

7 WAYS TO IMPROVE YOUR DRIVING

7 GREAT CARS FROM





AUSTIN AMERICA

You can find five of the world's great automotive ideas in the Austin America. And economy that only begins with the price.

Front wheel drive for better traction.
Four-speed fully automatic or manual
all-synchromesh transmission.
Hydrolastic suspension for big-car ride.

More interior room than most luxury cars.

Up to 30 miles per gallon of gas economy.



MGB

America's favorite imported sports car. Fast, powerful, the MGB delivers race-proven performance and handling.

Fully-synchronized four-speed gearbox.

Dual-braking system with disc brakes up front.

Sixty-spoke wire wheels.

Full sports car instrumentation.

English leather reclining bucket seats.



MGB/GT

Escape from the option trap. The luxuries are standard equipment on this authentic grand touring car. This hand-crafted GT combines luxury-car comfort with sports car performance.

Fully synchronized 4-speed transmission.

Dual-braking system with disc brakes up front.

Sixty-spoke wire wheels.

Heavy-duty suspension.

Rack-and-pinion steering.

Reclining English leather bucket seats.

Full sports car instrumentation.



MGC

A familiar shape, but underneath a totally new car. Just about everywhere you look, you'll find something new in this latest addition to the MG line.

New 6-cylinder 2912 cc engine.

Servo-assisted disc brakes.

Fully synchronized 4-speed transmission with overdrive.

Borg-Warner 3-speed automatic optional.

Plus, at no extra cost, 72-spoke wire wheels, English leather reclining bucket seats, and full sports car instrumentation.



MGC/GT

The car that makes Grand Touring just a little grander. The newest GT in the MG line. Quietly elegant and underneath the elegance, true high performance and handling.

New 6-cylinder 2912 cc engine.

Servo-assisted disc brakes.

Fully synchronized 4-speed transmission with overdrive (Borg-Warner 3-speed automatic optional).

Plus, at no extra cost, 72-spoke wire wheels, English leather reclining bucket seats, full sports car instrumentation, and fully carpeted interior, including luggage compartment.



SPRITE

Lets you escape the high cost of high performance. The lowest-priced true sports car you can buy.

Powerful 1275 cc engine.

Rack-and-pinion steering.

Heavy-duty suspension.

Dual-braking system with fade-free front disc brakes.

Foam-padded bucket seats.

Quick-and-easy folding top.



MG MIDGET

Lowest priced car to wear the MG Octagon.
Delivers giant-size performance on road or track.

Race-proven 1275 cc engine.

Rack-and-pinion steering.

Wire wheels.

Heavy-duty suspension.

Dual-braking system with fade-free front disc brakes.

And all the comforts: foam-padded
reclining bucket seats, quick-and-easy folding top.
Full sports car instrumentation.

SPECIFICATIONS

ENGINE						TRANSMISSION	
	General	Horsepower	Torque	Compression Ratio	Carburetion	General	Axle Ratio
AUSTIN AMERICA 2-door Sedan	4-cyl OHV 77.9 cu. in.	58 bhp @ 5250 rpm	69 lb/ft @ 3000 rpm	8.8:1	1 SU	4-speed automatic ^{1.}	3.76:1
AUSTIN HEALEY SPRITE Mk. IV	4-cyl OHV 77.9 cu. in.	62 bhp @ 6000 rpm	72 lb/ft @ 3000 rpm	8.8:1	2 SU	4-speed manual	3.9:1
MGC	6-cyl OHV 177.7 cu. in.	145 bhp @ 5250 rpm	174 lb/ft @ 3500 rpm	9:1	2 SU	4-speed man Overdrive ^{2.}	3.7:1
MGC/GT	6-cyl OHV 177.7 cu. in.	145 bhp @ 5250 rpm	174 lb/ft @ 3500 rpm	9:1	2 SU	4-speed man Overdrive ^{2.}	3.7:1
MGB Mk. II	4-cyl OHV 109.8 cu. in.	92 bhp @ 5400 rpm	110 lb/ft @ 3000 rpm	8.8:1	2 SU	4-speed man All Synchro	3.9:1
MGB/GT Mk. II	4-cyl OHV 109.8 cu. in.	92 bhp @ 5400 rpm	110 lb/ft @ 3000 rpm	8.8:1	2 SU	4-speed man All Synchro	3.9:1
MG MIDGET Mk. III	4-cyl OHV 77.9 cu. in.	62 bhp @ 6000 rpm	72 lb/ft @ 3000 rpm	8.8:1	2 SU	4-speed manual	3.9:1

1. Optional 4-speed all synchromesh manual.

2. Optional 3-speed Borg-Warner automatic.

3. Radial Ply Tires optional.

4. Radial Ply Tires standard.

Specifications subject to change without notice.

STEERING	BRAKES		SUSPENSION		WHEELS & TIRES	EXTERIOR DIMENSIONS					INTERIOR DIMENSIONS (max.)		TOP SPEED
	Front	Rear	Front	Rear		Wheel- base	Length	Width	Height	Weight	Headroom	Legroom	
Rack & Pinion	Disc 8 in.	Drum	Hydrolastic®		Disc 5.95 x 12	93½ in.	146 3/4 in.	60 3/8 in.	53 in.	1852 lbs.	Front—37 in. Rear—36 in.	Front—40 in. Rear—44½ in.	85+
Rack & Pinion	Disc 8.25 in.	Drum	Ind.	Live Axle	Disc 5.20 x 13 ^{3.}	80 in.	137 5/8 in.	54 7/8 in.	48⅝ in.	1512 lbs.	35½ in.	44½ in.	90+
Rack & Pinion	Disc 11.3 in.	Drum	Torsion Bar	Live Axle	Wire 165 x 15 ^{4.}	91 in.	153 3/16 in.	59 15/16 in.	50¼ in.	2445 lbs.	37 in.	46 in.	125+
Rack & Pinion	Disc 11.3 in.	Drum	Torsion Bar	Live Axle	Wire 165 x 15 ^{4.}	91 in.	153 3/16 in.	59 15/16 in.	50½ in.	2595 lbs.	Front—37 in. Rear—26 in.	Front—46 in. Rear—34 in.	125+
Rack & Pinion	Disc 10.75 in.	Drum	Ind.	Live Axle	Wire 5.60 x 14 ^{3.}	91 in.	153 3/16 in.	59 15/16 in.	49⅜ in.	1920 lbs.	37 in.	46 in.	105+
Rack & Pinion	Disc 10.75 in.	Drum	Ind.	Live Axle	Wire 5.60 x 14 ^{3.}	91 in.	153 3/16 in.	59 15/16 in.	49½ in.	2190 lbs.	Front—37 in. Rear—26 in.	Front—46 in. Rear—34 in.	105+
Rack & Pinion	Disc 8.25 in.	Drum	Ind.	Live Axle	Wire 5.20 x 13 ^{3.}	80 in.	137 5/8 in.	54 7/8 in.	48⅝ in.	1512 lbs.	35½ in.	44½ in.	90+

