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 First’ 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 form a unique combination—only a combination such as this could produce as fine a sports car as the stylish new ‘M.G.B.’
Acceleration in the MGB is exceptional. The comforting assurance of power-at-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 SU carburettors. The valves are push-out operated by a three-bearing mainshaft with an automatic timing chain tensioner. Solid-hub aluminium-alloy pistons with a scraper and three compression rings, a forged-bearing counterbalanced crankshaft with hardened bearings and pressurized cooling are some of the many features of this powerful, smooth-running unit.

Compression ratio 8.8:1.

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 synchronised on top, third, and second gears. The overall gear ratios are—first 1:4.17, second 1:4.66, third 1:2.5, top 1:1.0, and reverse 5:1:1. If optional overdrive is fitted the higher gear ratios become—first 1:2.66, top 3:35:1.1.

The box is a delight to hold 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—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 pleasant steering one could wish to have. All these 'Safety Fast' features are at their best in the progressive MGB.

Important contributors to the road-holding properties of the MGB are its monospace construction, low center of gravity, wide track and long wheelbase. Strength through unity 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 merits, it is the combination of these features that make the MGB a truly delightful car to handle.
Disc brakes on the front which ensure powerful, straight-line braking. The Lockheed hydraulic system employs self-adjusting 1/2 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.

Firm, positive steering gives finger-tip control at all speeds. Direct rack and pinion is used (2 1/4 turns from lock to lock), giving a turning circle of 38 feet. A large diameter spring-mounted wheel allows the "Safety Foot" driver an exceptionally clear view of the instrument panel.

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

1. Lockheed hydraulic front disc brakes; self-adjusting using 1/2 in. discs.
2. Direct rack-and-pinion steering (2 1/4 turns from lock to lock) gives finger-tip control.
3. High-efficiency twin oil cleaners and silencers to quiet engine air intake.
5. Independent front suspension by coil springs and wishbone-type links controlled by hydraulic dampers.
6. New-type Borg & Beck "slipping clutch" reduces pedal effort and driver fatigue.
7. Conventionally placed ratchet-type hand brake between bucket seats.
10. Semi-elliptic rear springs controlled by hydraulic dampers.
More Inside Information

The interior of the ‘MG B’ 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 ‘knee-under-the-chin’ riding in this car! The console is unusually 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 quarterlights are an exciting new feature. Finally—and extremely important—the wrap-around windscreen provides an excellent forward view. The windshield surround is finished in bright, clear-looking, polished aluminum.

EASY ACCESSIBLE ENGINE

Everything is skillfully planned in the ‘MG B’. The engine is readily accessible. The light aluminum hood is hinged at the rear to offer easy access to all engine parts. Incidentally, the fuel-air heater has 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 cowl instruments, including the tachometer, are attractively grouped in front of the driver, with the toggle switch within easy reach. There are many indications of such thoughtfulness in the ‘MG B’, from the lockable glove box to a rear view mirror made to adjust in any position to suit individual requirements. The ‘MG B’ provides a good view of the instruments, the road ahead, and the road behind.

MORE SPACE

MORE LUGGAGE ACCOMMODATION

MORE VISION

Super fast!
Inside Information

The illustrations show the choice of soft-top on the new "MGB." First, the roll-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: Heated/detachable seat, road speed tires, whitewall tires, wire wheels, tachometer, anti-roll bar, folding soft-top.
ENGINE: Four-cylinder V-12, opposed by push-rods. Three-throw crankshaft with roller-cam drive and automatic chain tensioner. Three-bearing, counter- 
balanced crank with resonance-cutting balance. Selenoid, aluminum-alloy pistons with one and three compression ratios. gasoline with 
engine develops 65 hp at 4,500 rpm. Compression ratio 8:1. Alumínium reed box at 6,000 rpm. 
Carburation: Twin K.E. semi-drool-injector, barometric 
 
DIMENSIONS 

Front seat head room A 37 in. 
Front seat back depth E 21 in. 
Front seat squab height above cushion G 9 in. 
Sunning-wheel to squab back J 25 in. 
Sunning-wheel to squab min. J 16 in. 
Front seat leg room L 53 in. 
Front seat leg room min. L 46 in. 
Luggage boke height O 57 in. 
Luggage boke depth P 19 in. 
Luggage boke width Q 18 in. 
Luggage boke capacity in cubic feet R 40 cu. ft. 

SPECIALIZATION 

Specification 

Lubrication: Full-flow external oil filter with an 

Fuel: Gasoline. Automatic advance and retard 

Cooling System: Pressurized water with impeller 

Transmission: Rear and Both single-plane dry clutch 

Electrical: Two six-volt batteries mounted in 

Instrumentation: Large speedometer with 

Colors: 

Interior: Black 

Exterior: Black 

Body: Black 

Wheels: Black 

Fascia and scotched panel: Black 

(Parts are available at time of publication. For current availability see separate color card.)
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