First of a new line

THE COMPLETELY NEW AUTO MARGA
SPORTS CAR CENTER

[Contact information]

[Logo] MGA SERIES MGA
To meet the Challenge of Tomorrow
On Road and Track

Hall and farewell! The page is turned, a new chapter is begun. But it is not without a pang of regret that we bid farewell to the last of the traditional M.G. Midgets. Time may have surpassed their familiar lines, but the long and glorious record of achievement which is theirs will remain for ever in motor car history.

This brochure introduces the first of a new line—the M.G. Series MGA—and there could be no more fitting successor to the M.G. heritage. The cumulative knowledge and experience gained by M.G. in building a long line of high performance sports cars is combined in this new model with traditional M.G. craftsmanship. M.G. attributes that are as mature as sports motor cars itself.

The M.G. Series MGA is a car that demands personal inspection. You must sit at the wheel . . . handle the gear . . . drive it. Only then will you appreciate how, through superb design, even the smallest part of this car adds to its quasi to total perfection.

THE COMPLETELY NEW M.G. SERIES MGA

THE PEDIGREE
Gathering
"know how"
at 150 m.p.h.

When in August 1954, George Eyston and Ken Miles attacked eight inter-national and 29 American National Class F Records, they did more than add laurel to an already brilliant reputation. Their four-cylinder M.G. Special maintained an average speed of 120-74 m.p.h. for twelve hours covering a distance of 1,450 miles and attained a speed of 152-66 m.p.h. for ten miles. This record-breaking achievement provided performance and suspension data upon which much of the design of this new M.G. was based.

SPECIALISED DEVELOPMENT
OVER THREE DECADES

Inspiration undoubtedly played its part in the production of the M.G. Series M.G.A, but only against a very solid background of very hard facts: facts accumulated during 30 years of specialised development, facts gleaned from test benches and test trials and facts which emerged from record-breaking performances by such world-famous cars as George Eyston's M.G. Special.

Prototypes of the M.G.A first appeared in public at Le Mans 1955. This was but part of an extensive proving programme which included high-speed running on the M.I.R.A. track at Nnrnaston, at Montlhery, on the Nurburgring and extensive testing in the Alps.

In all quarters of the globe ... on tracks ... in trials ... over deserts and across mountains, the hearted M.G. has woven its magic spell. Throughout three decades its name has been synonymous with success. Scarcely a cup, prize or trophy, in the world of sports motoring has not at some time been captured by M.G.
INTERNATIONAL CLASS RECORDS

George Eyston and Ken Miles driving an M.G. special on the Salt Lake Flats, Utah, U.S.A. in August 1954, took the following International Class F and American National Class F records.

| INTERNATIONAL CLASS F RECORDS (1100 c.c.- 1500 c.c. Standing start) |  |
|---|---|---|---|
| 500 miles | 120-30 m.p.h. | 3 hours | 120-91 m.p.h. |
| 1,000 kilometres | 120-92 m.p.h. | 120-92 m.p.h. |  |
| 1,000 miles | 120-13 m.p.h. | 6 hours | 121-42 m.p.h. |
| 2,000 kilometres | 120-19 m.p.h. | 12 hours | 120-74 m.p.h. |

| AMERICAN NATIONAL CLASS F (Flying start) |  |
|---|---|---|---|
| 300 miles | 121-02 m.p.h. | 1,000 miles | 120-30 m.p.h. |
| 400 miles | 119-98 m.p.h. | 2,000 kilometres | 120-34 m.p.h. |
| 500 kilometres | 121-08 m.p.h. | 3 hours | 121-38 m.p.h. |
| 500 miles | 120-62 m.p.h. | 4 hours | 121-63 m.p.h. |
| 1,000 kilometres | 121-22 m.p.h. | 12 hours | 120-87 m.p.h. |

The car covered 1449 miles in 12 hours and averaged 153.69 m.p.h. for 10 miles. A total of 37 International Class F and American National Class F records were taken.
Acceleration of the new M.G.
Series MGA is good by any standards, but it has not been achieved by sacrificing the ability to cruise for long periods at high speeds. With a maximum speed of the order of 95 m.p.h. (153 k.p.h.) the MGA will "cruise all day" at 80 m.p.h. (129 k.p.h.) at an engine speed of 4,700 r.p.m.

Acceleration, high maximum speed, powerful braking and road holding are all important factors in the overall performance of a car. To Series MGA has them all, plus the strength and stamina of its predecessors. The road behaviour of this new M.G. is completely predictable in all circumstances. And this means one thing — safety.

Years of experience with high speed record-breaking achievements has taught M.G. engineers how to build a production car of small frontal area and low overall drag. Best use has been made of this accumulated knowledge in the design of the M.G.A. The Series MGA is a car that looks right and is right.
A car for the enthusiast
the competitor and
the connoisseur

The new M.G. Series MGA has been designed not merely to provide the sports
motorist with a lively, good-looking, and
well-mannered machine, but also with a car
 capable of putting up trophy-winning
 performances in the competition field.
 Special tuning data is being made available
to the enthusiast, and a comprehensive range
of optional equipment has been prepared.
 This includes wire wheels, an adjustable
steering column and an alternative axle ratio.

The complete list of optional extras is
printed below:

Opt< ANAL EQuIPMENTS
1. N.M.Y.C. car radio.
2. Franks horn and demister.
3. White wall tyres.
4. Adjustable
telescopic steering column.
5. Wire wheels.
6. Franks sidestep ventilator.
7. Alternating
water ratio of 43 to 1.
8. Twin horns.
9. 3.00 x 15 rear speed tyres.
10. Wing mirror.
11. Exterior luggage carrier.
12. Foglamp.
13. Overall tanzo cover.
15. Radiator blind.
16. Windsheild washer.

CHASSIS

Built to give maximum strength and
rigidity and a very low centre of
gravity, this new chassis has deep box
section side members. Those are carried
over, permitting driver and passenger
to sit within the frame, and not above it.
The suspension is beam at the rear, and
another feature of this successful design,
developed for George Eyston's record-
breaking M.G. En 119.

POWER UNIT

The M.G. Series MGA is powered by
a 4-cylinder O.H.V. engine with an
internal capacity of 1498 c.c. It is fed by
twin S.U. semi-downdraft car-
burriers, each with its own individual
air filter. With a compression ratio of
8.5:1 it develops 60 b.h.p. at 5,000
r.p.m., and provides sparkling acceleration
through the gears, ready fast
cruising, and top speed.
ENGINE
Four cylinders; bore 73.625 mm. ( 2.875 in.), stroke 89 mm. (3.5 in.), capacity 1499 c.c. (90.88 cu. in.), b.h.p. pushrod-operated, three-bearing counterbalanced crankshaft; compression ratio 9:1:1 b.h.p. 64 b.h.p. at 5500 r.p.m.; cooling by water pump and fan with thermostatic control; forged-steel engine lubrication by eccentric ring pump, external serviceable element full flow oil filter; oil capacity 7 quarts (4 liters); filler on valve cover; aluminum alloy pistons with one zinc-coated and three compression rings; 14 mm. sparking plugs; pressed-steel pump.

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

ELECTRICAL EQUIPMENT
Ignition by 12-volt oil-diffused coil and fully automatic distributor with vacuum and centrifugal advance control; suppressor equipment; belt-driven dynamo; compensated voltage control; single-pole positive earth system; dash-mounted starter switch; twinline self-folding windshield wipers; twin stop-tail-lamps with flashing direction indicators and rear reflector equipment; double dipping headlights with pre-compression bulbs and black lenses; foot-operated dipping switch; separate sidelamps; twin Lucas batteries mounted in balanced positions behind seats.

CHASSIS
Exceptionally strong box-section frame, specially braided for torsional rigidity; rear end of chassis except over rear axle.

TRANSMISSION

AXLE
Three-quarter-leaf spring rear axle with hypoid final reduction gears; ratio 43:1 to 1 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.

BRAKES
Lockheed hydraulic fully compensated on all four wheels. 16 in. (41 cm.) diameter brake drums; central hand-brake lever with pre-set handbrake control.

TYRES AND WHEELS
Dunlop 240—15 tyres on 40D—15 well-draught disc-type wheels with four-standard fitting.

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; righthand panel light switch; mixture control; map-reading light; direction indicator switch and warning light; lighting switch.

BODY DETAILS
Open two-seater streamlined body with enclosed luggage boot; adjustable bucket-type seats with cushions and backs covered in leather; door pockets; safety glass windscreen; folding waterproof hood with large rear transparent panel; two detachable sidemIRRors with combined wiper 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.

CONDITIONS OF SALE
WARRANTY
The car(s) supplied by Moleot Motors Limited, the manufacturer, will be delivered to the Buyer in accordance with the specification attached hereto. The Buyer's attention is drawn to the Warranty Card attached to the Buyer's Kit, which must be completed and returned to the Manufacturer. The Manufacturer guarantees the Buyer that the car(s) delivered by Moleot Motors Limited shall be free from defects in materials and workmanship for a period of such time and such conditions as shall be stated in the Warranty Card. The Buyer shall forthwith give notice to the manufacturer of any breach of this warranty and the Buyer shall at all times comply with the requirements of the manufacturer in respect of the car(s). Any claim under this warranty shall be made within twelve months from the date of delivery of the car(s) or such other period as shall be specified in the Warranty Card. The manufacturer reserves the right to make changes in the specifications without notice. The manufacturer will not be liable for any loss or damage to the Buyer, his servants, agents or invitees or any other consequential loss sustained by the Buyer in connection with the purchase or use of this car(s) or any part thereof and the Buyer shall not be entitled to any damages or other compensation for any such loss or damage. The buyer acknowledges and agrees that he has read and understood the conditions of sale and the Buyer's Kit attached hereto.

SPECIFICATION
The specification of the car(s) supplied by Moleot Motors Limited is as follows: (Details of the specification and the Buyer's Kit attached hereto.)

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COLOURS
Black with red or green upholstery, usual material for seat or back. Orange with red or black upholstery. Light natural tan leather. Tyrian green with grey or black upholstery. Light natural tan leather. Glitter blue with grey or black upholstery. Light natural tan leather. Old English white with red or black upholstery. Plain natural tan leather.

ALTERNATIONS IN SPECIFICATION
The manufacturer reserves the right to make changes in the specification without notice.

DISCLAIMERS
The Buyer acknowledges and agrees that he has read and understood the conditions of sale and the Buyer's Kit attached hereto.

CUSTOMS LAWS AND REGULATIONS
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