CONFIDENTIAL—NOT FOR PUBLICATION BEFORE 11 OCTOBER 1969

NEW MG RANGE WITH STYLING, TRIM, AND COLOUR CHANGES

AUSTIN-HEALEY SPRITE—MG MIDGET—MGB AND MGB GT

* Luxury Trim

* Revised Styling

* New Colour Range

* Safety Fascia

* Reclining Seats as Standard
THE NEW MG AND AUSTIN-HEALEY RANGE

The Austin Morris Division of British Leyland announces today, 11 OCTOBER 1969, a new range of MG and Austin-Healey models for 1970 with exciting new styling and trim and colour changes, designed to keep the cars ahead of their competitors.

MG MIDGET AND AUSTIN-HEALEY SPRITE

Engine and transmission

The 1970 MG Midget and Austin-Healey Sprite retain the ‘A’ series engine developing 65 b.h.p. at 6,000 r.p.m. and 72 lb. ft. torque at 3,000 r.p.m.

Body and chassis

Exterior styling changes include the introduction of striking black side-winders with the model name stretching along the length of the car at floor level.

Twin rear bumpers include space for the number-plate and also house its two illuminating lights. Black and silver Rostyle wheels are a standard specification, and wire wheels remain optional.

At the front a matt black grille with wire chrome surround includes the marque badge, and the blue-and-white British Leyland corporate symbol appears on each wing.

Interior

New fully-adjustable reclining seats are fitted as standard equipment, together with a black fascia housing a speedometer, rev.-counter, joint water-temperature and oil-pressure gauges, fuel gauge, and recessed rocker-type switches and controls.

The floor is fully carpeted, and the gear lever is sleeved with an attractive black leather gaiter.

Provision is made for radio fitment, with a centrally-mounted radio/speaker unit matching the trim pattern.

MGB AND MGB GT

Engine and transmission

Both models retain the ‘B’ series power unit developing 95 b.h.p. at 5,400 r.p.m. and 110 lb. ft. torque at 3,000 r.p.m., transmitted through a four-speed all-synchronesh gearbox and driving the rear wheels.

Body and chassis

Both models have new styling features, including twin rear bumpers with space for the number-plate to be fitted centrally and also housing its illuminating lights.

A new front grille, with chrome surround embodies the famous MG octagon.

The MGB GT is identified by the ‘GT’ motif mounted on the rear luggage door, and both models have the British Leyland corporate symbol on each front wing. Wide-rim, black and silver Rostyle wheels are fitted as standard equipment.
Interior

The re-designed interior layout includes a Crackle Black fascia, similar to, but more comprehensive than that of the Midget/Sprite. Fully-adjustable, reclining seats are a standard feature.

<table>
<thead>
<tr>
<th></th>
<th>Basic</th>
<th>P.T.</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>MG Midget</td>
<td>£625 0s. 0d.</td>
<td>£193 5s. 3d.</td>
<td>£818 5s. 3d.</td>
</tr>
<tr>
<td>Austin-Healey Sprite</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>MGB</td>
<td>£860 0s. 0d.</td>
<td>£265 1s. 5d.</td>
<td>£1125 1s. 5d.</td>
</tr>
<tr>
<td>MGB GT</td>
<td>£970 0s. 0d.</td>
<td>£283 18s. 1d.</td>
<td>£1253 18s. 1d.</td>
</tr>
</tbody>
</table>

Colour Range

Colour
Glacier White
British Racing Green
Blue Royale
Flame Red
Bronze Yellow

Trim
Black

Optional Extras

MG Midget and Austin-Healey Sprite
Anti-roll bar
Locking petrol cap
Laminated windsreen
Radio
Wing mirror
Cigarette lighter
Oil cooler
Tonneau cover
Hard-top

Radial-ply tyres
Whitewall tyres
Wire wheels
Luggage grid

MGB and MGB GT
Radio
Brake servo
Cigarette lighter
Wire wheels
Ashtray
Automatic transmission

Radial-ply tyres
Whitewall tyres
Overdrive

MGB
Luggage grid
Folding hood

MGB GT
Heated back-light

Hard-top
MG MIDGET AND AUSTIN-HEALEY SPRITE

BRIEF DESCRIPTION

**Engine**
- Number of cylinders: Four.
- Bore of cylinders: 2.78 in.
- Stroke of crank: 3.2 in.

**GENERAL DIMENSIONS**

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase</td>
<td>6 ft. 8 in.</td>
</tr>
<tr>
<td>Track</td>
<td></td>
</tr>
<tr>
<td>Front wheels</td>
<td>3 ft. 10 in.</td>
</tr>
<tr>
<td>Rear wheels</td>
<td>3 ft. 8 in.</td>
</tr>
<tr>
<td>Ground clearance</td>
<td>5 in.</td>
</tr>
<tr>
<td>Turning circle</td>
<td>31 ft. 2½ in.</td>
</tr>
<tr>
<td>Overall dimensions</td>
<td></td>
</tr>
<tr>
<td>Length</td>
<td>11 ft. 5 in.</td>
</tr>
<tr>
<td>Width</td>
<td>4 ft. 6 in.</td>
</tr>
<tr>
<td>Height</td>
<td>4 ft. 0 in.</td>
</tr>
<tr>
<td>Capacities</td>
<td></td>
</tr>
<tr>
<td>Fuel tank</td>
<td>6 gal.</td>
</tr>
<tr>
<td>Engine sump</td>
<td>7 pints.</td>
</tr>
<tr>
<td>Cooling system</td>
<td>6 pints.</td>
</tr>
</tbody>
</table>

Tyre size
- 5.20—13 (4-ply)
- Road speed at 1,000 r.p.m. in 4th gear = 16.7 m.p.h.

PERFORMANCE DATA

<table>
<thead>
<tr>
<th>Engine</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Compression ratio</td>
<td>8.8 : 1</td>
</tr>
<tr>
<td>Maximum power</td>
<td>65 b.h.p. at 6,000 r.p.m.</td>
</tr>
<tr>
<td>Maximum torque</td>
<td>72 lb. ft. at 3,000 r.p.m.</td>
</tr>
</tbody>
</table>

Acceleration (axle 3.9 : 1)
- 0–30 m.p.h.: 3.4 sec.
- 0–40 m.p.h.: 6.5 sec.
- 0–50 m.p.h.: 8.9 sec.
- 0–60 m.p.h.: 13.3 sec.
- 0–70 m.p.h.: 18.0 sec.
- 0–80 m.p.h.: 27.5 sec.
- Standing ½ mile: 19.6 sec.

35
<table>
<thead>
<tr>
<th>Maximum speed in gears</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>28 m.p.h.</td>
<td>52 m.p.h.</td>
<td>73 m.p.h.</td>
<td>95 m.p.h.</td>
</tr>
</tbody>
</table>

**Fuel consumption**
- 49.5 at a constant 30 m.p.h.
- 48.0 at a constant 40 m.p.h.
- 47.5 at a constant 50 m.p.h.
- 43.0 at a constant 60 m.p.h.
- 35.2 at a constant 70 m.p.h.
- 31.4 at a constant 80 m.p.h.

**Engine**
- Number of cylinders: 4 (In-line).
- Bore of cylinders: 2.78 in.
- Stroke of crank: 3.2 in.
- Capacities: 1275 c.c.
- Firing order: 1, 3, 4, 2.
- Compression ratio: 8.8 : 1.

**Lubrication**
- Oil pump:
- Oil filter: Concentric type. Full-flow—replaceable element.

**Cooling system**
- Impeller pump and fan—thermo controlled.

**Fuel system**
- 12-volt electrical pump.

**Transmission**
- Clutch: 6½ in. diaphragm spring.
- Rev. | 1st | 2nd | 3rd | 4th |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Gearbox ratios</td>
<td>4.114</td>
<td>3.200</td>
<td>1.916</td>
<td>1.357</td>
</tr>
<tr>
<td>Overall ratios</td>
<td>16.044</td>
<td>12.48</td>
<td>7.472</td>
<td>5.292</td>
</tr>
</tbody>
</table>

**Suspension**
- Front: Independent by coil spring, wishbone links.
- Rear: Semi-elliptic leaf springs.
- Shock absorbers: Armstrong lever arm front and rear—hydraulic.

**Road wheels**
- 13 in. steel disc.

**Brakes**
- Front: 8½ in. disc.
- Rear: 7 in. drum.
- 36
<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
</table>
| Steering | Rack and pinion.  
Fixed column—14 : 1 ratio.  
Leather covered wheel 15½-in. diameter. |
| Battery | Lucas S9/8 12-volt. |
| Headlamps | Spaced beam. |
| Dip switch | Steering-column lever operated. |
| Horn | Twin horns (Lucas 911) operated by lever on column. |
MGB AND MGB GT

BRIEF DESCRIPTION

Engine
Number of cylinders  Four.
Bore of cylinders  3.16 in.
Stroke of crank  3.5 in.

GENERAL DIMENSIONS

Wheelbase  7 ft. 7 in.
Track
Front wheels  4 ft. 1 in.
Rear wheels  4 ft. 12 in.
Ground clearance  5 in.
Turning circle  32 ft.
Overall dimensions
Length  12 ft. 9 in.
Width  4 ft. 11 in.
Height  4 ft.

Capabilities
Fuel tank  12 gal.
Engine sump  8 pints 5 oz.
Cooling system  10 pints.

Tyre size
5.60—145 (4-ply).

Engine speed
Road speed at 1,000 r.p.m. in 4th gear = 17.9 m.p.h.

Firing order  1, 3, 4, 2.
Compression ratio  8.8 : 1.

Lubrication
Oil pump  Holborn-Eaton eccentric.
Oil filter  Mounted in sump vertically, full-flow filter.

Cooling system  Impeller pump and fan—thermostat control.

Fuel pump  12-volt electric S.U. pump.
38
Transmission

- Clutch: 8-in. diameter. Single dry plate with diaphragm—hydraulic operated.
- Gearbox ratios:
  - Standard: Rev. 3.095, 3.44, 2.167, 1.382, 1.0
  - Automatic: Rev. 2.09, 2.39, 1.45, 1.0
  - Overdrive: 1.13, 82.1
- Overall ratios:
  - Standard: Rev. 12.098, 13.446, 8.470, 5.400, 3.909
  - Automatic: Rev. 7.533, 8.843, 8.843, 5.365, 3.7
  - Overdrive: 4.43, 3.20
- Axle ratio:
  - Standard: 3.909:1
  - Automatic: 3.7:1

Suspension

- Front: Coil and wishbone with anti-roll bar.
- Rear: Semi-elliptic leaf springs.
- Shock absorbers: Armstrong hydraulic with lever arm.

PERFORMANCE DATA

- Engine:
  - Compression ratio: 8.8:1.
  - Maximum power: 95 b.h.p. at 5,400 r.p.m.
  - Maximum torque: 110 lb. ft. at 3,000 r.p.m.

- Acceleration:
  - MGB (with O/D)  
    - 0-30 m.p.h.: 4.0 sec.
    - 0-40 m.p.h.: 6.0 sec.
    - 0-50 m.p.h.: 9.0 sec.
    - 0-60 m.p.h.: 12.0 sec.
    - 0-70 m.p.h.: 17.2 sec.
    - 0-80 m.p.h.: 24.1 sec.
    - 0-90 m.p.h.: 35.6 sec.
  - MGB GT
    - 0-30 m.p.h.: 4.0 sec.
    - 0-40 m.p.h.: 6.0 sec.
    - 0-50 m.p.h.: 8.9 sec.
    - 0-60 m.p.h.: 13.2 sec.
    - 0-70 m.p.h.: 17.9 sec.
    - 0-80 m.p.h.: 23.8 sec.
    - 0-90 m.p.h.: 35.8 sec.

- Standing 1 mile: 18.9 sec.

- Maximum speed in gears:
  - 1st: 29 m.p.h.
  - 2nd: 48 m.p.h.
  - 3rd: 78 m.p.h.
  - 4th: 107.4 m.p.h.

Fuel Consumption

- Direct top:
  - 41.7 m.p.g.
  - 35.2 m.p.g.
  - 32.0 m.p.g.
  - 29.8 m.p.g.
  - 27.0 m.p.g.
  - 24.1 m.p.g.

- Overdrive:
  - 43.9 m.p.g. at a constant 30 m.p.h.
  - 37.8 m.p.g. at a constant 40 m.p.h.
  - 34.0 m.p.g. at a constant 50 m.p.h.
  - 31.5 m.p.g. at a constant 60 m.p.h.
  - 29.2 m.p.g. at a constant 70 m.p.h.
  - 25.8 m.p.g. at a constant 80 m.p.h.

39
### Engine
- **Number of cylinders**: Four (In-line).
- **Bore of cylinders**: 3.16 in.
- **Stroke of crank**: 3.5 in.
- **Capacity**: 1798 c.c.

### Road wheels
- **14 in. Rostyle.**

### Brakes
- **Front**: 10½ in. disc.
- **Rear**: 10 in. drum.

### Steering
- **Rack and pinion 15·75 : 1 ratio, leather covered steering-wheel 15½-in. dia.**

### Battery
- **Two 6-volt Lucas CA 9th located under new seating.**

### Headlamps
- **Sealed-beam.**

### Dip switch
- **Steering-column lever operated.**

### Horn
- **Twin Lucas Windtone operated from column lever.**
The performance and fuel consumption figures, specifications, and detailed dimensions in these Press Releases are taken from pre-production vehicles and are subject to the usual variations which can occur in volume production.