

Motor Industry News Leyland Australia

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IT'S OFFICIAL: MGB V8

Leyland (UK) has announced a new version of the MGB GT, fitted with the lightweight Rover 3.5 litre V8 engine, which takes it into new realms as a high performance car.

The engine "transplant" gives British Leyland's top selling sports car almost twice the power and torque of the existing model and lifts top speed into the 120 mph-plus category.

As with Leyland Australia's P 76, the all-alloy engine has meant a significant weight saving relative to its size. In the case of the MGB GT, the V8 is fully 40 lbs lighter than the standard 1.8 litre four cylinder engine.

The MGB GT V8 is the result of a careful study by Leyland marketing men of the past five years' trends in the sports car market.

The study indicated a definite trend towards sports cars with engines above 2.5 litres capacity.

Added to this was the fact that in Britain there was a sparsely occupied niche between low-priced sports cars like the MG Midget and ultra high performance exotics from small specialist makers.

The new V8-engined MGB has been designed to slot directly into the higher performance levels of the sports car market.

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CARS	AUSTIN	BUSES	COACHES	FOUR WHEEL	TRACTORS	ROAD ROLLERS
ROVER	MORRIS	LEYLAND	AB DENNING	DRIVE	LEYLAND	GRADERS
JAGUAR	MG	TRUCKS	PRESSED METAL	LANDROVER		AVELING-BARFORD
DAIMLER	TRIUMPH	LEYLAND		RANGEROVER		

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The V8 as installed in the MGB is little changed from the Rover unit apart from repositioned carburetters and the alternator.

World-wide emission control regulations dictated a lower compression ratio: 8.25:1 in the MGB.

Measured by methods comparable to those applied in the DIN (Deutsche Industrie Normale) rating, the MGB's engine develops 137 BHP @ 5000 rpm and 193 lb/ft torque @ 2900 rpm.

Although weight was saved by installing the V8 engine, the complexity and weight of the ancillary equipment essential to meet noise, emission and safety regulations has meant total weight is slightly higher than the 1.8 litre unit.

But this has enhanced weight distribution which is now almost even front to rear, with a 49.4/50.6 front/rear weight bias (compared with 47.8/52.2 for the four cylinder).

The MGB GT features rack and pinion steering, coil spring and unequal length wishbone independent front suspension and a beam rear axle on strengthened semi-elliptic leaf springs to cope with the extra power and torque output of the V8.

Braking is taken care of by 10.7 in. servo assisted discs at the front and 10 in. drums at the rear.

Increased cooling capacity was required and the front mounted cross flow radiator is now assisted by two thermostatically controlled electrically operated fans.

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Apart from suspension changes to cope with almost doubled torque and power a larger 9.5 inch clutch is used and intermediate gear ratios have been raised to meet the different output curve and reduce torque load into the box.

Leyland (UK) has announced a new version of the MGB GT, fitted with a V8 engine. Rear axle ratio is 3.07:1 as against 3.91:1 on the four cylinder car.

New 5 in. wheels with ventilated cast alloy centres rivetted to chrome steel rims are fitted, with 175 HR x 14 radial tyres. These have proved to be immensely strong in laboratory testing.

To satisfy normal requirements the wheels must withstand up to 600,000 load reversals on the test rig. In the case of the MGB GT the batch was taken off test after three million reversals and a single wheel, kept on for interest, was still going strong at six million load reversals.

The MGB GT V8 is the result of a careful study by Leyland marketing. Performance is startling with 39 mph, 62 mph and 97 mph available in the intermediate gears, 0-60 mph in 8.2 seconds, 0-100 mph in 26.5 seconds and the standing quarter mile in 16.4 seconds.

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GALE... MOTOR... TRUCKS... TRACTORS... GRADERS...
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