You Can Still Be Part of The Golden Age
With the Most Exciting MGs in Fifty Years.
MGB/GT

There are people who want the thrill of true sports car performance without giving up the comfort of a grand touring car. This was the idea behind the glamorous 1934 MG NA Magnette, with its special coachwork by Maltby's, "Builders of Beautiful Bodies." And it's the idea behind the classic MGB/GT we build today.

MGB/GT surrounds you with creature comforts such as reclining bucket seats (upholstered in soft vinyl and corded brushed-nylon fabric), fitted carpeting, a wrapped steering wheel, deeply sculptured mag-style wheels and a full-sized lockable glove box. Behind the twin bucket seats are two junior jump seats that fold down for extra storage.

Above all, MGB/GT is a performance machine. And it does perform, with its race-bred 1798cc engine, front disc brakes, rack and pinion steering, and short-throw, four-speed all-synchron-mesh transmission.

Combining as it does, brisk performance and a substantial degree of comfort and luxury, MGB/GT is a worthy successor to the gallant MGs of the past.
For 50 years, MG has concentrated its energy and resources on building sports cars. Cars that are quick enough and strong enough and so precisely balanced that they can and do win races, year after year, all over the world. It was true for the legendary "Old Number One", which won a Gold Medal in its first competitive event, in 1925. And it is true for the latest of the breed, the MGB, three-time national champion in Sports Car Club of America E-Production competition.

But you don't have to compete to appreciate the race-proven MGB. The 1798 cc overhead-valve engine has been proven tough in more than two billion miles of road and track performance. It moves you quickly yet delivers economy car gas mileage. The precision of the short-throw, four-speed, all-synchronesh transmission gives you exceptional control. You maneuver the MGB with positive rack and pinion steering and the surefootedness of radial-ply tires. You stop with the dependability of front caliper disc brakes.

Isn't it about time you started a little golden age of your own?
Midget

In 1929, MG introduced the MG Midget, a production sports-racing car priced well within the means of the average enthusiast. True to that concept, today’s MG Midget is the lowest-priced genuine sports car you can buy. Yet Midget is all MG. And that means all performance.

Midget is anything but diminutive in the honest sports car equipment it gives you. Consider: precise rack and pinion steering, front caliper disc brakes, radially-ply tires, short-throw four-speed all-synchronesh flick-shift and a new, more powerful 1500 cc engine that moves you very briskly and also delivers between 21 (city) and 30 (highway) miles per gallon, according to official Environmental Protection Agency tests.

Since 1929, the MG Midget has introduced thousands upon thousands of people to the fun and excitement of driving a real sports car. Drive our 1975 Midget, the best one yet, and find out how easy it is to enter the golden age of sports cars—starting right now.
MGB AND MGB/GT SPECIFICATIONS

ENGINE:

TRANSMISSION:
Four-speed all synchronesh on forward gears with optional electrically controlled overdrive for third and fourth gears. Clutch: Diaphragm type, 8 in. Electrical: Hydraulically operated. Rear Axle: Three-quarter floating with hypoid final reduction gears. Overall Gear Ratios:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Overdrive</th>
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</thead>
<tbody>
<tr>
<td>Reverse</td>
<td>12.10:1</td>
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<tr>
<td>First</td>
<td>11.89:1</td>
</tr>
<tr>
<td>Second</td>
<td>8.47:1</td>
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<tr>
<td>Third</td>
<td>4.89:1</td>
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<tr>
<td>Fourth</td>
<td>3.25:1</td>
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</tbody>
</table>

STEERING:
Direct rack and pinion. Steering ratio: 15.5 in. diameter steel spoke, bound rim. Turns: lock to lock: 2.99. Emergency overriding steering column.

SUSPENSION:
Front: Independent with coil springs and wishbone-type links with lever-type shock absorbers. Anti-roll bar (GT). Rear: Semi-elliptic springs with lever-type shock absorbers.

MIDGET SPECIFICATIONS

ENGINE:

TRANSMISSION:
Four-speed all synchronesh on forward gears. Clutch: Diaphragm type, 7.25 in, diameter, hydraulically operated. Rear Axle: Three-quarter floating, hypoid final reduction gears. Ratio: 3.5:1. Overall Gear Ratios:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Overdrive</th>
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</thead>
<tbody>
<tr>
<td>Reverse</td>
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</tr>
<tr>
<td>First</td>
<td>13.31:1</td>
</tr>
<tr>
<td>Second</td>
<td>8.61:1</td>
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<tr>
<td>Third</td>
<td>5.01:1</td>
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<tr>
<td>Fourth</td>
<td>3.01:1</td>
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</tbody>
</table>

STEERING:
Direct rack and pinion. Steering ratio: 15.5 in. diameter steel spoke, bound rim. Turns: lock to lock: 2.25. Emergency overriding steering column.

SUSPENSION:
Front: Independent with coil springs and lever-type shock absorbers.

ROAD WHEELS:
Rostyle wheels, 13 in. diameter, fitted with 145 x 13 radial-ply tires. Rear: 10 in. diameter drum brakes.

ELECTRICAL:

INSTRUMENTS:
Speedometer with trip odometer. Electric tachometer. Oil pressure, water temperature, and fuel gauge. Ignition: Korea, pressure, high beam and rear seat warning lights. All instruments and switches set in no-glare, padded dash. Domed courtesy light.

BODY:

INTIOR:
Padded sun visor. Electric rear window defroster, with high-speed defroster, and fresh-air ventilation. Electronic clock.

OPTIONAL EQUIPMENT AND ACCESSORIES:
Optional Racing Equipment a full line of approved competition parts.

THE MG MIDGET CONFORMS TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT ITS DATE OF MANUFACTURE.

MGB/GT IS NOT AVAILABLE IN CALIFORNIA.

SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.