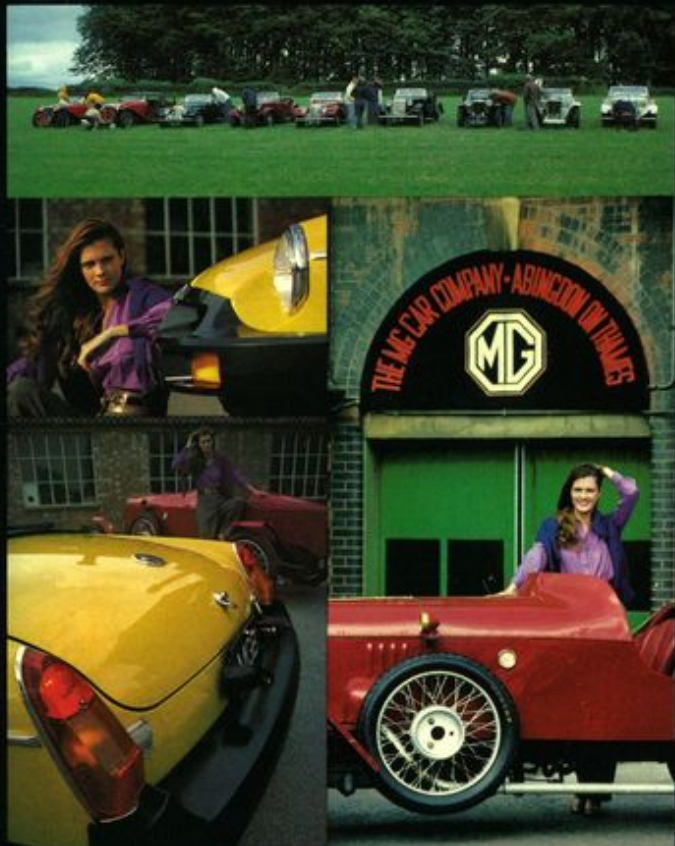




THE LEGENDARY BREED



For 50 years, MG sports cars have come growling out of our brick factory at Abingdon-on-Thames and into the record books of motor racing. From the first, MGs have been true sports machines. They were, and are, clean of line, quick in their reflexes, strong of heart and fun to drive. MGs are bred to win. From the first MG, "Old Number One," which took a Gold Medal in the 1925 Land's End Trial first time out, the list is long and legendary. Many of the world's great tracks and champion drivers have been part of the glory. In time, MG became many an enthusiast's first sports car. And today, because the dedicated men at Abingdon are thoroughly devoted to maintaining the bold, spirited breed that is MG, the MGB is the best-selling convertible in America.

THE COURTYARD AT ABINGDON-ON-THAMES. IN THE BACKGROUND, THE FIRST MG, "OLD NUMBER ONE." FOREGROUND, THE WIDE-OPEN 1980 MGB.



Everything about the MGB is geared for action. The bold, legible instrumentation is readily visible through the padded wheel. The short-throw, four-speed stick shift is right at hand. The superb balance and race-proven suspension give you the feeling of running on rails. The responsive 1798cc engine has a champion's endurance. And the front disc brakes stop you decisively. When you flip down the top of this wide-open machine and head for the open road, you'll experience the feeling that winning gives an athlete.

THE SPORTING BREED



SCULLING ON THE THAMES. BACKGROUND: THE 1933 K-3 MAGNETTE. IT TOOK #1 AND #2 IN ITS CLASS IN THE 1933 MILLE MIGLIA. FOREGROUND: BEST OF BREED. THE 1980 MGB.





THE CLASSIC BREED

There is no sure blueprint for the creation of a great classic motorcar. Yet all true classics have certain qualities in common that are evident at first glance: a clean, graceful and timeless look; rare poise in motion; and a clear tendency to make lesser machinery look overweight, over-dressed and transitory. In view of the fact that few authentic classics have ever been created since the evolution of the motorcar, it is little short of astonishing to contemplate how many of them are MGs. But the greatest pleasure in owning a classic like the MGB is driving it: the wind in your hair, the road winding out before you. Today's MGB is a living classic. Drive it, and discover this rare and sensuous feeling.



Driving the wide-open MGB is an act of defiance against an increasingly homogenized world. In a time when it is becoming more difficult to tell one car from another, the MGB stands out. Outstanding, too, is the feeling you get behind the wheel. Here are reflexes as quick as your own. Cornering, passing, maneuvering or stopping, the MGB's sporting capabilities give you a welcome feeling of confidence and command. This latest MGB is a superb expression of the car-building philosophy that has animated the craftsmen of Abingdon for 50 years: it is lean, honest and quick. There is an extra dividend too, and this is pure, top-down, head-for-the-horizon fun.

THE BOLD BREED



A BOLD GAME: BRITISH FOOTBALL (OUR SOCCER).
THREE BOLD CLASSIC MGs: IN WHITE, AN MG TD, IN
GREEN, AN MG TC AND, IN BLUE, TODAY'S MGB.



The trunk is lighted, lockable, functional.

Sports car instrumentation for a well-informed driver: tach, oil pressure, temperature, and amp gauge.

A sporting engine: the MGB's uncomplicated and reliable race-proven 1798cc Four.

Quick is the word for the MGB's short-throw four-speed stick, with optional electric overdrive.

Classic convertible styling is reflected in the snug fold-down top with practical zip-down rear window.

Classic luggage rack is optional. It adds stowage for long trips.





Wind-cheating lines define the MGB's clean, wide-open profile. Tonneau cover is optional.



Mag-style wheels are standard MGB, as are the radial-ply tires. Trim rings are optional.



Functional buckets: adjustable vinyl-covered bucket seats give proper body support in brisk driving situations.

Traditional wire wheels are a classic MGB option.

Traveling music sounds beautiful on our optional AM/FM multiplex radio with tape player and dual speakers in the doors.

MGB SPECIFICATIONS—1980

ENGINE:

4-cylinder, in-line overhead valve • 5-bearing counter-balanced crankshaft • Exhaust and evaporative emission control • Catalytic converter • Compression Ratio: 8.0:1 • Bore: 3.16 in. (80.26 mm) • Stroke: 3.50 in. (88.9 mm) • Displacement: 110 cu in. (1798cc) • Carburetion: Zenith 150 CD4T • Automatic choke • Fuel Pump: S. U. electric • Fuel Tank Capacity: 13 U.S. gallons (unleaded).

DRIVE TRAIN:

Transmission: Manual 4-speed with synchromesh on all forward gears • Clutch: Diaphragm type, 8-in. diameter, hydraulically operated • Final Drive: Hypoid bevel gears, crown wheel and pinion, three quarter floating, universal joints • Rear Axle Ratio: 3.89:1 • Gear Ratios: Reverse 3.1:1; First 3.3:1; Second 2.2:1; Third 1.4:1; Fourth 1:1.

STEERING:

Direct rack and pinion • Steering Wheel: 15 in. diameter, four spoke with padded rim • Turns — lock to lock: 3.57 • Energy-absorbing steering column • Turning Circle: 32 ft.

SUSPENSION:

Front: Independent with coil springs, wishbone links, and lever-type shock absorbers; anti-sway bar • Rear: Tube axle with semi-elliptic rear springs and lever-type shock absorbers; anti-sway bar.

BRAKES:

Dual circuit hydraulic, power-assisted • Front: 10.75 in. diameter self-adjusting disc brakes • Rear: 10 in. diameter drum brakes.

ROAD WHEELS:

Rostyle wheels, 14 in. diameter, fitted with 165SR x 14 radial-ply tires.

ELECTRICAL:

Negative ground, 12-volt system • Battery Rating: 66 amps at 20 hour rate • Alternator: 43 amps.

INSTRUMENTS AND CONTROLS:

Speedometer with trip odometer • Electric tachometer • Oil pressure, water temperature and fuel gauges • Warning lights for vehicle status and vital functions • Multi-purpose lever on left side of steering column controls headlights, low beam/high beam flasher, directionals and horn; right-side lever controls electric windshield washer and two-speed wipers with single-wipe capability • Heater/defroster with 2-speed fan.

BODY:

2-door, steel unitary construction •

Waterproof folding top incorporating zipper-opening rear window • Tonneau cover • Interior hood release with self-locking support stay • Locking trunk with automatic lid support; trunk light • Laminated safety glass windshield • Roll-up windows with opening quarter windows • Full-width polyurethane bumpers—front and rear.

INTERIOR:

Individual bucket seats trimmed in knit-backed expanded vinyl, rake-adjusting with adjustable head restraints • Safety 3-point seat belts • Center console with cigarette lighter and heater controls • Clock • Lockable glove box • Fitted carpeting • Map pocket • Sill kick plates.

INTERIOR DIMENSIONS:

Front Seat Headroom: 37 in. • Front Seat Legroom (maximum): 42 in. • Front Seat Shoulder Width: 46 in. • Trunk Capacity (gross): 9 cu ft.

MAIN DIMENSIONS:

Wheelbase: 91.13 in. • Overall Height (top up): 51 in. • Overall Width: 59.9 in. • Overall Length: 158.25 in. • Track at Front: 49.5 in. • Track at Rear: 49.75 in. • Ground Clearance: 4 in. • Curb Weight: 2416 lbs.

OPTIONAL EQUIPMENT

AND ACCESSORIES:

Electrically-operated overdrive • Solid-state AM/FM or AM/FM/MPX or AM/FM/MPX radios with 8-track or cassette tape players • Whitewall radial-ply tires • Center-lock wire wheels • Wheel trim rings (Rostyle wheels only) • Luggage rack • Stripping kits • Rubber floor mats • Door edge guards • Optional Competition Equipment: parts and preparation manuals; Jaguar Rover Triumph Competition Department (East), 600 Willow Tree Road, Leonia, New Jersey 07605, or (West), P.O. Box 459, Brisbane, California 94005.

COLORS—EXTERIOR/INTERIOR:

Brooklands Green/Beige, Carmine Red/Beige, Pageant Blue/Beige, Porcelain White/Black, Russet Brown/Beige, Snapdragon Yellow/Black, Vermilion Red/Black.

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

SPECIFICATIONS AND COLORS SUBJECTS TO CHANGE WITHOUT NOTICE.

☐ Jaguar Rover Triumph Inc.

Leonia, New Jersey 07605. In Canada: 4445 Fairview Street, Burlington, Ontario.



THE MG MK. III IN ACTION. FROM AN ORIGINAL BY
F. GORDON CROSBY IN THE COLLECTION OF THE
MG CAR COMPANY, ABINGDON-ON-THAMES.

