NOW... A SPECIAL TOP PERFORMANCE

MGA

SPECIAL MGA

DISC BRAKES

TWIN OVERHEAD CAMSHAFTS

OPTIONAL EXTRAS

1. H.M.V. car radio.
2. Hubcaps.
3. Cold air ventilator.
4. Competition exhaust.
5. Winch kit.
6. Aerodynamic cover.
7. Sliding windows.
8. Deluxe seats.

The following extras are also available through the supplier:

1. Trunk liners.
2. Wing mirrors.
3. External luggage carrier.
4. Fog lamps.
5. Cigar lighter.

SERIES MGA

NUFFIELD EXPORTS LIMITED
COWLEY OXFORD ENGLAND
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, as MGA two in the
Tourist Trophy race in Northern Ireland in 1953 included
with an exceptionally fine version. Then, again, on the Scott Flats at Bonneville, Utah, in August 1957
Stirling Moss achieved 246.9 mph with the M.G. Special
EX280, 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 horsepower but the spread of the maximum power curve of the curve which is from 5,000 to 7,000 r.p.m.

Note, too, that the engine has been conceived to 1585 c.c. to take full advantage of the International Touring Car classification.

The safe minimum engine speed is rated at 7,500 r.p.m. and with the standard M.G.A. with ratio of 4.1:1 and with Dunlop Road
speed 5-25-17 tires this should give around 120 m.p.h.

The overall acceleration is very quick indeed. Using 5,000 r.p.m. as the gear change point, the car can be accelerated from rest to 100 m.p.h. in the same number of seconds as it took that to go from, say, 100 m.p.h., the car is still accelerating quite hard.

DIE BRAKEN

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

These brakes are engineered so that no matter over the car and step it repeatedly, quickly, effortlessly, and continuously from maximum speed. Moreover, they will report this performance immovable in quick succession with a sign of fade or deterioration.

They are competition brakes par excellence.

Another feature of the M.G.A. 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 Vanessa provided by the wire wheel.

Enthusiasts will recognize in those the latest sport car wheel of the future.

SPECIFICATION

SIX-CYLINDER, four-stroke, in-line, 1.5-litre, ohv, supercharged, 115 b.h.p. at 6,500 r.p.m.

COMPRESSOR: One-speed centrifugal. Outlet pressure 8.5 lbs. per sq. in., inlet 5 lbs. per sq. in.

CARBURETORS: Dual Zenith 46G2s with doublechoke.Upper, downdraft; lower, side-draft.


AIR FILTERS: One wall-flow filter in front and one wall-flow filter in rear.

FUEL TANK: 16-gallon capacity.

AXES: Rear, hypoid, Lancia pinion; front, hypoid, Lancia pinion.

STIFFNESS: Frame, 120 lb. per foot per 1,000 lbs. pressure; parts, 170 lb. per foot per 1,000 lbs. pressure.

PERFORMANCE OF THIS ORDER USUALLY COSTS TWICE THE MONEY!