

EVOLUTION AND BRIEF HISTORY OF THE MGB

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1962 First production **Mark I** MGB comes off assembly line. Last MGA produced, after total production of 101,081.

1963 Overdrive and factory hardtop introduced as optional extras. Folding top fitted as standard.

1964 18GA engine with PCV replaces 18G engine.

1965 18GB engine with five main bearings replaces 18G engine. 12 gallon fuel tank replaces 10 Gallon tank. Push button door handles replace pull handles.

1966 Stylish GT introduced. Reverse lights fitted as standard.

1967 End of Mark I production. Sway-bar and Salisbury axle incorporated on Tourer. **Mark II** produced as 1968 model with all-synchro gearbox. Dashboard becomes pillow dash, dubbed "Nader" dashboard in North America. Three-wiper system appears, also reclining seats and headrests.

1969 Production of **Mark III** begins, "Leylandized" with black hole grille. Vinyl seats introduced along with split rear bumper. American taillights fitted with amber flashers on bottom, red in UK. Steel bonnet replaces aluminum.

1970 250,000th MGB built, along with US-specification GT. 18GK engine introduced, solid rear chrome bumper returns. Automatic bonnet and boot lid props replace prop rods.

1971 18GV engine introduced with HIF Carburetors. New padded dashboard with "glove box" introduced. Center armrest added with ashtray (or coin tray for nonsmokers). Oil pan with relocated drain plug reduced to 6.9 pints. Inertia seat belts fitted as standard.



MGB GT MARK III
1969-1975



MGB MARK IV
1975-1980

1972 New 18V engine installed with "pollution prevention." Armrests added to doors, along with standard door mirrors. Black wiper arms and blades. Heated rear window fitted to GT, also restyled black steel grille.

1973 Engine compartment revamped to accommodate a V8. Radial tires introduced as standard equipment, automatic gearbox discontinued. GT withdrawn from California market.

1974 Sabrina bumpers installed in lieu of chrome over-riders. Full rubber bumpers installed, chassis raised 1.5 inch. Single 12V battery replaces twin 6Vs. Round V8 engine mounts fitted. HIF carburetors replace twin SUs except in California. GT no longer shipped to North American market.

1975 Fiftieth Anniversary of MG. **Mark IV** introduced. Stromberg Carburetor fitted to 18V engine. Booster added to dual-brake system.

1976 Catalytic converter fitted. Badge colour changed to black and silver.

1977 Electric radiator cooling fan fitted (two in Japan and USA). Heavier front sway bar introduced along with rear sway bar.

1978 Passenger side convex mirror added, also second charcoal canister. Standard equipment includes tonneau cover.

1979 Door-mounted radio speakers fitted. 6,682 LE editions produced for North American market.

1980 Serial numbering changed to comply with US VIN system. 80 mph speedometers incorporated. On October 22, MGB production ends with last two Rubber-Bumper models, Serial Numbers 523001 and 523002.

The information above comes from more than one source, and some of it might be incorrect. There could be many B owners out there who would dispute some of these facts and figures, depending on the build years of the models they own. In my case, I discovered inconsistencies between some of these listed facts and the features of my own 1964 model.