged at the rear to offer easy access to all engine parts. Incidentally, the fresh-air heater has 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 cowled instruments, including the tachometer, are attractively grouped in front of



the driver, with the toggle switches within easy reach. There are many indications of such thoughtfulness in the 'MGB', from the lockable glove box to a rear view mirror made to adjust to any position 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*

STOW-AWAY OR ATTACHED SOFT-TOP

The illustrations show the choice of soft-top on the new 'MGB'. First, the stow-away type enables the car to be used as an open two-four-seater. In the second type, the attached soft-top folds 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

Heater/demister unit, Road Speed tires, whitewall tires, wire wheels, tonneau cover, anti-roll bar, folding soft-top.

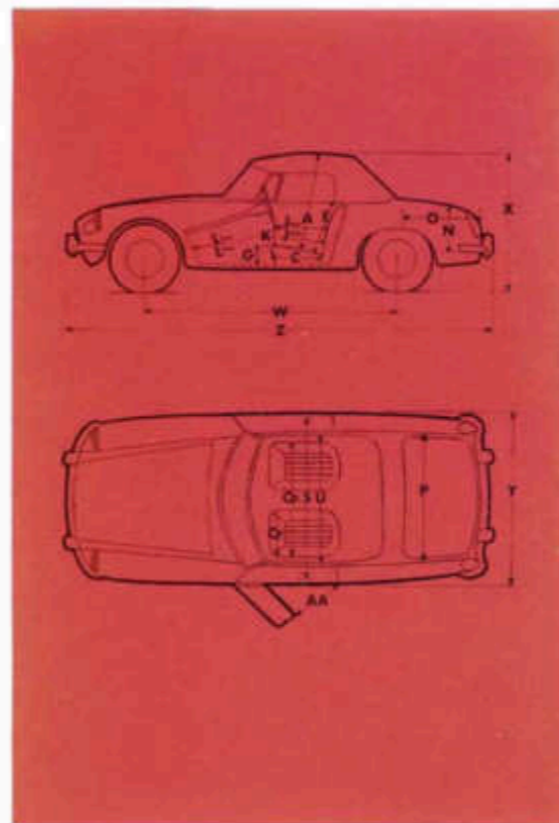


MGB *Safety fast!*

DIMENSIONS

Front seat head room	A	37 in.
Front seat cushion depth	C	19 in.
Front seat squab height above cushion	E	21 in.
Front seat cushion height above floor	G	9 in.
Steering-wheel to squab—max.	J	22½ in.
Steering-wheel to squab—min.	J	14½ in.
Steering-wheel to cushion	K	6½ in.
Front seat leg reach—max.	L	52 in.
Front seat leg reach—min.	L	44½ in.
Luggage boot height	N	16½ in.
Luggage boot depth	O	29½ in.
Luggage boot width	P	57 in.
Front seat cushion width—individual	Q1	18 in.
Front seat cushion—overall width	Q2	44 in.
Width between front doors—max.	S	50½ in.
Shoulder width over front seat	U	46 in.
Wheelbase	W	91 in.
Overall height	X	49½ in.
Overall width	Y	59½ in.
Overall length with over-riders	Z	153½ in.
Front door entry width	AA	30 in.
Track at front		49 in.*
Track at rear		49½ in.
Turning circle—right-hand lock		32 ft.
Turning circle—left-hand lock		32 ft.
Ground clearance		5 in.
Unladen weight (approx.)		1,920 lb

*49½ in. with wire wheels.



ENGINE: Four-cylinder o.h.v. operated by push-rods from three-bearing camshaft with roller-chain drive and automatic chain tensioner. Three-bearing, counter-balanced crankshaft with renewable bearing liners. Solid-skirt, aluminum-alloy pistons with one scraper and three compression rings. Connecting rods with renewable, steel-backed, lead-indium bearings. Bore 3.16 in. Stroke 3.5 in. Capacity 1798 c.c. High-compression engine develops 95 h.p. at 5,400 r.p.m. Compression ratio 8.8 : 1. Maximum torque 110 lb./ft. at 3,000 r.p.m.

Carburetion: Twin S.U. semi-down draught carburetors fed from rear-mounted S.U. H.P.-type electric fuel pump. Air cleaner fitted to each carburetor. Tank capacity 12 U.S. gallons.

SPECIFICATION

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

Ignition: 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: Borg & Beck single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh on second, third and top gears, giving overall ratios of: first 14.21, second 8.65, third 5.37, top 3.90 and reverse 18.58 : 1. With optional overdrive—third 4.31, top 3.13 : 1. Central remote-control floor gear change lever. Hardy Spicer propeller shaft with

needle-bearing universal joints. Three-quarter floating rear axle with hypoid final reduction gears. Axle ratio 3.909 : 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.

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. Rear drum diameter 10 in. Cable-operated, centrally positioned hand brake lever actuating on rear brake-shoes.

ROAD WHEELS: Well-base disc-type wheels with 4-stud fixing fitted with 5.60—nylon tires with tubes. Spare wheel housed in trunk.

ELECTRICAL: Twin 6-volt batteries mounted in balanced position behind the seats; suppressor equipment; belt-driven generator; compensated voltage control; single-pole, positive-earth wiring system; ignition and starter switch; twin horns; self-parking, twin-blade windshield wipers; twin stop and tail lamps incorporating flashing direction signals and rear reflectors; sealed-beam unit headlights; foot-operated dip switch; sidelights integral with flashing direction signals.

INSTRUMENTS: Large m.p.h. speedometer with dead-beat reading; oil pressure, fuel and water temperature gauges; headlight high-beam warning light; large tachometer with ignition warning light; map-reading light switch; windshield wiper switch; manual choke; lighting switch; combined starter and ignition switch; panel light switch with rheostat; direction indicator switch on steering-column with warning lights on fascia

panel; windshield washer control; horn-button in steering-wheel centre.

COACHWORK: Two-door, two-seater sports car of all-steel mono-construction; cold air ventilation from cockpit from grille in front of windshield away from exhaust fumes; adjustable bucket-type seats; occasional rear-seating; leather upholstery with leatherscloth on non-wearing parts; fitted carpets; one-piece hood hinged at rear; enclosed trunk with locking lid; curved laminated windshield; fully wind-down door windows with hinged quarter-lights; windshield washers; packaway waterproof soft-top with large rear transparent panel; wish, rear-opening doors fitted with outside handles and locks; front and rear over-riders; rear-view mirror adjustable for height; spare wheel, tools, jack and starting handle housed in trunk; screw-type gas tank cap; ashtray; provision for fitting radio; anchorages for safety belts on front seats.

OPTIONAL EQUIPMENT: Heater and demister; Fresh-air unit with blower; Road Speed tires; whitewall tires; wire wheels; tonneau cover; anti-roll bar; fold-away soft-top; rear compartment cushions.

COLORS:

Exterior Color	Interior trim Color	Soft-top
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
British Racing Green	Black	Grey

Wheels: Silver.

Fascia and screen shroud panel: Black. (Colors are those available at time of publication. For current availability see separate color card.)



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THE BRITISH MOTOR CORPORATION/HAMBRO INC. 734 GRAND AVENUE, RIDGEFIELD, N.J.