THE MG SERIES MGA
Wire wheels and whitewall tyres are available at additional cost.
FLYING COLOURS!

Here, for the enthusiast who drives hard and drives well, is a car designed by specialists who are themselves fast drivers—and safe drivers. Speed to them must be conditional on roadworthiness and perfect control, and in the Series MGA they have combined really exhilarating performance with track-tested features planned to ensure that sports motoring shall not only be pleasurable, but safe. The car has a unique box-section chassis, specially developed and the toughest of its kind. Independent coil-spring front suspension allied to an exceptionally low centre of gravity provides stability and road-holding of the very highest order. Rack and pinion steering is light, accurate, and direct. And powerful, big-surface, hydraulic brakes make certain that the 'MGA' always stops as eagerly and efficiently as it starts!

SERIES MGA

Bucket-type leather seats are scientifically and generously proportioned—easily adjustable. An armrest is provided.
MGA COUPE

This is the model for the motorist with a taste for comfort and an appreciation of character in sports-car design. Lacking none of the performance features of the open version, it brings to sports-car motoring all the advantages of a closed car. The deep, curved windshield and wrap-round rear window do much to preserve the wide range of vision and sense of spaciousness that is enjoyed in an open car. Doors are fitted with wind-up windows and anti-draught hinged ventilating windows. Safety glass is standard throughout.

Series MGA

Safety fast!
A BREATHTAKING BLEND
OF POWER AND BEAUTY

The ‘MGA’ is surely the loveliest sports car on the road today. Her graceful, sweeping lines will have won your heart long before you touch the starter button. Radiant new body colours capture the spirit of effortless speed, blending in perfect harmony with rich leather and gleaming chromium.
Strength to withstand the stresses and strains of vigorous competition work is provided by a specially developed chassis of tremendous toughness and rigidity. Note the deep box-section side-members, upswept over the rear axle. Driver and passenger sit within the frame, a factor which contributes to the exceptionally low centre of gravity which is a distinctive feature of the M.G. Series MGA.

STRENGTH BENEATH THE BODY

POWER BENEATH THE THROTTLE

Sparkling all-round performance in a sports car of less than 1500 c.c. capacity is possible only when the efficiency of its power unit is of a very high order. M.G. experience in the development of high-efficiency engines is without equal in the field of sports-car motoring, and the four-cylinder unit which powers the 'MGA' is the most advanced of its kind. With a capacity of 1489 c.c. it develops 72 b.h.p. at 5,500 r.p.m. Twin semi-downdraught S.U. carburetters are fitted. Compression ratio is 8·3 : 1.
AT THE WHEEL

When you take your seat at the wheel you will appreciate at once that the elegance of the M.G. Series MGA is by no means confined to its outward aspect. Meticulous design and planning are apparent in every detail around you. The fascia panel is finished in handsome leathercloth (coupé only) which tones with the upholstery. The large, spring-spoked steering wheel is designed to give an uninterrupted view of the speedometer and rev. counter. In addition to its function as a safety measure, the rubber-filled leather trim above the fascia panel contributes a finish that is both handsome and luxurious.
ENGINE: Four cylinders; bore 73-025 mm. (2-875 in.), stroke 88-9 mm. (3-5 in.), capacity 1489 c.c. (90-88 cu. in.); o.h.v.; push-rod-operated; 3-bearing counterbalanced crankshaft; compression ratio 6.3:1; 82 b.h.p. at 5,500 r.p.m.; cooling by water pump and fan with thermostatic control; forced-feed engine lubrication by eccentric rotor pump; external renewable element full-flow oil filter; oil capacity 8 pints (4-54 litres); filler on valve cover; aluminium-alloy pistons with 1 scraper and 3 compression rings; 14-mm. sparking plugs; pressed-steel sump.

FUEL SYSTEM: Twin S.U. semi-downdraught carburetters with individual air cleaners; rear-mounted S.U. electric high-duty fuel pump; tank capacity 10 gals. (45 litres); fuel gauge on fascia.

ELECTRICAL EQUIPMENT: Ignition by 12-volt oil-filled coil and fully automatic distributor with vacuum and centrifugal advance control; suppressor equipment; belt-driven dynamo; compensated-voltage control; single-pole positive earth wiring system; flash-controlled starter switch; twin-blade self-parking windshield wipers; twin stop/tail lamps with flashing direction indicators and rear reflector equipment; double-dipping headlamps with prefocused bulbs and block lenses; foot-operated dipping switch; separate sidelamps; twin Lucas batteries mounted in balanced positions behind seats.

CHASSIS: Exceptionally sturdy box-section frame, specially braced for torsional rigidity; rear end of chassis swept over rear axle.

TRANSMISSION: Hydraulically operated single dry plate Borg & Beck clutch; 8 in. (20 cm.) diameter; 4 speeds and reverse, synchronesh on second, third, and fourth; overall gear ratios—first 15.652, second 9.520, third 5.908, top 4-3, reverse 20.468; central remote-control gear change; tubular propeller shaft with needle-bearing universal joints.

REAR AXLE: Three-quarter-floating rear axle with hypoid final reduction gears; ratio 4.3:1.

SUSPENSION: Semi-elliptic rear springs controlled by hydraulic dampers; independent front suspension by coil springs and wishbone-type links controlled by hydraulic dampers.

STEERING: Direct rack and pinion steering with large-diameter, spring-spoke, clear-view steering wheel; left- or right-hand steering according to market; adjustable telescopic steering column.

BRAKES: Lockheed hydraulic fully compensated on all 4 wheels; 10 in. (25-4 cm.) diameter brake-drums; central hand brake lever with press-button ratchet control.

TYRES AND WHEELS: Dunlop 5-60—15 tyres on 4J×15 well-base disc-type wheels with 4-stud fixing.

INSTRUMENTS: Large speedometer with dead-beat reading and headlamp high-beam warning lamp; large revolution indicator with ignition warning light; oil-pressure gauge; water temperature gauge; fuel indicator gauge; ignition switch; rheostat panel light switch; mixture control; map-reading light; direction indicator switch and warning light; lighting switch.

BODY DETAILS: Open 2-seater streamlined body with enclosed luggage boot; adjustable bucket-type seats, leather upholstery with leathercloth on non-wearing parts; door pockets; safety glass windscreen; folding waterproof hood with large rear transparent panel; 2 detachable sidescraper with combined stowage and hood cover; driving mirror centrally situated; spare wheel, tools, jack, and starting handle housed in rear boot; quick-release petrol filler cap; remote-control locks for boot and luggage boot lid; one-piece bonnet hinged at rear, giving easy access to engine unit.

COLOURS: 2-seater—Black with Red or Green upholstery, hood material Ice Blue or Black; Orient Red with Red or Black upholstery, hood material Black; Green with Grey or Black upholstery, hood material Ice Blue or Glacier Blue with Grey or Black upholstery, hood material Ice Blue. Old English White with Red or Black upholstery, hood material Black. Coupe—Black with Red or Green upholstery, Orient Red with Red or Black upholstery, Old English White with Red or Black upholstery. Green with Grey or Black upholstery. Mineral Blue with Grey or Black upholstery.

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