



MAGNETTE

Safety Fast!





Progressive advances k

No longer a newcomer, but now proved, tested and successful throughout

the world, the M.G. Magnette goes still further ahead with the Mark IV.

To the attractions of the Mark III model are added the greater pulling power of the 1622 c.c. engine, with the attendant extra safety that it provides; a wider

track and longer wheelbase giving even finer road holding and

stability; the provision of automatic transmission as an optional

feature; and still more comfort and other refinements. To appreciate fully

the delights of the Mark IV you must try it. Meantime, this

brochure will give you an insight into its many qualities.



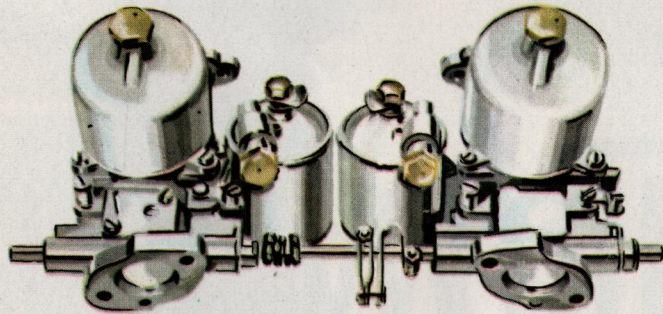
Keep the MAGNETTE well ahead



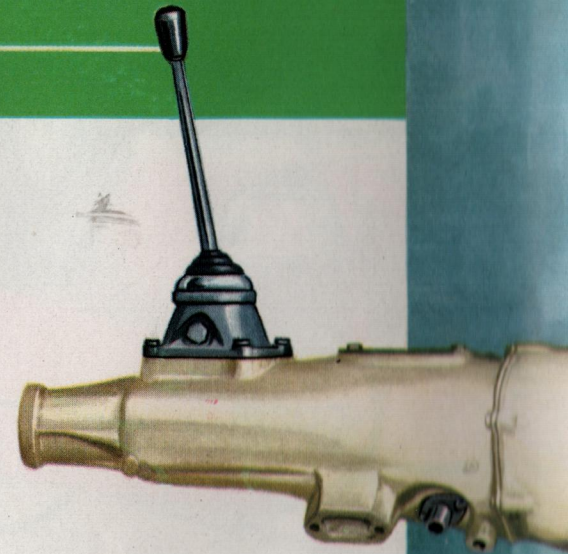
MAGNETTE MARK IV

with

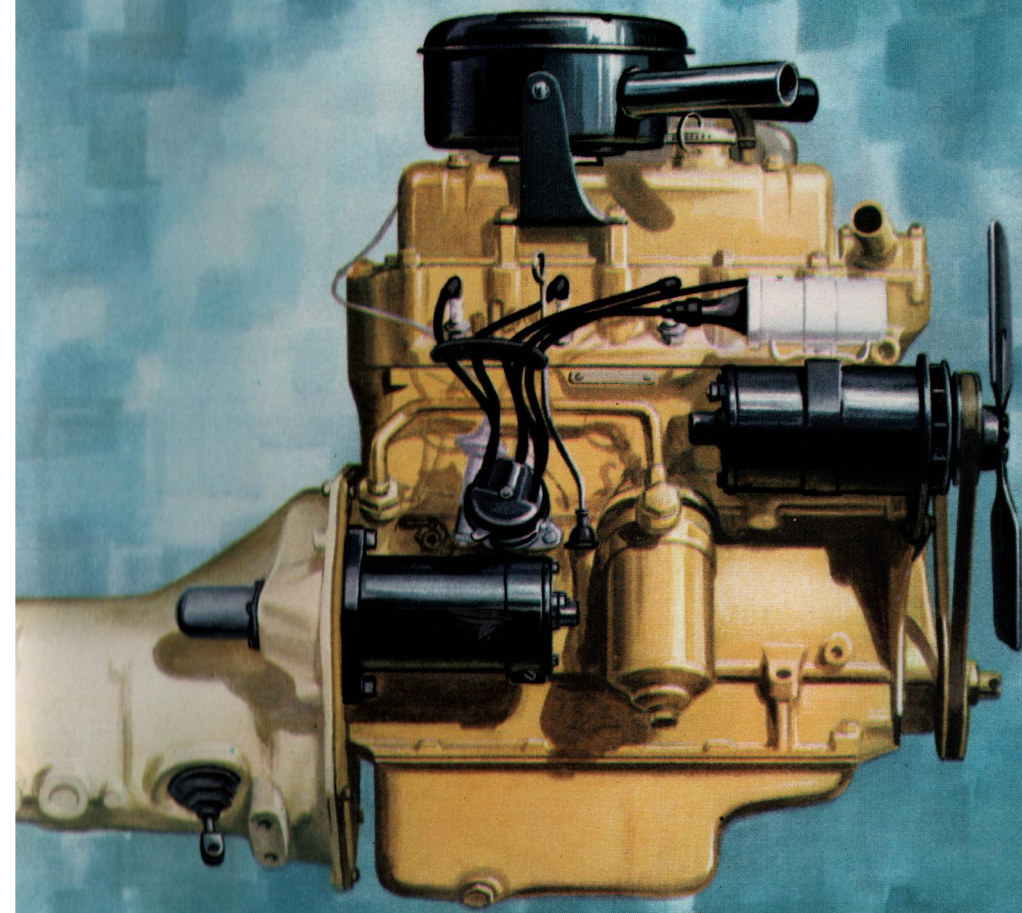
More Power



A 1622 c.c. o.h.v. power unit makes the Magnette even more 'a family car with a fine sporting performance'. This superb engine has the extra pulling power your road sense and safety will appreciate and, what is equally important, a construction to match it. Stronger crankshaft, shorter main bearings (with high load capacity copper lead bearings), larger gudgeon pins, valves of super quality steel, cast iron rocker and solid skirt pistons — these provide greater strength to complement the greater power output. This is quality you don't see, but it is of great value to the Magnette owner. Twin carburettors complete the picture of flexible power and extra punch in the Magnette Mark IV's performance.



Wider track - longer wheelbase - fo



Cylinders: 4 o.h.v.

Bore: 76.2 m.m. (3.0 in.).

Stroke: 88.9 m.m. (3.5 in.).

Capacity: 1622 c.c.

B.H.P.: 68 (net) at 5,000 r.p.m.

Maximum Torque: 89 lb./ft. at 2,500 r.p.m.

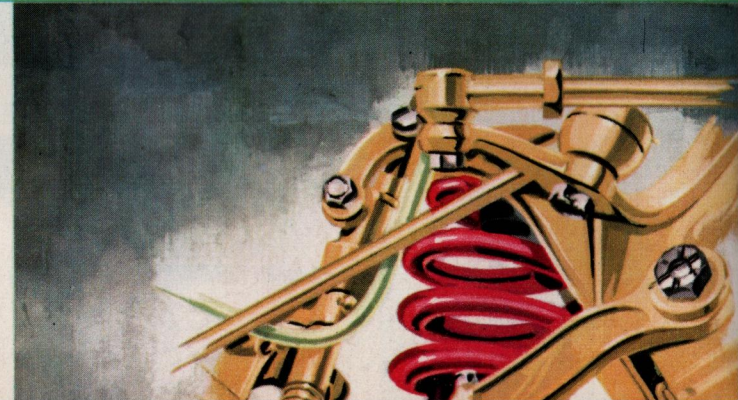
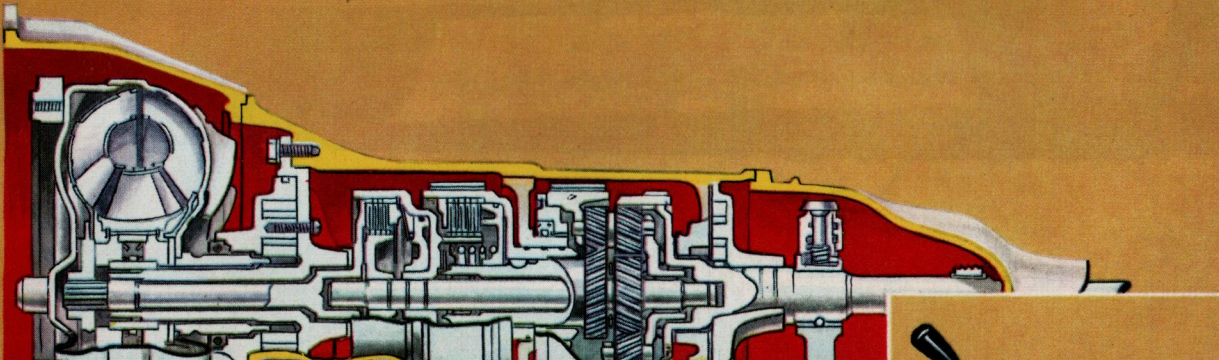
Compression Ratio: 8.3 : 1.

greater stability and roadholding

'Safety Fast' is not a slogan, but a principle as far as M.G. are concerned. We believe 'power in hand' is one of the great safety factors. M.G. braking (hydraulic fully compensated brakes with 9 in. (22.9 c.m.) diameter brake drums front and rear) is another. A third is the wider track and longer wheel base of the Magnette Mark IV with resultant increase in stability, road holding and general handling. A fourth is comfort. In addition to M.G. springing with independent front suspension, the Mark IV Magnette has the extra comfort of an anti-roll bar fitted to the front suspension, plus a stabiliser bar on the rear, along with new springs of lower rating. This M.G. thoroughness goes right through the car even down to the tyres, which being nylon corded, run cooler, resist impact and are stronger at high speeds. In total, the M.G. Magnette Mark IV is an exceptional car which combines the luxurious comfort of a polished wood fascia and deep leather upholstery with a superb 'Safety Fast' performance.



Automatic transmission (Optional)



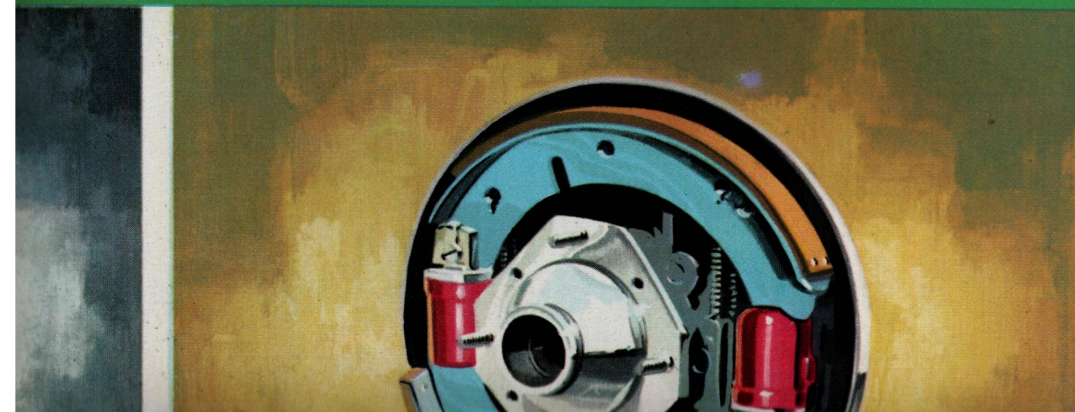


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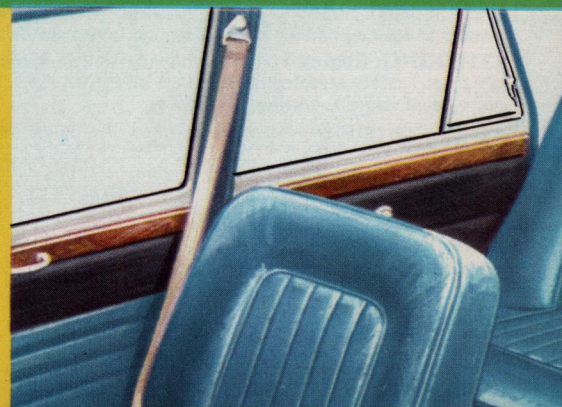
Safety

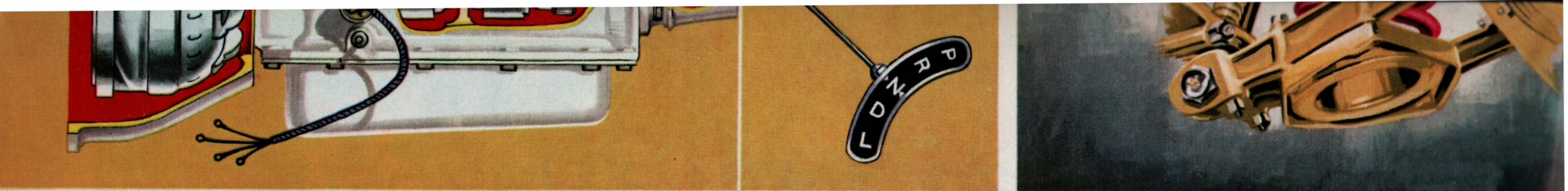


fast!



Solid built-in
anchorage points for
seat belts is an
additional valuable
feature of the
'Safety Fast' Magnette
Mark IV.


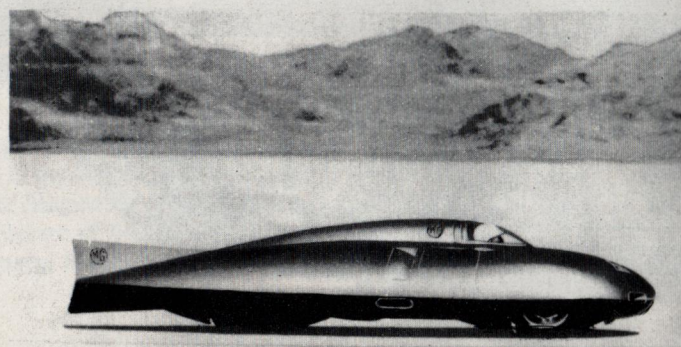




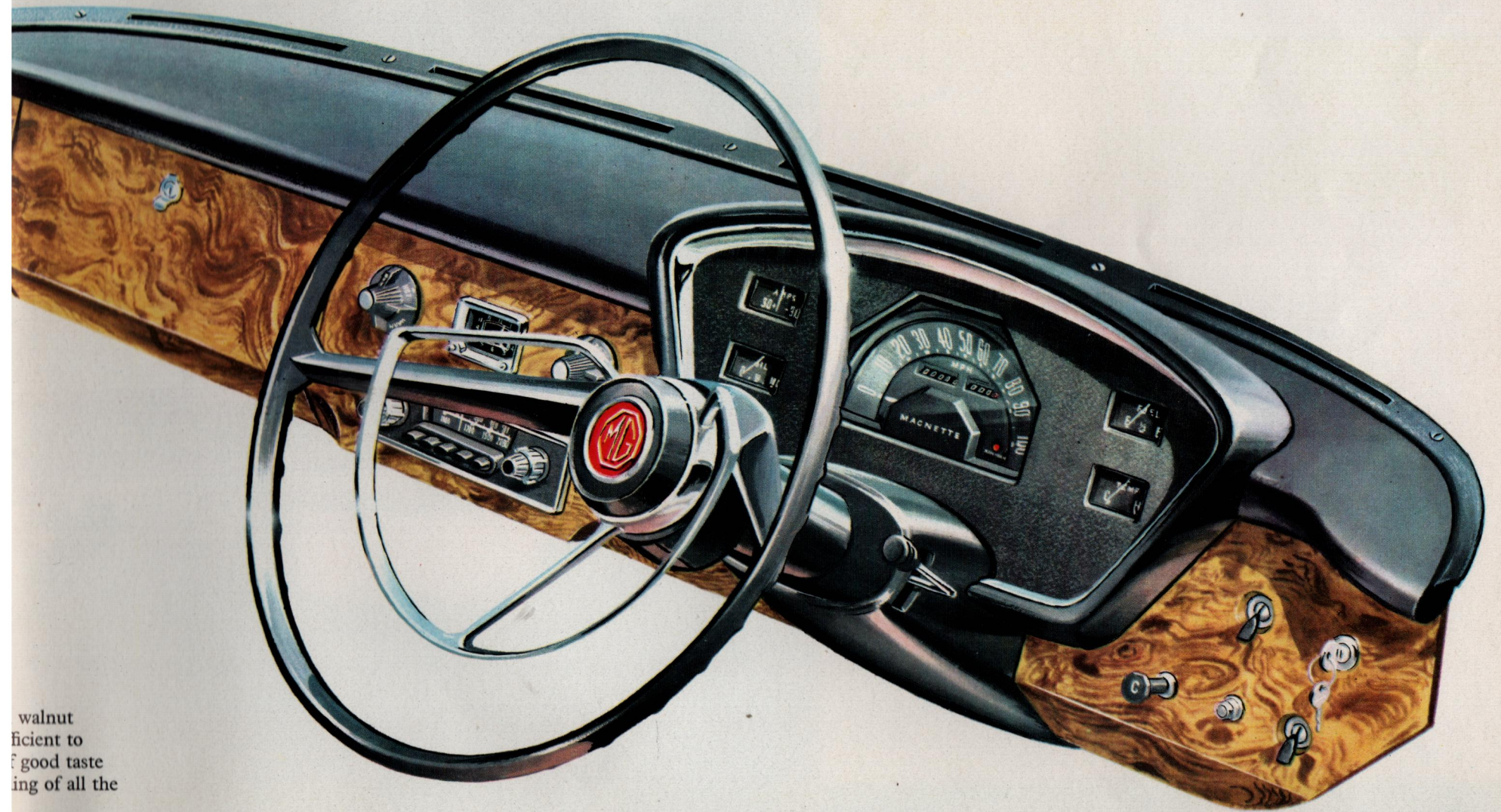
A vitally important optional feature of the Magnette Mark IV is the provision of automatic transmission. Borg-Warner 35 automatic transmission — many millions are in use throughout the world — is unique in providing top gear flexibility with exceptional fuel economy at low speed — thanks to the low weight of the light alloys used. Indeed, this new motoring experience is a revelation — driving motions are reduced by as much as 70 per cent and you know what that means in freshness and lack of fatigue at the end of the run. This transmission will surprise the expert and delight the novice. It requires little maintenance and lasts indefinitely.

TRADITION THAT COUNTS

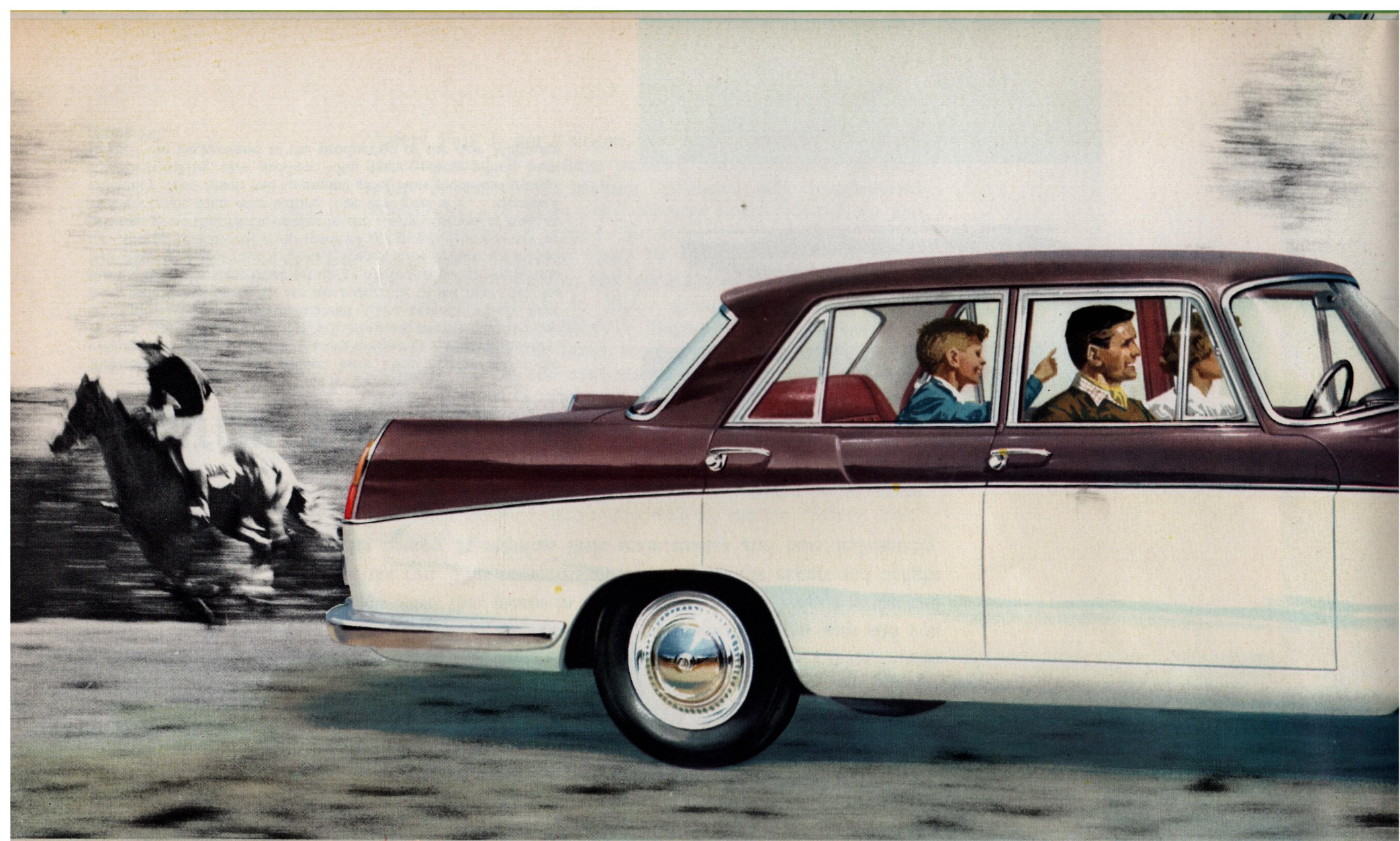
Volumes could be, and indeed have been written about the evolution of the M.G. It is a story unique in motoring history. It is a story of intensive specialization, of continuous striving after perfection. The International Class records which have been established by M.G. are too numerous to list here, but the most spectacular were those set up by Stirling Moss at Bonneville Salt Flats in August 1957, 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 IV).



One glance at the beautiful veneered fascia panel indicates the combination with the efficient clear important dials.



walnut
efficient to
of good taste
ing of all the



The Magnette Mk IV upgrades family



The M.G. Magnette has captured a position entirely its own in better motoring, by providing the car owner with something more than he is normally used to — a family saloon *and* a car with a sporting performance. Two cars in one. M.G. asked 'Why shouldn't the regular motorist enjoy a sporting performance with all the pleasure and safety it brings?' The Magnette was the answer. The Magnette Mark IV is its latest and greatest achievement.

*motoring —
with a Safety fast performance*

SPECIFICATION

ENGINE: Four cylinders, bore 76.2 mm. (3.0 in.), stroke 88.9 mm. (3.5 in.), cubic capacity 1622 c.c. (98.94 cu. in.); b.h.p. 68 at 5,000 r.p.m. (71 gross), max. torque 89 lb. ft. at 2,500 r.p.m.; 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. semi-downdraught carburettors fed from rear tank by rear-mounted S.U. electric fuel pump; paper element air cleaners and silencers; fuel tank capacity 10 Imperial gallons (45 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 or 4.875 : 1 (optional export only).

AUTOMATIC TRANSMISSION: (optional at extra cost): Fully automatic with hydraulic torque converter coupling. Hydraulically controlled planetary gear sets provide three forward speed ratios and reverse, engaged by multi-disc clutches and brake bands, ratios: first 2.39, second 1.45, top 1.00, reverse 2.09 : 1. Selector lever mounted on steering-column.

BRAKES: Hydraulic 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; walnut veneer fascia and door cappings; large luggage boot, 19 cu. ft. (538 m.³) capacity, with counter-balanced lockable lid.

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

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; rimblishers.

STEERING: Cam and peg steering gearbox; 2-spoke 17 in. (43.2 cm.) safety steering-wheel with half horn ring; left- or right-hand drive according to market.

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

ELECTRICAL EQUIPMENT: High-output dynamo with compensated voltage control; 12-volt 58 amp.-hr. battery (at 20-hr. rate); double dipping headlamps (with sealed beams Home Trade); foot dipping switch; separate sidelights; twin stop and tail lamps; rear reflectors; number-plate lamp; non-glare instrument lighting; dual-arm self-parking windscreen wipers; twin windtone horns; flashing direction indicators with automatic cancelling control; roof lamps; ignition, headlamp main beam, and flashing signal warning lights; reversing light; interior boot 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; windscreen wiper switch; mixture control; flashing direction indicator control on steering-column; windscreen washer control; heater control.

VENTILATION: Winding windows and hinged ventilating panels to all doors; fresh-air heating equipment with heat controls (optional Export) and windscreen demisting ducts.

GENERAL EQUIPMENT: Safety glass all round; large wrap-round laminated glass windscreen; windscreen washing equipment; safety driving mirror; pile carpets with underfelt; 4 ashtrays; crushable sun visors; door locks with fixed handles and push-button lock release with child-proof safety catches; divided 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; single or duotone body colours; provision for fitting radio and seat belts.

SELECTED ACCESSORIES available through your Distributor or Dealer: Car valeting items, sun visors, auxiliary lamps, travel rugs, individual hand tools, seat covers, wing mirrors, seat belts, roof racks, touch-up paint, anti-mist panels, switch panels, mud flaps.

OPTIONAL EXTRAS: Automatic transmission; 6-ply, Weathermaster, Whitewall or Heavy Duty tyres.

SINGLE TONE COLOURS:

Body Colours

Black
Black
Smoke Grey
Rose Taupe
Connaught Green
Old English White

Upholsteries

Dove Grey
Terra Cotta
Reef Blue
Terra Cotta
Dove Grey
Terra Cotta

DUOTONE COLOURS:

Body Colours

Smoke Grey/Old English White
Rose Taupe/Old English White
Connaught Green/Old English White
Old English White/Sandy Beige

Upholsteries

Reef Blue
Terra Cotta
Dove Grey
Terra Cotta

First colour is top colour. Road wheels—Black.

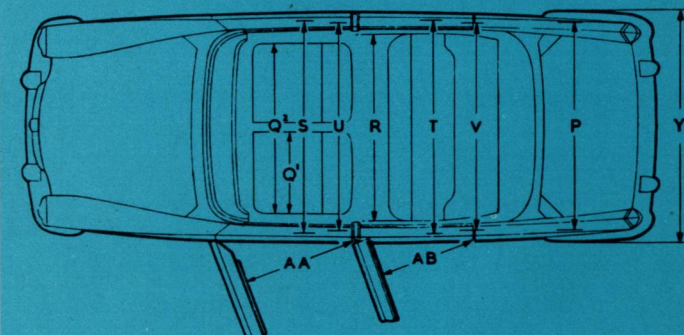
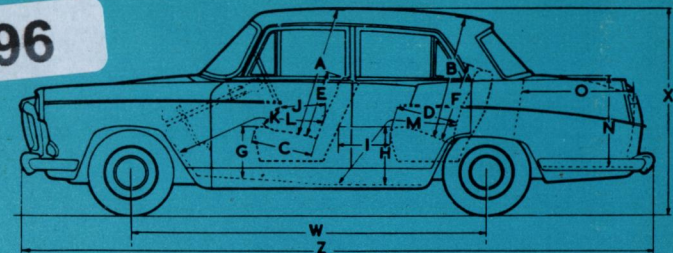
Colours are those available at the time of publication. For current availability see separate colour card.



Lithographed by The Nuffield Press Limited, Cowley, Oxford, England.
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DIMENSIONS

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| | | English | Metric |
|---------------------------------------|----|----------------|----------|
| Front seat head room | A | 3 ft. 1½ in. | 95 cm. |
| Rear seat head room | B | 2 ft. 11 in. | 89 cm. |
| Front seat cushion depth | C | 1 ft. 6 in. | 46 cm. |
| Rear seat cushion depth | D | 1 ft. 6 in. | 46 cm. |
| Front seat squab height above cushion | E | 1 ft. 8½ in. | 52 cm. |
| Rear seat squab height above cushion | F | 1 ft. 11 in. | 58 cm. |
| Front seat cushion height above floor | G | 1 ft. 2 in. | 36 cm. |
| Rear seat cushion height above floor | H | 1 ft. 2½ in. | 37 cm. |
| Distance between seats — max. | I | 1 ft. 3 in. | 38 cm. |
| Distance between seats — min. | J | 10 in. | 25 cm. |
| Steering-wheel to squab — max. | K | 1 ft. 4½ in. | 42 cm. |
| Steering-wheel to squab — min. | L | 11½ in. | 29 cm. |
| Steering-wheel to cushion | M | 6 in. | 15 cm. |
| Front seat leg reach — max. | N | 3 ft. 11½ in. | 1.21 m. |
| Front seat leg reach — min. | O | 3 ft. 5½ in. | 1.05 m. |
| Rear seat leg reach — max. | P | 4 ft. 0 in. | 1.22 m. |
| Rear seat leg reach — min. | Q | 3 ft. 9 in. | 1.14 m. |
| Luggage boot height | R | 1 ft. 11½ in. | 60 cm. |
| Luggage boot depth | S | 2 ft. 7 in. | 79 cm. |
| Luggage boot width | T | 4 ft. 9½ in. | 1.45 m. |
| Front seat cushion width — individual | U | 1 ft. 9½ in. | 55 cm. |
| Front seat cushion — overall width | V | 4 ft. 1 in. | 1.24 m. |
| Rear seat cushion — overall width | W | 4 ft. 7½ in. | 1.41 m. |
| Width between front doors — max. | X | 4 ft. 7 in. | 1.40 m. |
| Width across rear seat — max. | Y | 4 ft. 7½ in. | 1.41 m. |
| Shoulder width over front seat | Z | 4 ft. 2 in. | 1.27 m. |
| Shoulder width over rear seat | AA | 4 ft. 2 in. | 1.27 m. |
| Wheelbase | AB | 8 ft. 4½ in. | 2.55 m. |
| Overall height | AC | 4 ft. 10¼ in. | 1.49 m. |
| Overall width | AD | 5 ft. 3½ in. | 1.61 m. |
| Overall length | AE | 14 ft. 10½ in. | 4.52 m. |
| Front door entry width | AF | 2 ft. 9 in. | 84 cm. |
| Rear door entry width | AG | 2 ft. 2 in. | 66 cm. |
| Track at front | AH | 4 ft. 2½ in. | 1.29 m. |
| Track at rear | AI | 4 ft. 3½ in. | 1.31 m. |
| Turning circle | AJ | 37 ft. 0 in. | 11.28 m. |
| Ground clearance | AK | 6¼ in. | 16.5 cm. |
| Kerbside weight | AL | 22½ cwt. | 1140 kg. |

