

OPTIONAL EXTRAS

- | | |
|----------------------------|---------------------------|
| 1. H.M.V. car radio. | 5. Windshield washer. |
| 2. Heater. | 6. Overall tonneau cover. |
| 3. Cold air ventilator. | 7. Sliding windows. |
| 4. Competition windshield. | 8. De-luxe seats. |

The following items are also available through the supplier:

- | | |
|------------------------------|-------------------------|
| 1. Twin horns. | 6. Radiator blind. |
| 2. Wing mirror. | 7. Ashtray. |
| 3. External luggage carrier. | 8. Badge bar. |
| 4. Fog lamp. | 9. Detachable hard top. |
| 5. Cigar lighter. | 10. Sun visor (coupé). |

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NUFFIELD EXPORTS LIMITED

Proprietors: MORRIS MOTORS LIMITED

COWLEY OXFORD ENGLAND



Safety fast!

NOW... A SPECIAL TOP PERFORMANCE

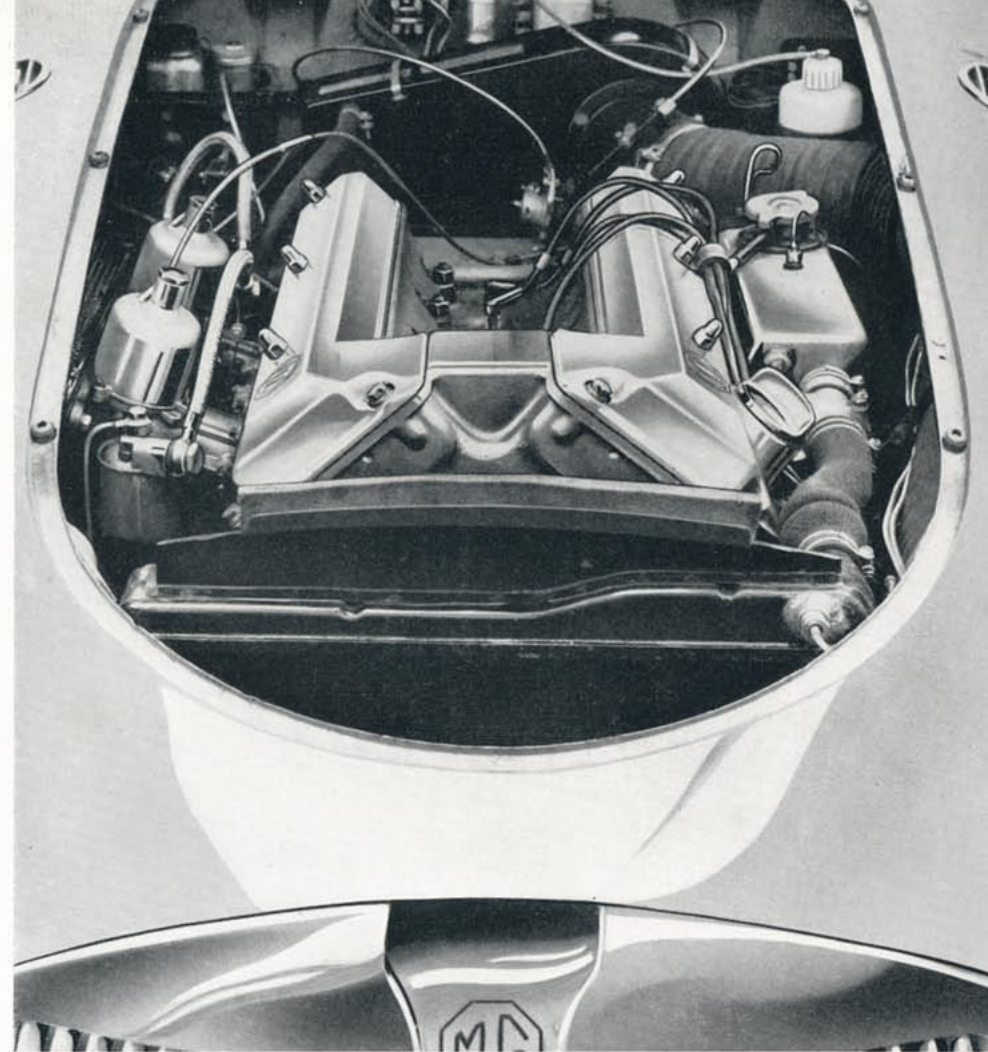
MGA



SERIES M G A

DISC BRAKES

TWIN OVERHEAD CAMSHAFTS



AND NOW A TWIN-OVERHEAD-CAMSHAFT ENGINE

available as an optional extra

For over three years this engine has been talked about in motor sport circles—ever since, in fact, an MGA ran in the Tourist Trophy race in Northern Ireland in 1955 fitted with an early experimental version.

Then again, on the Salt Flats at Bonneville, Utah, in August 1957 Stirling Moss achieved 246 m.p.h. with the M.G. Special EX181, and this time the twin-cam engine was highly supercharged.

The M.G. engineers have held back the announcement of this long-awaited engine until they are quite satisfied with it.

And now, what do they offer?

POWER AND PERFORMANCE

See the power curve. Note particularly, not only the maximum horse-power, but the substantial flatness of the curve all the way from 5,000 to 7,000 r.p.m.

Note, too, that the engine capacity has been increased to 1588 c.c. to take full advantage of the International Touring Car classification.

The safe maximum engine speed is regarded as 7,000 r.p.m., and with the standard MGA axle ratio of 4.3 : 1 and with Dunlop Roadspeed 5.90—15 tyres this should give around 120 m.p.h.

The overall acceleration is very spirited indeed. Using 6,500 r.p.m. as the gear change point, the car can be accelerated from rest to 100 m.p.h. in the order of thirty seconds. Nor is this all. The acceleration time for 0 to 110 m.p.h. is in the order of thirty-eight seconds, which goes to show that, even at 100 m.p.h., the car is still accelerating quite hard.

DISC BRAKES

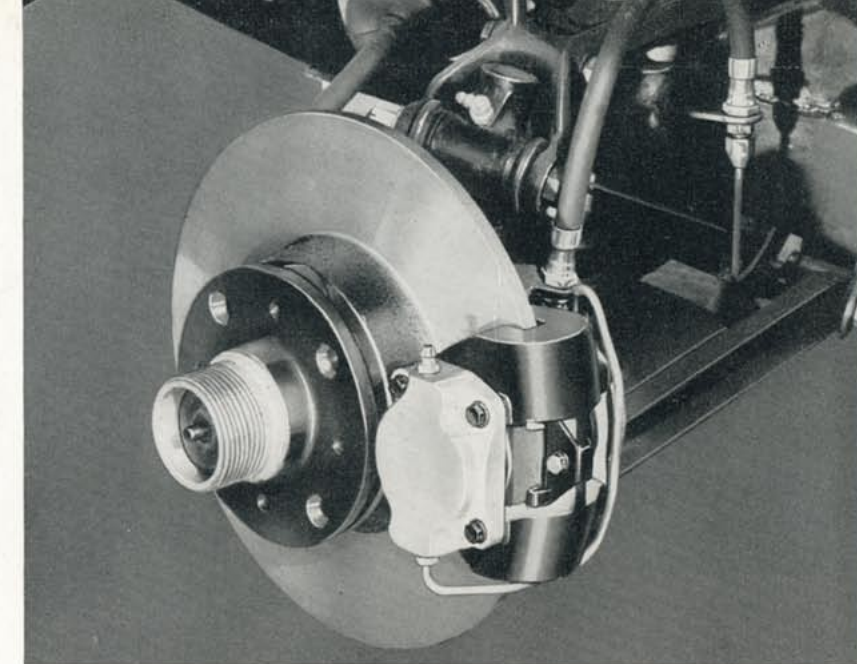
Now, having made the car go very quickly, one must be able to stop it—equally quickly. To achieve this the latest-pattern Dunlop disc brakes are fitted to all four wheels.

These brakes engender a sense of complete mastery over the car and stop it smoothly, quickly, effortlessly, and convincingly from maximum speed. Moreover, they will repeat this performance innumerable times in quick succession without a sign of fade or deterioration.

They are competition brakes *par excellence*.

Another feature of the MGA is the centre lock disc wheels, which are the modern counterpart of the wire wheel. These retain the advantages of the knock-on hub with the additional virtue that they are easier to keep clean and maintain and are less liable to damage. With the increased efficiency of the disc brake, there is no longer the need to seek the extra ventilation provided by the wire wheel.

Enthusiasts will recognize in these the ideal sports car wheel of the future.



SPECIFICATION

ENGINE: Four cylinders; bore 75.406 mm. (2.969 in.), stroke 88.9 mm. (3.5 in.), cubic capacity 1588 c.c. (96.906 cu. in.); compression ratio 9.9 : 1, developing 107 brake-horse-power at 6,500 r.p.m. Twin overhead camshaft driven by duplex roller chain operating inverted bucket tappets and running in 3 renewable white-metal bearings; 3-bearing counter-balanced crankshaft with renewable steel-backed lead-indium bearing liners; aluminium-alloy pistons with one scraper and 3 compression rings; fully floating gudgeon pins; connecting rods with renewable steel-backed lead-indium bearings; aluminium-alloy cylinder head, forced-feed lubrication by eccentric rotor pump; renewable-element external full-flow oil filter. Cooling by water pump and fan with thermostatic control.

FUEL SYSTEM: Twin S.U. Type H6 semi-downdraught carburettors with individual air cleaners. Rear-mounted S.U. large-capacity electric fuel pump. Fuel tank capacity 10 Imperial gallons (45.4 litres, 12 U.S. gallons). Fuel gauge mounted 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; compressed voltage control; single-pole positive earth wiring system; dash-controlled starter switch; twin-blade self-parking windshield wipers; twin stop-tail lamps with flashing direction indicators and rear reflector equipment; windtone horn; 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. Four speeds and reverse; synchromesh 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: Dunlop caliper-type disc brakes operated hydraulically on all 4 wheels by a foot-operated master cylinder. The separate parking hand brake mounted on the rear calipers is operated mechanically on the rear discs by a central hand brake lever with press-button ratchet control.

TYRES AND WHEELS: Dunlop 5.90—15 Roadspeed tyres with tubes. The disc wheels are centre-lock type ("knock-on").

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 windshield; folding waterproof hood with large rear transparent panels; 2 detachable sidescreens 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 bonnet 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. Ash Green with Grey or Black upholstery; hood material Ice Blue. Glacier Blue with Grey or Black upholstery; hood material Ice Blue. Old English White with Red or Black upholstery; hood material Black.

COUPÉ: Black with Red or Green upholstery. Orient Red with Red or Black upholstery. Old English White with Red or Black upholstery. Ash Green with Grey or Black upholstery. Mineral Blue with Grey or Black upholstery.

CONVERSION

To avoid misunderstanding it is here stated that the normal standard M.G. Series MGA with drum brakes and push-rod engine continues unchanged.

The engineering changes necessary for the installation of the twin-cam engine and the disc brakes are so extensive that conversion of existing MGA cars is not practicable.

PERFORMANCE OF THIS ORDER USUALLY COSTS TWICE THE MONEY!