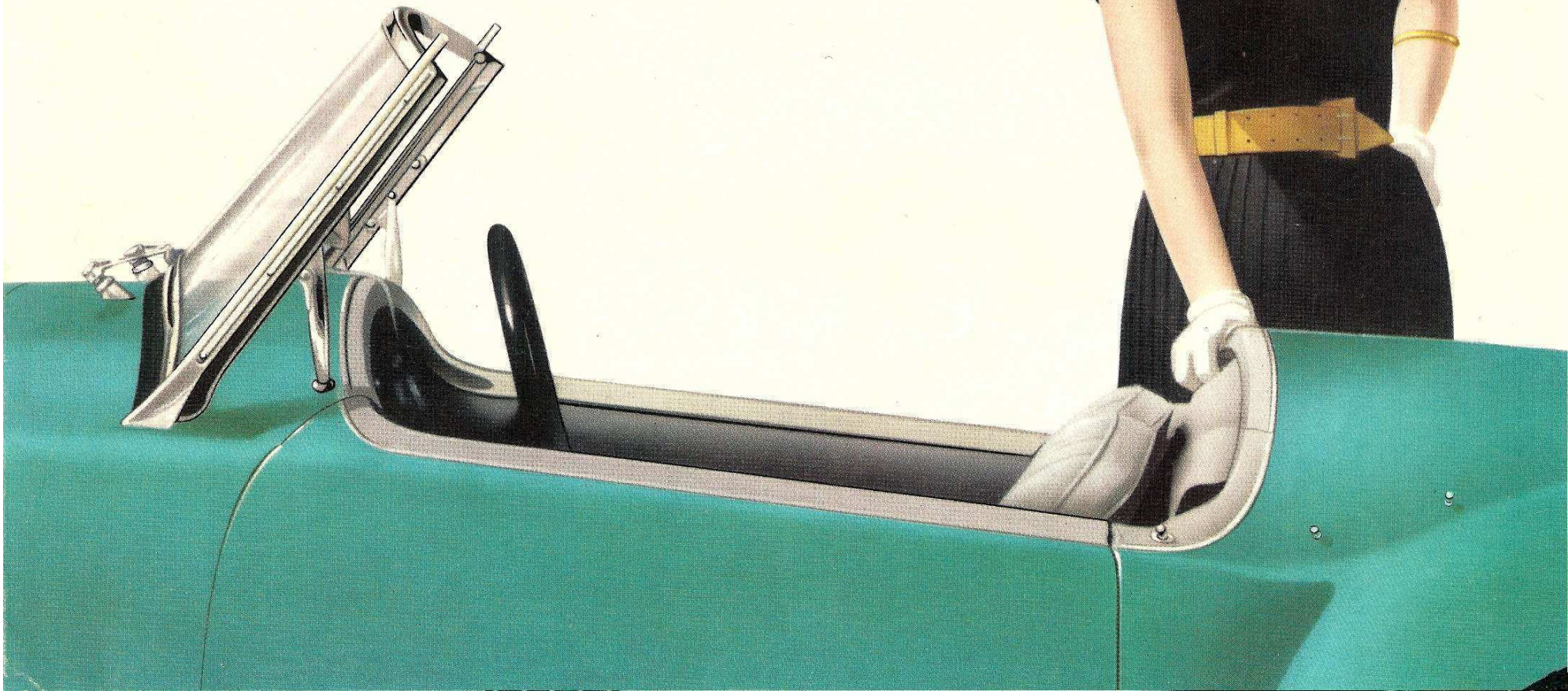


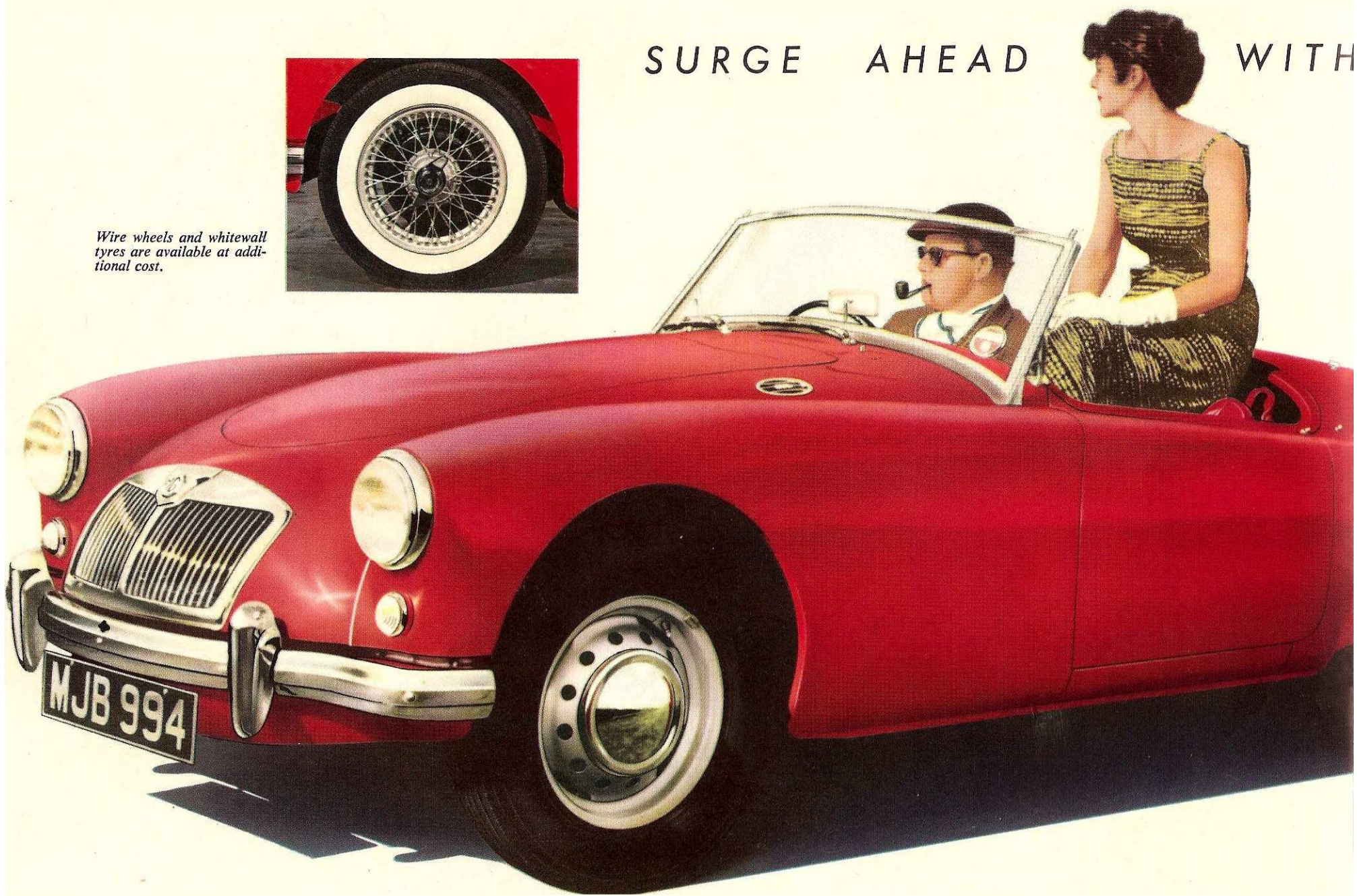
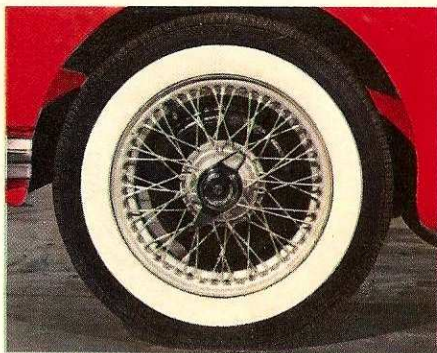
THE  SERIES MGA



SURGE AHEAD

WITH

*Wire wheels and whitewall
tyres are available at addi-
tional cost.*



FLYING COLOURS!

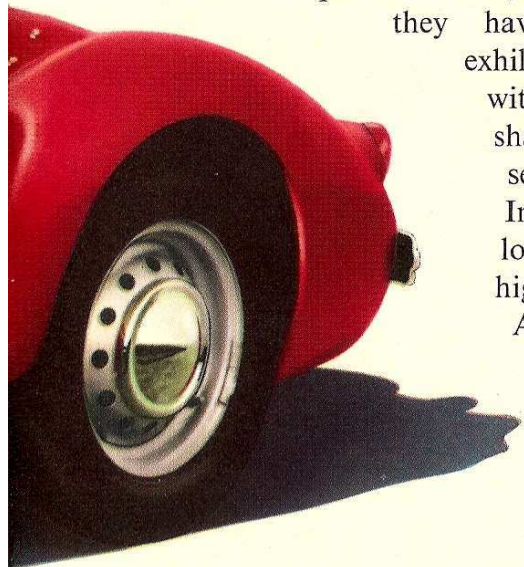
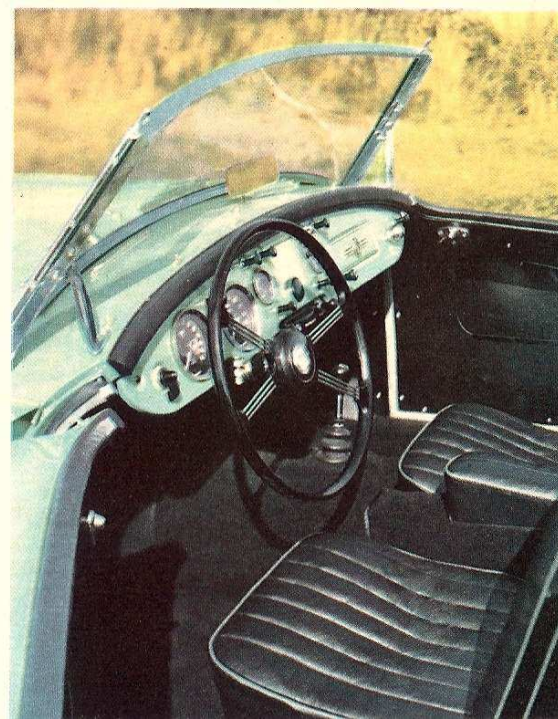
Here, for the enthusiast who drives hard and drives well, is a car designed by specialists who are themselves fast drivers—and *safe* drivers. Speed to them must be conditional on roadworthiness and perfect control, and in the Series MGA they have combined really exhilarating performance

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.



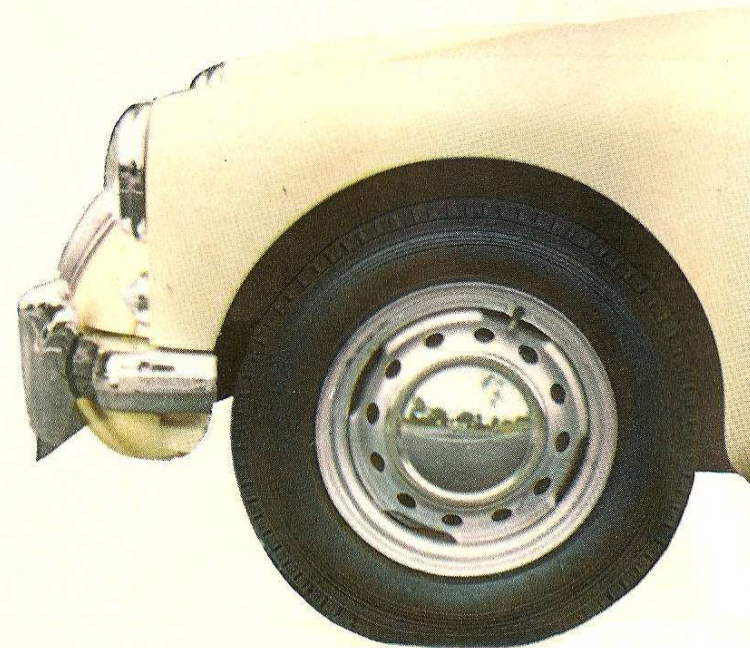
MGA COUPÉ

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 wind-shield 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.



S E R I E S M G A

Safety Fast!

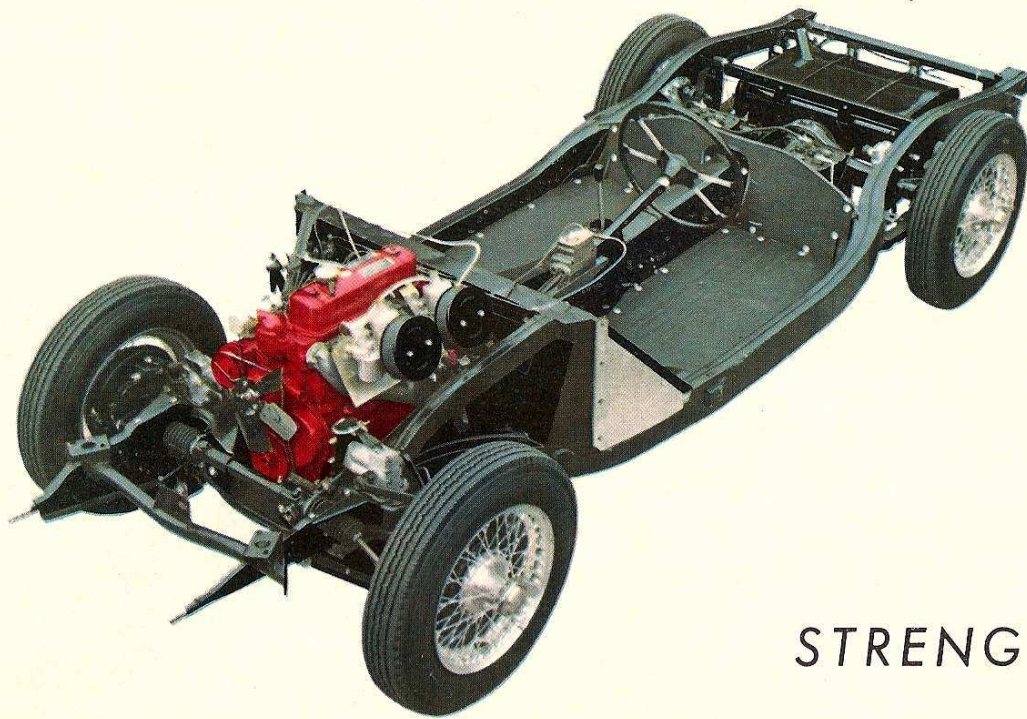


A BREATHTAKING BLEND

OF POWER AND BEAUTY

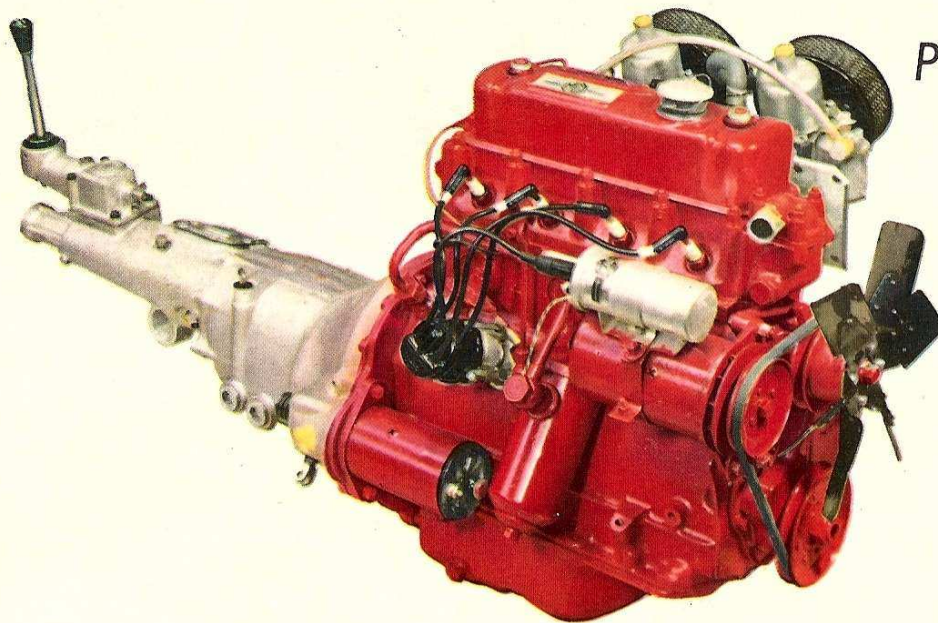
The 'MGA' is surely the loveliest sports car on the road today. Her graceful, sweeping lines will have won your heart long before you touch the starter button. Radiant new body colours capture the spirit of effortless speed, blending in perfect harmony with rich leather and gleaming chromium.





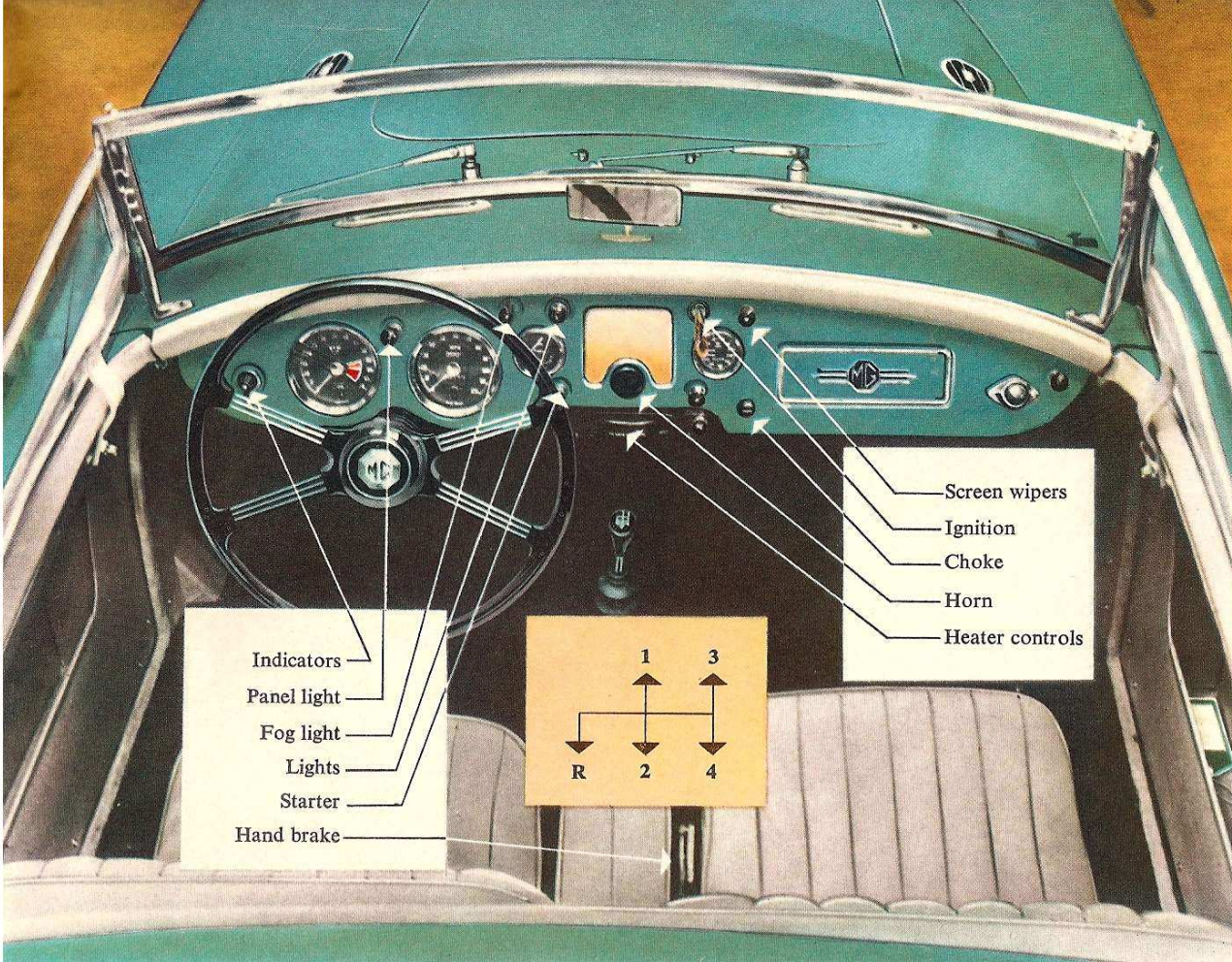
Strength to withstand the stresses and strains of vigorous competition work is provided by a specially developed chassis of tremendous toughness and rigidity. Note the deep box-section side-members, upswept over the rear axle. Driver and passenger sit *within* the frame, a factor which contributes to 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

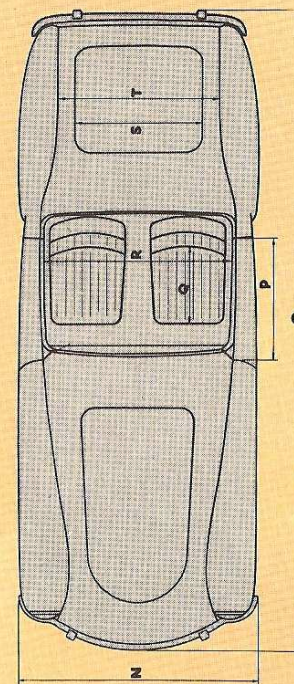
Sparkling all-round performance in a sports car of less than 1500 c.c. capacity is possible only when the efficiency of its power unit is of a very high order. M.G. experience in the development of high-efficiency engines is without equal in the field of sports-car motoring, and the four-cylinder unit 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-down draught 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.

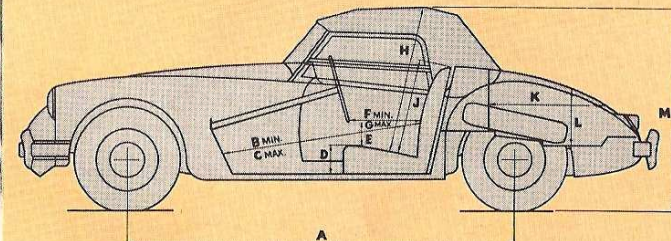


OPTIONAL EXTRAS

1. H.M.V. car radio.
2. Fresh-air heater and demister.
3. Whitewall tyres.
4. Wire wheels.
5. Alternative axle ratio of 4.55 : 1.
6. 5-90—15 road speed tyres.
7. Windshield washer.
8. Overall tonneau cover.
9. Sliding window.

The following items are also available through the supplier:

1. Ace wheel discs.
2. Twin horns.
3. Wing mirror.
4. External luggage carrier.
5. Fog lamp.
6. Chrome-plated rim embellishers.
7. Radiator blind.
8. Ashtray.
9. Badge bar.
10. Detachable hard top.



A 94 in. 239 cm.	B 44 in. 112 cm.	C 48 in. 122 cm.	D 7 in. 18 cm.
E 6 in. 15 cm.	F 13 in. 33 cm.	G 16 in. 41 cm.	H 37 in. 94 cm.
J 21 in. 53 cm.	K 30 in. 76 cm.	L 14 in. 36 cm.	M 50 in. 127 cm.
N 57½ in. 145 cm.	O 156 in. 396 cm.	P 29 in. 74 cm.	Q 18½ in. 47 cm.
R 45 in. 114 cm.	S 30 in. 76 cm.	T 39 in. 99 cm.	Weight. 17¾ cwt. 902 kg.

Track (front):	Disc wheels	..	47½ in. (1.206 m.)
	Wire wheels	..	47½ in. (1.216 m.)
Track (rear):	Disc wheels	..	48½ in. (1.238 m.)
	Wire wheels	..	48½ in. (1.238 m.)
Ground clearance	6 in. (15 cm.)

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 8.3 : 1; 72 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 carburettors 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; dash-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, 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: 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 x 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 windshield; folding waterproof hood with large rear transparent panel; 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. 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. Green with Grey or Black upholstery. Mineral Blue with Grey or Black upholstery.

The issue of this folder does not constitute an offer, and the right is reserved to alter prices and/or specifications at any time without notice. Sales are conditional upon Terms of Business, Warranties, and Service arrangements issued by The M.G. Car Co. Ltd. and/or Nuffield Exports Ltd. For prices, see separate list.



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