



MIDGET



Young and young-at-heart
enthusiasts move out
with the Midget.



And that means moving out with rack-
and-pinion steering, 4-speed gearbox,
and full sports car instrumentation.



The look of new mag-style
wheels plus the sure-footed feel of
radial-ply tires: both standard.



The race-winning
1275 c.c. twin-carb engine.
Powerful yet economical.



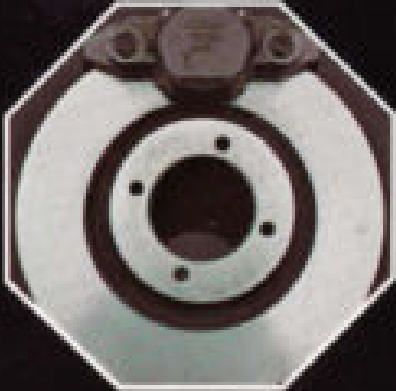
A functional
weather-proof tonneau for fast
cover-ups is optional.



Chrome-plated grille guard and
rear bumper guard—both optional—provide
an added measure of protection.



The easy-up, easy-down
vinyl top makes the Midget a true
all-weather sporting machine.



A dual-braking system
with front discs for non-swearve,
non-fade stopping.



Racing-type suspension means
more positive control and road-hugging
performance. Wire wheels optional.



For long trips
or short: 9 1/2-cubic feet of
lockable trunk space.



Options that make
the going great: a solid-state
radio and center console.

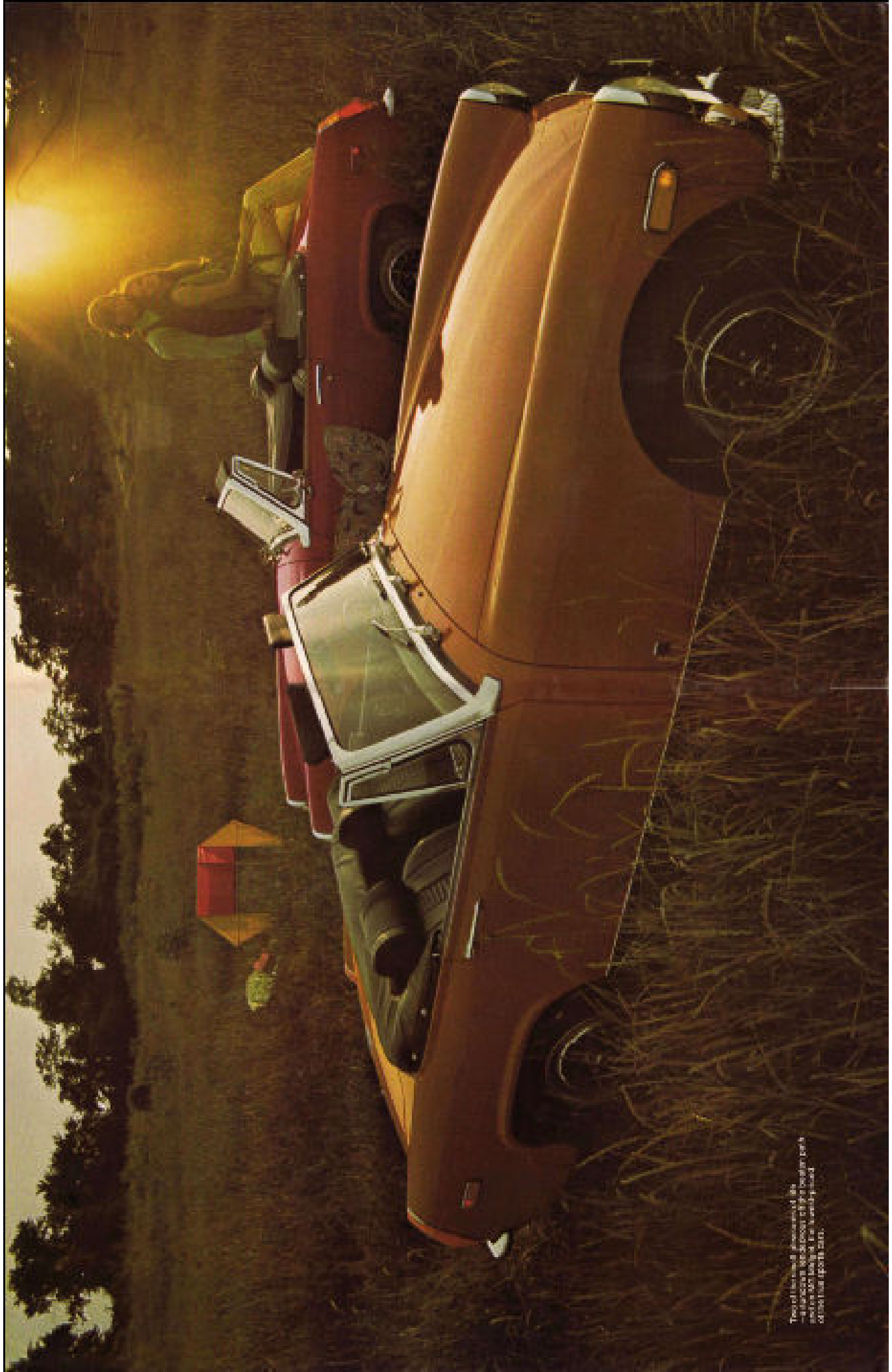


More than 40 years of MG
racing history without a generation gap
—beautiful!



For a generation that flies free,
a true sports car that combines performance
with comfort and economy.

Two of the most pronounced differences between the two models are the interior and exterior styling. The interior of the 1968 model is more modern and more comfortable than the 1967 model. The exterior of the 1968 model is more aggressive and more distinctive than the 1967 model.



Stylish, sexy and strong in spirit, the
Midnighter is a country roadster as well
as a coupe driver.



If there's one thing better than a Midget, it's two.



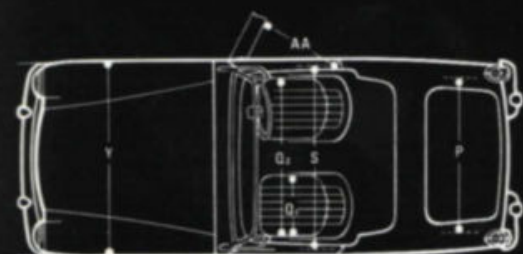
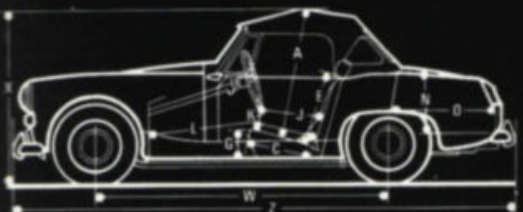
BODY COLORS



ABOVE FOUR BODY COLORS COME WITH BLACK INTERIOR



ABOVE THREE BODY COLORS COME WITH AUTUMN LEAF INTERIOR



SPECIFICATIONS

ENGINE:
 4-cylinder, in-line, overhead valve.
 3-bearing counter-balanced crankshaft.
 Exhaust and evaporative emission-control.
 Compression ratio: 8.8:1
 Bore: 2.78 in.
 Stroke: 3.2 in.
 Displacement: 1275 c.c. (77.9 cu. in.)
 Horsepower: 62 b.h.p. @ 6,000 r.p.m.
 Torque: 72 lb./ft. @ 3,000 (max.)
 Carburetion: Twin 1.25 in. S.U., semi-down-draught.
 Fuel Pump: High-pressure S.U. electric.
 Fuel Tank Capacity: 7.25 gallons.

TRANSMISSION:
 Close-ratio, four-speed with synchromesh on second, third, and fourth gears.
 Clutch: Diaphragm type, 6.5 in. diameter, hydraulically operated.
 Rear Axle: Three-quarter floating, hypoid final reduction gears.
 Ratio: 3.9:1
 Overall gear ratios:
 Reverse 16.1:1
 First 12.5:1
 Second 7.5:1
 Third 5.3:1
 Fourth 3.9:1

STEERING:
 Direct rack and pinion.
 Steering Wheel: leather-covered 15.5 in. diameter alloy spoke.
 Turns—lock to lock: 2.33.
 Energy-absorbing steering column.

SUSPENSION:
 Front: Independent, coil springs and lever-type shock absorbers.
 Rear: Semi-elliptic springs with double acting lever-type shock absorbers.

BRAKES:
 Dual hydraulic braking systems.
 Front: 8.25 in. diameter disc brakes.
 Rear: 7 in. diameter drum brakes.

ROAD WHEELS:
 Rostyle wheels, 13 in. diameter, fitted with 145 x 13 radial-ply tires.

PERFORMANCE DATA:
 Maximum Speed: 92 m.p.h.
 Acceleration: 0-60 m.p.h.—15.3 sec.
 Standing quarter mile: 19.9 sec.
 Road Speed at 1,000 r.p.m. in top gear: 16.8 m.p.h.

ELECTRICAL:
 Negative ground, 12-volt system.
 Twin windtone horns controlled in center steering wheel.
 Electric 3-blade windshield wiper system, 2-speed.
 Electric windshield washers.
 Battery: 40 amp./hr.
 Twin backup lights.

Emergency flashing warning lights.
 Heater/defroster with high-speed blower*, and fresh-air ventilation.
 *Except Hawaii and Puerto Rico.

INSTRUMENTS:
 Speedometer with trip odometer.
 Electric tachometer.
 Oil pressure, water temperature, and fuel gauges.
 Ignition, brake pressure, and high beam warning lights.
 Manual choke.
 All instruments and switches set in no-glare, padded dash.
 Door-operated courtesy light.

BODY:
 Steel mono-construction.
 Interior hood release and automatic hood support.
 Locking trunk with automatic lid support.
 Automatic trunk light.
 Curved laminated windshield.
 Full positive anti-burst door latches.
 Roll-up windows and hinged front vents.
 Waterproof folding top.
 Mirrors: exterior adjustable; interior adjustable day-night type.
 Lighted side markers front and rear.
 Rubber insert bumper over-riders front and rear.

INTERIOR:
 Padded sunvisors.
 Reclining washable ambla bucket seats with adjustable head restraints.
 Safety 3-point seat belts.
 Cigarette lighter and ash tray.
 Fitted carpeting with rubber floor mats.
 Gearshift gaiter.

OPTIONAL EQUIPMENT AND ACCESSORIES:
 Whitewall radial-ply tires.
 Dunlop 60-spoke center-lock wire wheels.
 Chrome wire wheels.
 Removable hardtop.
 Tonneau cover.
 Anti-roll bar.
 Oil cooler.
 Solid-state AM radio.
 Center console.
 Electric clock.
 Luggage rack (ski adapters available).
 Grille guard and rear bumper guard.
 Wood gearshift knob, rubber floor mats, and a full range of other sports car accessories.
 Optional Racing Equipment: a full line of SCCA approved competition parts.

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

SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.

Front seat head room	A	35 1/2 in.
Front seat cushion depth	C	19 in.
Front seat squab height above cushion	E	19 in.
Front seat cushion height above floor	G	8 1/2 in.
Steering-wheel to squab—max.	J	17 1/4 in.
Steering-wheel to squab—min.	J	13 3/4 in.
Steering-wheel to cushion	K	5 in.
Front seat leg reach—max.	L	44 1/2 in.
Front seat leg reach—min.	L	41 in.
Luggage trunk height	N	15 1/2 in.
Luggage trunk depth	O	27 1/2 in.
Luggage trunk width	P	42 in.
Front seat cushion width—individual	Q1	17 in.
Front seat cushion—overall width	Q2	44 1/2 in.
Width between front doors—max.	S	48 1/2 in.
Wheelbase	W	80 in.
Overall height (top up)	X	48 1/2 in.
Overall width	Y	54 1/2 in.
Overall length with over-riders	Z	137 1/2 in.
Front door entry width	AA	26 in.
Ground clearance	—	5 in.
Approx. weight	—	1,512 lb.



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