



MG-1100

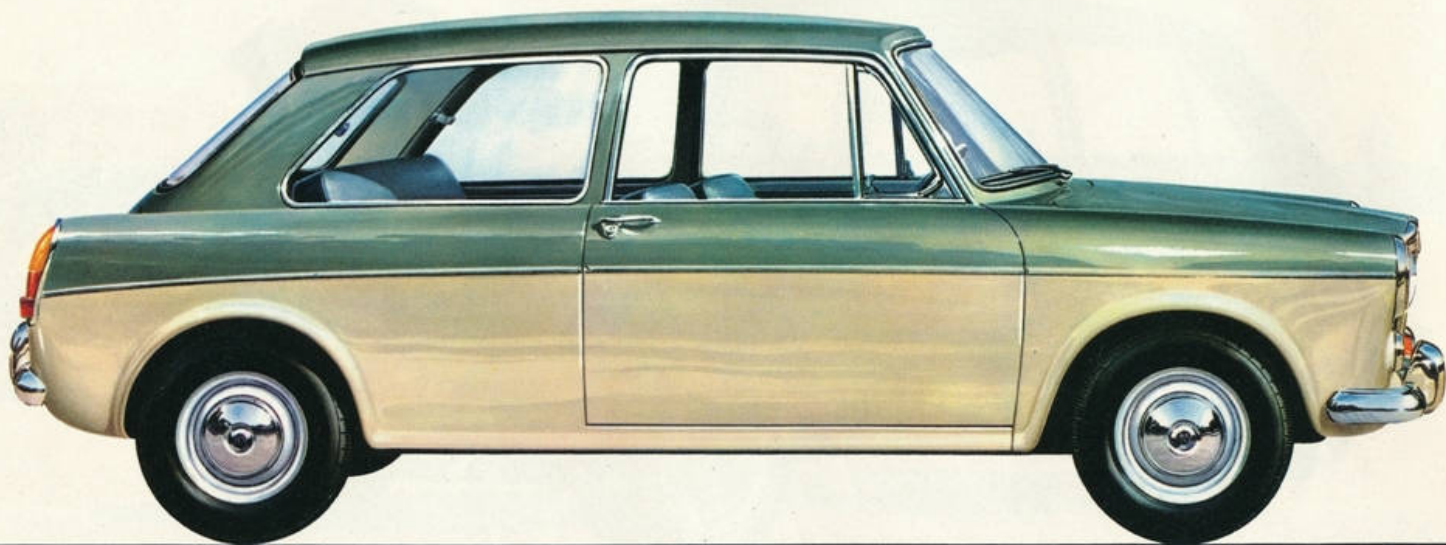
Safety fast!



The M.G. 1100 utilises the most advanced engineering technique to pack high performance, comfort, safety and spaciousness into a stylish car of compact dimensions.

MG 1100

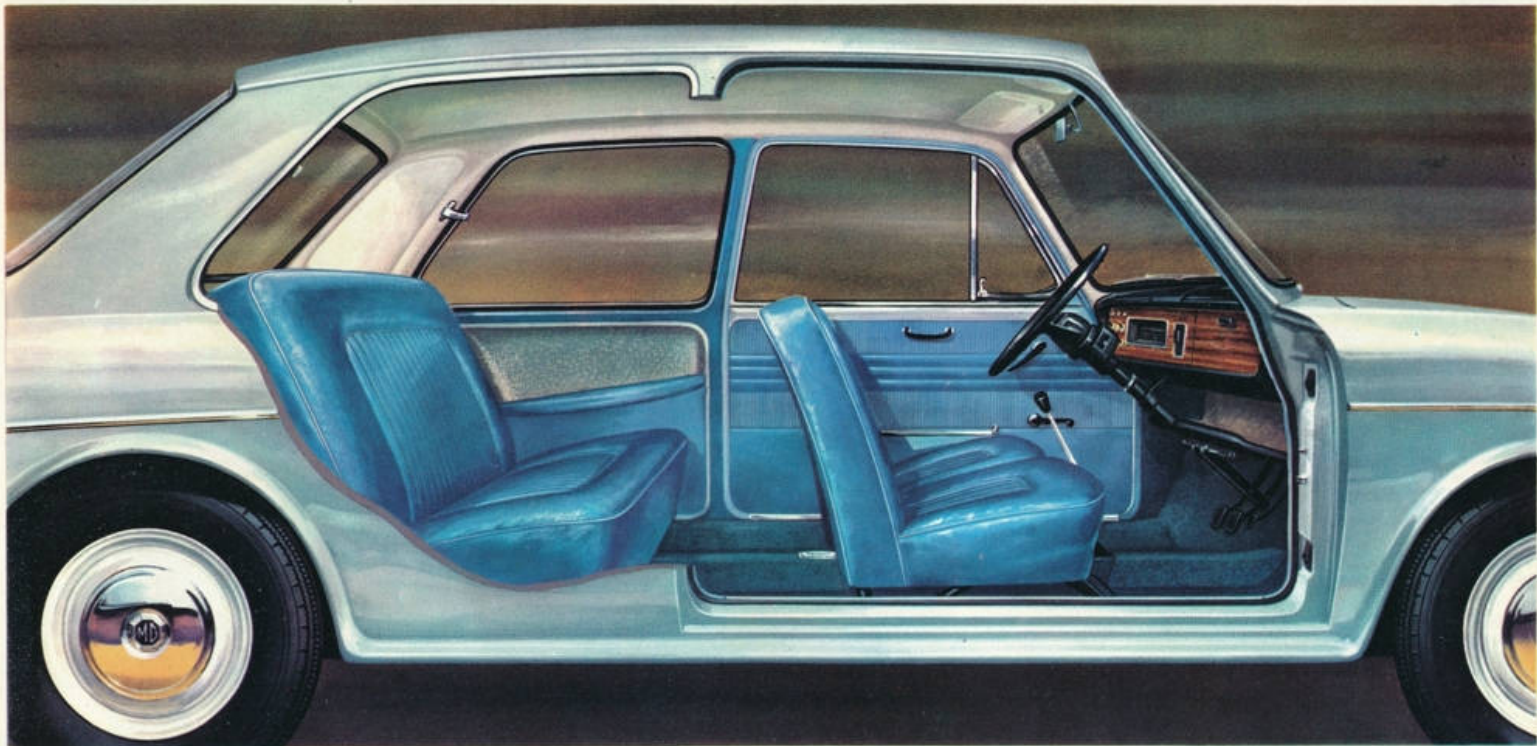
The most advanced small car in the world!



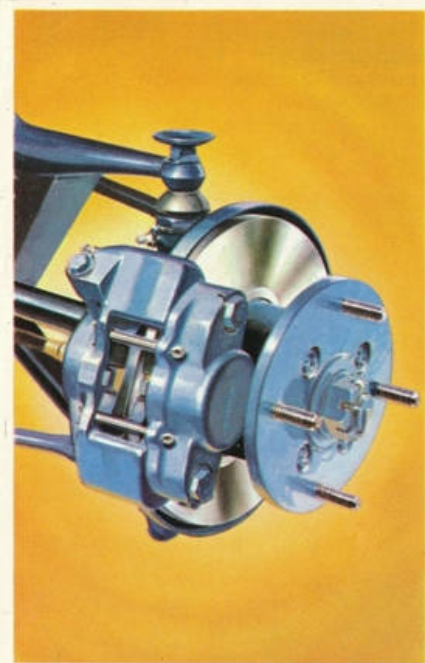
By combining the finest creative work of engineers, suspension experts, and stylists, the M.G. 1100 ably 'maintains the breed' in the forefront of small car design. 'Safety Fast' is combined with a new conception of ride comfort.



When the M.G. 1100 has been admired from the outside for its compact design, it comes as a revelation to open the doors and see for yourself the unusual passenger accommodation which is equivalent to that of a much larger car. The transversely mounted engine eliminates the normal transmission units which intrude into an ordinary car. This arrangement makes a low floor and a very low centre of gravity possible. Notice the rigid pockets in the front doors for storage of maps, torches, and all the travel impedimenta; also, the deep shelf under the instrument panel and the useful shelf beneath the wide rear window, as well as the glove locker. The two-door saloon is only available for the U.S.A. Market.



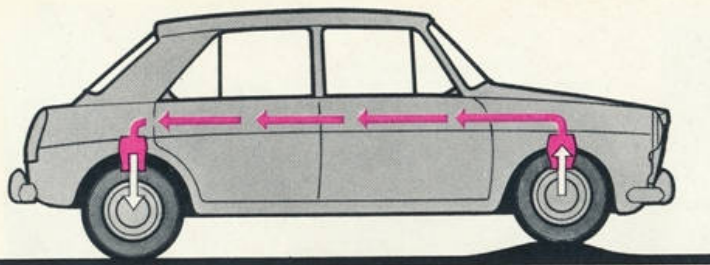
The interior of the M.G. 1100 is singularly roomy—you forget the car's compact external dimensions as you open the wide doors, sample the deeply-upholstered seats and stretch your legs in big-car luxury.



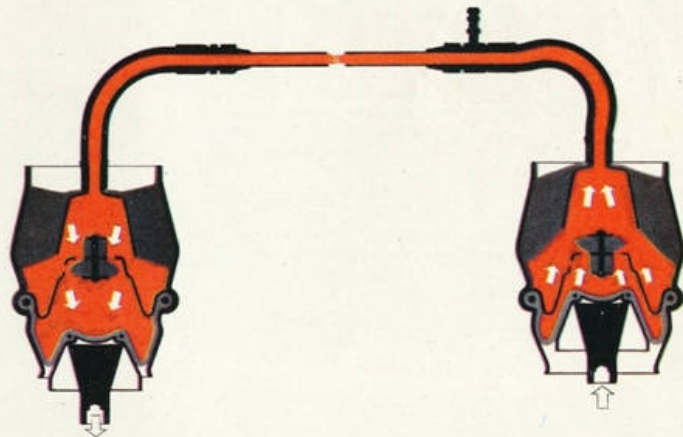
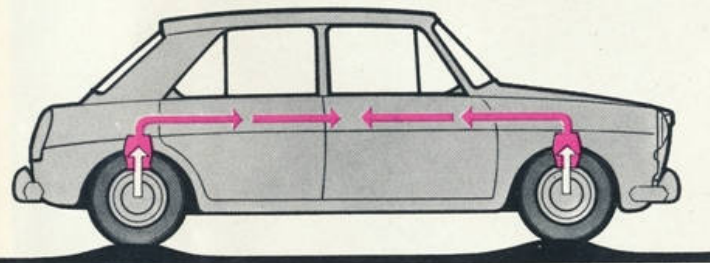
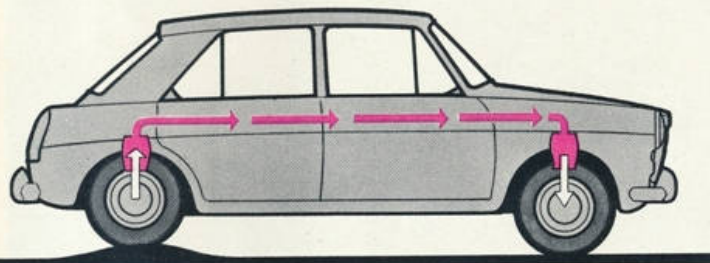
'Safety Fast' is not only a slogan as far as M.G. are concerned—it is also a principle. That is why the M.G. 1100 is fitted with powerful hydraulic brakes—8" discs at the front and 8" drums at the rear. A pressure limiting valve is introduced between the master cylinder and the rear drum brakes to more accurately apportion braking between front and rear wheels for both wet and dry road conditions.

The tried and trusty M.G. power unit is small enough to give economy of fuel, but fitted with twin carburettors for high performance—it is dramatic in acceleration and smoothly and superbly efficient for sustained 'motorway' cruising.





Hydrolastic suspension is one of the most revolutionary engineering features of the M.G. 1100. It is an entirely new system, which uses a water-based, anti-freeze fluid to apply the dynamic force to the rubber spring units in which each wheel is carried. This fluid provides the necessary damping medium to the suspension—eliminating conventional shock-absorbers altogether. The fluid is inter-connected, by pipes, to the front and rear suspension units on the same side of the car. This inter-connecting enables the back wheels to anticipate the action of the front wheels, ensuring a smooth, pitch-free ride for those who motor in the M.G. 1100.



Road-holding reaches 'a new high' with the M.G. 1100 by the use of Hydrolastic® suspension and independent springing. This unique suspension system irons out bad road surfaces and improves the supreme passenger comfort without sacrificing any of the renowned M.G. sporting attributes.

The M.G. 1100 brings you the interior luxury associated with far more costly cars. Exceptionally clear instruments are tastefully and clearly grouped on a panel of natural wood veneer. The front seats are individually and easily adjustable, and, as with the rear seats, have polyether foam cushions on a sprung base of rubberized hair for maximum comfort. The floor is tastefully covered with thick carpeting. Even the ashtray is illuminated when in use. The bonnet locks from inside the car. Children's safety catches are fitted to all doors—and the front doors incorporate hinged ventilator panels.

This M.G. from the BRITISH Motor Corporation is a car that you must SEE AND TRY. You cannot appreciate what a revolutionary car the M.G. 1100 is unless you sit in it and drive it yourself.

You can only fully appreciate the words 'A revelation to drive' by taking the wheel and enjoying the ride, the safety, the comfort, the verve, of this the most technically advanced small car in the world today.



The M.G. 1100 is a luxury car, incorporating the highest quality equipment—real English hide upholstery (at small extra cost), and close attention to detail right down to the illuminated ash-tray.



In the M.G. 1100 curved side windows have been incorporated. Their virtue lies in providing still more shoulder room within the car without increasing external body width. This is yet another reason, in addition to the transverse engine mounting already described, for the incredulity you feel when you sit in the M.G. 1100 and marvel that there can be so much interior room and comfort in a car of this size.



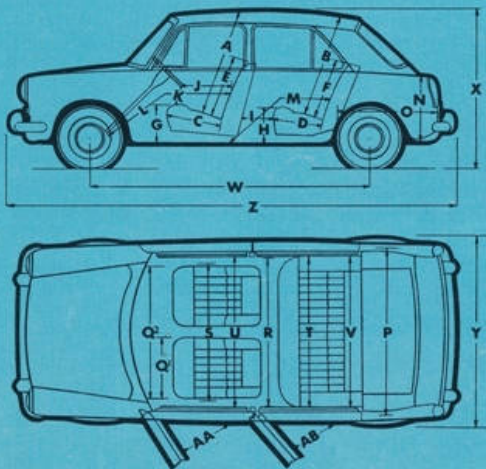
This feeling of space does not only apply to the passengers. The body of this remarkable car makes possible a really large rear parcel shelf with useful under-seat stowage space as well; and, when you come to the boot, there is no less than $9\frac{1}{2}$ cu. ft. (27 m.³) of usable space. Finally, a word on the windscreen. This is curved to provide a wide range of undistorted vision, while specially thin pillars allow maximum all-round visibility.

The two-door saloon is only available for the U.S.A. Market.



In the M.G. 1100 there is room and to spare for passengers and baggage, the generous interior (see page 3) is matched by the spacious boot which, by ingenious design, does not overhang.

DIMENSIONS



Front seat head room	A	37 in.	93.98 cm.
Rear seat head room	B	36 in.	91.44 cm.
Front seat cushion depth	C	18½ in.	46.99 cm.
Rear seat cushion depth	D	17 in.	43.18 cm.
Front seat squab height above cushion	E	18 in.	45.72 cm.
Rear seat squab height above cushion	F	22 in.	55.88 cm.
Front seat cushion height above floor	G	13½ in.	34.29 cm.
Rear seat cushion height above floor	H	13 in.	34.29 cm.
Distance between seats—maximum	I	14 in.	35.56 cm.
Distance between seats—minimum	J	10 in.	25.40 cm.
Steering-wheel to squab—maximum	K	16½ in.	41.91 cm.
Steering-wheel to squab—minimum	L	12½ in.	31.75 cm.
Steering-wheel to cushion	M	7½ in.	19.05 cm.
Front seat leg reach—maximum	N	45½ in.	115.57 cm.
Front seat leg reach—minimum	O	42½ in.	107.95 cm.
Rear seat leg reach—maximum	P	48 in.	122.58 cm.
Rear seat leg reach—minimum	Q	44 in.	111.76 cm.
Luggage boot height	R	22 in.	55.88 cm.
Luggage boot depth	S	33 in.	83.82 cm.
Luggage boot width	T	47½ in.	120.6 cm.
Front seat cushion width—individual	U	20½ in.	52.07 cm.
Front seat cushion overall width	V	46½ in.	119.3 cm.
Rear seat cushion overall width	W	30½ in.	77.46 cm.
Width between front doors—maximum	X	47 in.	119.4 cm.
Width across rear seat—maximum	Y	52 in.	132.1 cm.
Shoulder width over front seat	Z	50 in.	127.0 cm.
Shoulder width over rear seat	AA	51 in.	129.5 cm.
Wheelbase	AB	93 in.	236.7 cm.
Overall height	AC	53 in.	134.6 cm.
Overall width	AD	60½ in.	153.4 cm.
Overall length	AE	146½ in.	372.7 cm.
Front door entry width	AF	28 in.	71.12 cm.
Rear door entry width	AG	28 in.	71.12 cm.
Track at front	AH	51½ in.	129.7 cm.
Track at rear	AI	50½ in.	128.2 cm.
Ground clearance	AJ	6½ in.	16.51 cm.
Kerbside weight	AK	1,852 lb.	840 kg.

SPECIFICATION

Engine: Four-cylinder o.h.v. transversely mounted engine; bore 64.58 mm. (2.541 in.), stroke 83.72 mm. (3.296 in.), cubic capacity 1098 c.c. (67 cu. in.). Three-bearing crankshaft; main bearings and connecting rod bearings with renewable liners. Aluminium-alloy pistons. Compression ratio 8.9 : 1 (optional 8.1 : 1); develops 55 b.h.p. at 5,500 r.p.m. (std.) (59 gross). Maximum torque 61 lb. ft. at 2,750 r.p.m.

Fuel System: Twin S.U. HS2-type semi-down-draught carburettors fed from rear-mounted S.U. electric fuel pump. Paper element air cleaner with silencer. Filters contained in fuel tank and fuel pump. Tank is fitted under luggage boot and has capacity of 8 Imperial gallons (9.5 U.S. gallons, 36.4 litres).

Lubrication System: Sump forms oil bath for gearbox and final drive. External full-flow oil filter with renewable element. Oil capacity (including transmission) 7½ pints (9 U.S. pints, 4.25 litres) plus 1 pint (1.2 U.S. pints, .57 litre) for external filter.

Ignition System: Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

Cooling System: Water-cooled, pressurized system with separate expansion chamber. Circulation thermostatically controlled assisted by impeller pump and fan. Coolant capacity 6½ pints (8.1 U.S. pints, 3.8 litres), including heater.

TRANSMISSION: Clutch: Diaphragm spring single dry plate, 7½ in. (18 cm.) diameter, with hydraulic operation.

Gearbox: Four-speed with baulk ring synchromesh on second, third, and top gears. Remote-control central floor gear change lever. Combined transmission casing and oil sump below engine crankcase. Engine main-shaft in constant mesh with differential assembly mounted on side of transmission casing. Drive transmitted by universally jointed shafts to the front road wheels. Overall gear ratios—first 14.99, second 8.98, third 5.83, top 4.133, and reverse 14.99 : 1. Final drive ratio 4.133 : 1. Road speed at 1,000 r.p.m. in top gear 14.92 m.p.h.

STEERING: Rack and pinion, with direct linkage to steering-arms on swivel pins. 16½ in. (41.2 cm.) diameter steering-wheel; ¾ turns lock to lock. Left-hand or right-hand steering according to market. Turning circle 34 ft. (10.363 m.).

SUSPENSION: Front: Independent wishbone suspension with Hydro-lastic® displacers (interconnecting front to rear).

Rear: Independent: trailing arms with Hydro-lastic displacers. Auxiliary springs and anti-roll bar.

BRAKES: Lockheed hydraulic brakes. Pendant-type pedal. 8 in. (20.3 cm.) diameter self-adjusting disc brakes front and 8 in. (20.3 cm.) diameter brake-drums at rear with leading and trailing shoes. Simple shoe adjustment on rear brakes which simultaneously adjusts the hand brake. Central pull-up lever operates the hand brake on rear drums. A pressure-limiting valve is introduced between the master cylinder and the rear drum brakes to more accurately apportion braking between front and rear wheels for both wet and dry road conditions.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The British Motor Corporation Limited.

THE M.G. CAR COMPANY LIMITED

Proprietors: MORRIS MOTORS LIMITED

(Sales Division)

BOX 41 G.P.O., LONGBRIDGE, BIRMINGHAM

Overseas Business:

BMC EXPORT SALES LIMITED

LONGBRIDGE, BIRMINGHAM, ENGLAND

WHEELS AND TYRES: Dunlop 5.50—12 tubeless tyres on ventilated disc-type 4½ x 12 in. wheels with four-stud fixing. Spare wheel housed in luggage compartment.

ELECTRICAL: High-output dynamo with current-voltage control; 12-volt, 13-amp.-hour battery (at 20-hour rate) located in engine compartment; double dipping sealed-beam headlamps; foot-operated dip switch; parking lights; twin stop/tail lamps; rear reflectors; number-plate lamp located on luggage boot lid; flashing direction indicators with self-cancelling control; instrument and parcel shelf lamps; dual-arm windscreen wipers; twin electric horns; interior roof light with courtesy switch; warning lights for ignition, headlight main beam, oil pressure, and oil filter renewal; self-cancelling flasher switch lever on steering-column incorporating warning lamp; fascia ashtray lamp.

INSTRUMENTS: Speedometer with total mileage recorder; water temperature and fuel gauges.

CONTROLS: Ignition/starter switch; mixture control; lighting switch; panel light switch; windscreen washer, windscreen wiper, and flashing direction indicator control with combined headlight flasher switch. Fresh-air heater/demister unit.

COACHWORK: Four-door saloon of mono-construction, (two-door saloon not available on Home market), rubber-mounted to front and rear sub-frame assemblies to give insulation between road wheels and body. Full-width bumpers with over-riders front and rear. External rotary ratchet-type locks on both front doors; rear doors lock from inside; children's safety catches fitted to all doors. Large panniers in front doors; companion boxes either side of rear seat in two-door version. Drop glasses on side-lights; hinged quarter-light on front doors. Curved safety-glass windscreen with curved back-light and side-lights. Two crushable sun visors. Adjustable front seats with leathercloth upholstery. Moulded floor covering. Luggage boot at rear of car fitted with locking spring-assisted lid; capacity 9½ cu. ft. (27 m.³). Fascia ashtray illuminated when open; central ashtray for rear compartment. Interior safety rear-view mirror. Bonnet lock cable-operated from inside car; separate safety catch; Bonnet held open by telescopic prop. Anchor points for seat belts at front. Provision for Smiths Radiomobile radio.

EXPORT AVAILABILITY: Four-door saloon (two-door saloon only available in U.S.A.); head-lighting, m.p.h. or km.p.h. speedometer and fresh-air ventilation and heater equipment according to market.

OPTIONAL EQUIPMENT: Laminated-glass windscreen; Whitewall and Weathermaster tyres; reclining front seats; electrically heated rear window; wheel trims.

SELECTED ACCESSORIES: Available through your Distributor or Dealer: Wing mirrors; seat belts; roof racks; auxiliary lamps; seat covers; car valeting items; locking petrol cap; anti-mist panels; touch-up paints; hand tools; fire extinguisher; exhaust trim; badge bar.

COLOURS: A wide range of colours and trim is available. Current colour combinations can be obtained from your Distributor or Dealer.

* 'Hydro-lastic' is a registered Trade Mark.

