



MAGNETTE

MARK III



Safety fast!



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dynamic sports car performance

Now—hinged quarter-lights on all four windows for draught-free ventilation. Handle-operated windows lower to sill level.

No blind spots! A one-piece wrap-round windshield with slender set-back columns gives full-breadth vision.

Powerful, double-dipping headlamps have deep-cowled chromium rims.

The forward-tilting radiator is an attractive feature. The proportions are changed but the distinctive M.G. character remains.

Press-button safety catches embody new zero torque technique. Key locks are fitted to both forward doors.

Separate flashing indicator lamps are housed within the sidelight units.

The new long-line rear bumper adds elegance—provides wheel-to-wheel protection.

Chromium-plated rimbel-lishers are available as optional equipment.

dramatic new continental styling

with more space . . . fuller vision . . . greater comfort



Front seats are of the smooth-action, fully adjusting bucket type. Rear seat has fold-back central arm-rest and door-pull side-rests. Cushions are full Latex foam, and upholstery is in fine-quality English leather on all wearing parts.



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The handsome fascia panel combines the warm texture of rich leather with the polished elegance of Indian walnut. An electric clock is fitted between new, simplified heater controls. Note the parcel tray beneath the fascia and the capacious glovebox, now fitted with a lock.

Scientifically correct posture and the expert planning of instruments and controls are important factors in 'Safety Fast' driving. You enjoy a sense of absolute mastery. . . of being a part of the car.



Good design, skilful planning, and fine craftsmanship are proclaimed by every detail of the interior styling and finish. There is a refreshing air of spaciousness and luxury in which driver and passengers are comfortable and completely relaxed. The full-view windshield and rear window, with slender pillars, provide panoramic vision. There is more leg space . . . generous head room. Heating and demisting unit (where fitted), sound insulation, weather and draught sealing are all of the highest order.



The two-spoke steering-wheel, with half-ring horn control, is deeply sunk for safety. Cam and peg steering is direct, light, and shock-free.



The easy-access 'floorline' hand brake locks on automatically, has press-button release.



Gears are directly operated by this 'hand-high' gear lever sited centrally above the gearbox.

planned to bring out the expert in you

completely new - with a flawless sporting pedigree

New from bumper to bumper, yet with all the familiar magic of its successful sporting forebears, the M.G. Magnette (Mark III) is today's concept of 'Safety Fast' motoring. Longer and sleeker, it's the sports saloon with the spacious air and the Continental line. It's a lovelier car and a livelier car, for with dramatic advances in design have come further improvements in all-round efficiency. Never before has such luxurious, high-performance motoring been available at such modest cost.



Standard equipment now includes many luxury refinements . . . windshield washers . . . parallel-action wipers . . . fusion-trimmed sun visors . . . washable headlining. Hinged quarter-lights are fitted on all four doors. Heater with demister and fresh-air circulator are also standard equipment (with the exception of certain Export markets). The fascia panel embodies a handsome speaker grille, and there is accommodation for a rear speaker. H.M.V. radio is an optional extra.

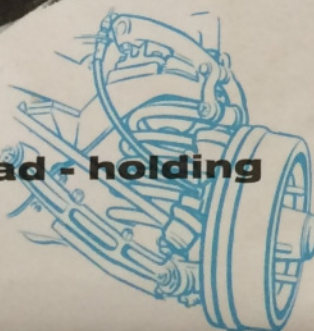


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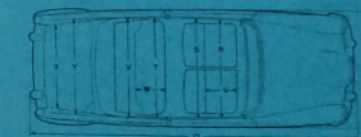
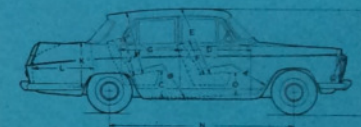
celebrated *Safety Fast* road-holding

Truly upholding the M.G. reputation for speed with stability, the Magnette (Mark III) grips the road with the tenacity that has always distinguished the breed. The careful integration of suspension geometry and steering layout has permitted firm sports-car road-holding without a hint of vibration. Tough coil springs in conjunction with hydraulic lever-arm shock absorbers provide a system of independent front suspension that has yet to be surpassed. Positive stopping power is supplied by large fade-free, hydraulic brakes.



extra luggage space

There is 19 cu. ft. (538 m³) of luggage space and every cubic foot is fully effective. The deep, box-shaped boot is completely free from obstruction, and extends to the full width of the body. Lid opening is torsion bar assisted. The spare wheel is housed in a separate compartment beneath the floor. Rear lights and flasher bulbs are installed from within the luggage compartment; changing is quick, clean, and easy.



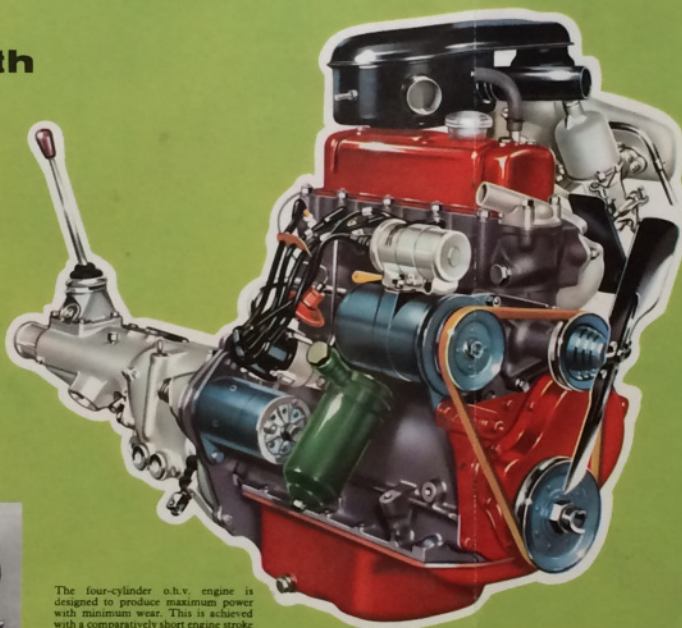
BODY DIMENSIONS

A	B	C	D
3 ft. 6 in. (107 cm.)	3 ft. 6 in. (107 cm.)	1 ft. 1 1/2 in. (34 cm.)	3 ft. 1 in. (94 cm.)
E	F	G	H
3 ft. 1 in. (94 cm.)	1 ft. 8 1/2 in. (52 cm.)	2 ft. 8 in. (81 cm.)	3 ft. 11 in. (89 cm.)
J	K	L	M
1 ft. 10 1/2 in. (57.1 cm.)	1 ft. 8 1/2 in. (52 cm.)	2 ft. 6 in. (76 cm.)	4 ft. 7 1/2 in. (115 cm.)
N	O	P	Q
8 ft. 3 1/2 in. (252 cm.)	1 ft. 2 in. (35 cm.)	5 ft. 3 1/2 in. (161 cm.)	14 ft. 10 1/2 in. (452 cm.)
R	S	T	U
4 ft. 7 in. (140 cm.)	4 ft. 3 in. (130 cm.)	4 ft. 7 in. (140 cm.)	1 ft. 6 1/2 in. (47 cm.)
V	W	X	Y
4 ft. 3 in. (130 cm.)	1 ft. 6 1/2 in. (47 cm.)	3 ft. 7 in. (109 cm.)	4 ft. 7 in. (140 cm.)

Turning circle, approximately 37 ft. 6 in. (11.42 m.)
Track—front 48 1/2 in. (1.24 m.) Track—rear 49 1/2 in. (1.25 m.)
Ground clearance, approximately 6 in. (15.24 cm.)

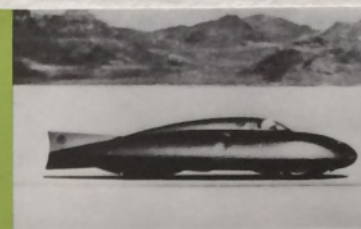
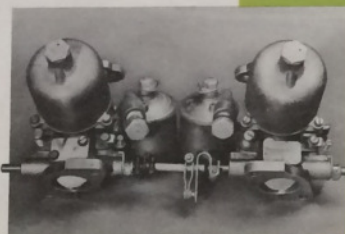
flexible power for plus performance with maximum economy

This superb example of mechanical engineering is the heart of the new Magnette (Mark III). It is the product of specialized research and development over many years. The reason for its outstanding superiority can be summarized in one word . . . *efficiency*! With four cylinders and a capacity of 1489 c.c. it has ample power output, while its fuel consumption is below that of many engines of similar rating and lesser achievements. With excellent power-to-weight ratio, performance is lively and economical.



The four-cylinder o.h.v. engine is designed to produce maximum power with minimum wear. This is achieved with a comparatively short engine stroke of 3.5 in. (88.9 mm.), which means longer engine life.

Twin S.U. carburettors put extra punch into M.G. performance, give flexible power with remarkably high m.p.g.



background story

Volumes could be, and indeed have been, written about the evolution of the M.G. It is a story unique in motoring history. It is a story of intensive specialization, of continuous striving after perfection. The International Class records which have been established by M.G. are too numerous to list here, but the most spectacular were those set up by Stirling Moss at Bonneville Salt Flats in August 1957, when he captured no less than five International Class F Records for Britain. In a 1500-c.c. Special he achieved a top speed of 245 m.p.h. But it is not for prestige alone that M.G. engage in the costly business of making cars go faster than ever before. The real goal is . . . increased efficiency. How much will an engine give? How much can it take? Record-breaking cars produce vital facts—facts which have formed the background to the production of the new Magnette (Mark III).

COLOURS

<i>Single body colours</i>	<i>Upholstery</i>
Black	Crimson, beige, or grey
Mineral Blue	Grey
Iris Blue	Grey
Vale Green	Beige
Island Green	Beige
Cherry Red	Crimson or beige

The road wheels are all finished in aluminium.

<i>Duotone body colours</i>	<i>Upholstery</i>
Yukon Grey/Birch Grey	Crimson
Mineral Blue/Birch Grey	Grey
Mineral Blue/Iris Blue	Grey
Vale Green/Birch Grey	Grey
Vale Green/Island Green	Beige
Cherry Red/Whitehall Beige	Crimson

The road wheels are all finished in aluminium.



specification

ENGINE: Four cylinders; bore 73.025 mm. (2.875 in.), stroke 88.9 mm. (3.5 in.), cubic capacity 1489 c.c. (90.88 cu. in.); compression ratio 8.3 : 1; overhead valves operated by push-rods from 3-bearing chain-driven camshaft; 3-bearing counterbalanced crankshaft; aluminium-alloy pistons; renewable-element external full-flow oil filter.

COOLING: By pressurized system assisted by impeller pump and fan; circulation thermostatically controlled.

IGNITION: Battery and coil; automatic advance and retard with centrifugal and vacuum control.

CARBURATION: Twin S.U. automatic semi-down draught carburettors fed from rear tank by rear-mounted S.U. electric fuel pump; oil bath air cleaner and silencer; fuel tank capacity 10 Imperial gallons (45.4 litres, 12 U.S. gallons); concealed fuel filler fitted with lock.

TRANSMISSION: Single-plate dry clutch with hydraulic actuation; 4-speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of—first 15.64, second 9.52, third 5.91, top 4.3, and reverse 20.45 : 1; central floor gear change; Hardy-Spicer propeller shaft with needle-bearing universal joints; three-quarter-floating rear axle with hypoid final reduction gears—axle ratio 4.3 : 1.

BRAKES: Hydraulic fully compensated brakes; pendent-type foot pedal; 9 in. (22.9 cm.) diameter brake-drums front and rear; two-leading-shoe front brakes, leading and trailing shoes at rear; simple shoe adjustment which simultaneously adjusts the hand brake; hand brake operates on rear shoes from pull-up lever through simple compensating system.

BODY AND CHASSIS UNIT: The mono-construction 4-door saloon body incorporates the body shell, floor, bulkhead, frame members, and wing valances; large wrap-round bumpers front and rear with over-riders; deep well-sprung upholstery with foam-rubber seat cushions; leather upholstery with leather-cloth on non-wearing parts; large luggage boot, 19 cu. ft. (538 m.³) capacity, with counterbalanced lid; boot lid with lock.

SUSPENSION: Independent front suspension by coil springs and wishbones, hydraulic piston-type dampers with arms forming upper suspension link; rear suspension by semi-elliptic rubber-mounted springs and piston-type hydraulic dampers.

WHEELS AND TYRES: Ventilated disc-type wheels with 4-stud fixing; Dunlop 5.90—14 tubeless tyres; spare wheel stowed in special carrier below luggage boot.

STEERING: Cam and peg steering gearbox—ratio 15 : 1; 2-spoke 17 in. (43.2 cm.) safety steering-wheel with half horn ring; left-hand-drive not available in the United Kingdom.

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt 58-amp.-hr. battery (at 20-hr. rate); double dipping headlamps with prefocused bulbs; foot dipping switch; separate sidelights; twin stop and tail lamps; rear reflectors; number-plate lamp; non-glare instrument lighting; dual-arm self-parking windshield wipers; twin windtone horns; flashing direction indicators with automatic cancelling control; roof lamps; ignition, headlamp main beam, and flashing signal warning lights, reversing light.

INSTRUMENTS: Speedometer with trip and total distance recorders; fuel gauge; oil gauge; ammeter; engine temperature indicator; electric clock.

CONTROLS: Lighting switch; panel light switch; combined ignition and starter switch; windshield wiper switch; mixture control; flashing direction indicator control on steering-column; windshield washer control; heater control.

VENTILATION: Winding windows and hinged ventilating panels to all doors; heating equipment with heat control and windshield demisting ducts.

GENERAL EQUIPMENT: Safety glass all round; large wrap-round windshield; windshield-washing equipment; driving mirror; pile carpets with underfelt; 4 ashtrays; 2 sun visors; door locks with fixed handles and push-button lock release; bucket-type front seats with individual adjustment; folding arm-rest in rear seat; arm-rests on rear doors; glovebox in fascia with locking lid; sponge-rubber protection rail above fascia; large parcel tray; provision for fitting H.M.V. radio.

OPTIONAL EXTRAS: H.M.V. radio; duotone body colours; rimblishers; heater or fresh air system according to Export markets.

The issue of this folder does not constitute an offer, and the right is reserved to alter prices and/or specifications at any time without notice. Sales are conditional upon Terms of Business, Warranties and Service arrangements issued by The M.G. Car Company Limited and/or Nuffield Exports Limited. For prices see separate list.

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Proprietors: MORRIS MOTORS LIMITED

(Sales Division)

COWLEY, OXFORD

OVERSEAS BUSINESS:

NUFFIELD EXPORTS LIMITED

Proprietors: MORRIS MOTORS LIMITED

COWLEY, OXFORD, ENGLAND

