MGB: An incomparable blend of performance and handling.

The MG-TD, legend-hated though it be, has been replaced by the 1973 MGB with its magnesium driveshaft. The MGB is powered by a 1798 cc, overhead valve four, with twin SU carburetors, proven by over a decade of racing experience. The optional 140 hp 1798 cc engine is also available. The MG-TD's 100 mph top speed was increased to 110 mph. The MGB's interior is standard with Black, Tidkoo, Teal Blue and Green Mardi Gras.

A solid state AM/FM radio is standard. The ignition system is electronic, as are the lights, horn, and wiper motors. The MGB is also equipped with electric wipers and a clock. The MGB's interior is standard with Black, Tidkoo, Teal Blue and Green Mardi Gras.

The MGB is equipped with 5.975 inch front disc brakes. The MGB was designed to be used in the world with its magnesium driveshaft. The MGB is designed to be used in the world with its magnesium driveshaft. The MGB is designed to be used in the world with its magnesium driveshaft. The MGB is designed to be used in the world with its magnesium driveshaft.
Sports car history in America starts with the MG marque. From East to West, the challenges of twisting country roads and cliff-hanging roads were met and conquered by the classic MGB. And the spirited performance that characterized the TC remains intact in today’s MGB. You still experience the quick response, the built-in flexibility, and the comfortable sense of sureness and control. That’s what the MGB-TC was all about. That’s why the 1973 MGB is all about. And that’s why it is the reigning SCCA Class E National Champion.
**SPECIFICATIONS**

**ENGINE**
- 4-cylinder, in-line, overhead valve, 8-valve cross-flow-cylinder head, crankcase-sealed balance shaft, exhaust and evaporative emission control, compression ratio 8.0:1, 2450 cc, 132 bhp at 5700 rpm, 170 lb-ft torque at 3000 rpm.

**TRANSMISSION**
- Four-speed manual with optional electrically controlled overdrive for third and fourth gears.

**STEERING**
- Rack and pinion.

**SUSPENSION**
- Independent, coil springs and shock absorbers.

**BRAKE**
- Dual hydraulic braking systems.

**ROAD WHEELS**
- 14" x 16" aluminum alloy wheels, 205/70H-16 radial tires.

**PERFORMANCE DATA**
- Maximum speed: 100 mph.
- Average speed: 60 mph.
- Standing quarter-miles: 15.0 sec.
- Road speed at 1,000 rpm: 65 mph.

**ELECTRICAL**
- Negative ground, 12-volt system.
- Twin 6-cell batteries mounted in battery box, 40 amp.
- Alternator with solid-state regulator.
- Electronic ignition system, 2-speed.

**INSTRUMENTS**
- Speedometer, tachometer, trip odometer, oil pressure, water temperature, and fuel level.

**SAFETY FEATURES**
- Front and rear seat belts.
- Emergency flasher with flash and strobe.
- Locking doors.

**DIMENSIONS**
- Wheelbase: 93.75 in.
- Overall length: 172.0 in.
- Overall height: 49.5 in.
- Overall width: 69.7 in.
- Inner tread: 205/70H.
- Overall tread: 205/70H.
- Overall weight: 2850 lbs.

**COLORED PLASTICS**
- Black, white, red, orange, red, blue, green, tan, black, brown, beige, gray, black, tan, tan, black, brown.

**INTERIOR**
- Deluxe instruments panel, woodgrain instrument panel, woodgrain steering wheel.

**EXTRAS**
- Deluxe sound system, power steering, power brakes.

**OPTIONAL EQUIPMENT**
- Front and rear seat belts, air conditioning, power steering, power brakes.

**HISTORY**

**THE MGB CONFORMS TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT THE DATE OF MANUFACTURE.**

**SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.**

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**1973 MGB**

Deline "sports car" and you describe the 1973 MGB. Flexibility, comfort and a responsive engine that lets you take command of the road.

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**MG long ago established the criteria of what makes a sports car go. uncompromised performance and superb handling. And today, as the SCCA National Champion in its class, the MGB maintains its lead.**