

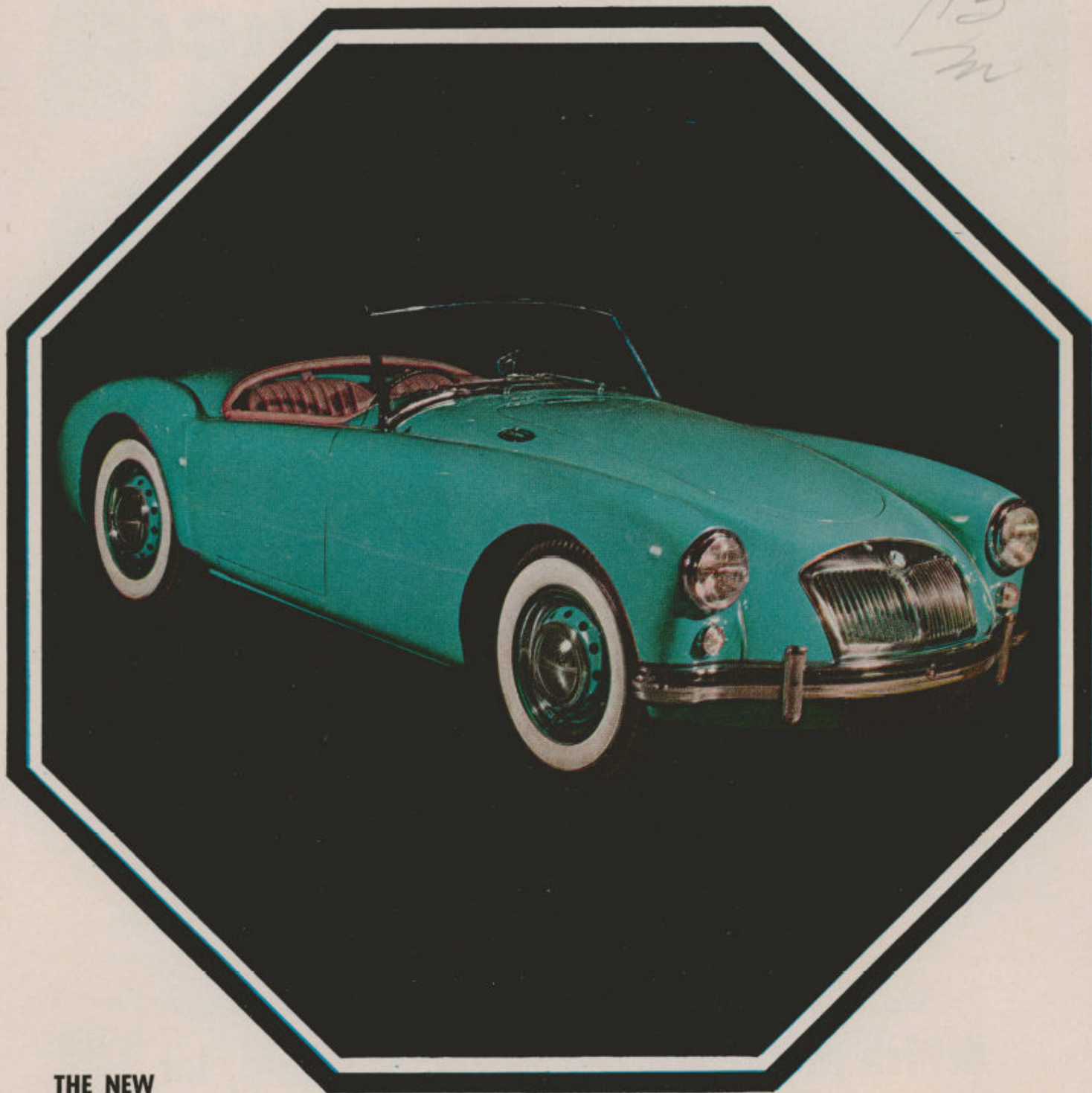
ROAD & TRACK

K
11/55

November, 1955

35c the copy

10/13
m



THE NEW



PAGE 27

HISPANO-SUIZA V-12



ROADTESTS

LANCIA SPYDER
JAGUAR MK VII



EDITOR

JOHN R. BOND

ASSOCIATE EDITOR

CHARLES B. GILLET, JR.

PRODUCTION MANAGER

JAMES B. BARROWS

BUSINESS MANAGER

HARRY L. GRIFFIN

CARTOON EDITOR

ALFRED ROARK

EUROPEAN REPRESENTATIVES

BERNARD CAHIER

7 Rue Guyanmer

St. Mandé, Seine, France

PETER D. SHERIDAN YOUNG

114 Wigmore St.

London W. 1

England

*America's
Sports Car
Magazine*

● NOVEMBER, 1955

● VOLUME 7, No. 3

'The old order changeth' and yields place to the new MG "A" on our November cover, framed in the familiar octagon which formed the radiator cap of earlier models.

features

Mercedes on Racing.....	9
Master of the Mille Miglia.....	16
Chrysler Builds "Idea" Cars.....	23
MG "A".....	27
Lindley Proving Grounds.....	32
New From Italy.....	34
How to Race a Sports Car (Part II).....	42

competition

Grand Prix of England.....	20
Brynfan Tyddyn.....	24
Giants Despair Hill Climb.....	26
Edenvale.....	30
Seattle Seafair.....	36
Grand Prix of Sweden.....	38

salon

Hispano-Suiza V-12.....	17
-------------------------	----

road tests

Lancia Spyder.....	12
Jaguar MK VII.....	14

departments

Letters to the Editor.....	2
Letter from the Continent.....	5
Miscellaneous Ramblings.....	41
Showcase.....	45
Technical Correspondence.....	46
Tune-Up Clinic.....	48
New York Notes.....	52

Advertising Manager.....Elaine Bond
Main Office, 540 W. Colorado Blvd., Glendale 4, Calif. Phone CHapman 5-1143 (See SRD5)

Eastern Advertising.....Harold H. Short, Jr.
51 East 42nd Street, New York 17, New York
Phone: Murray Hill 7-6669

Midwest Advertising.....Prendergast and Minahan
168 N. Michigan Ave., Chicago, Ill.
Phone: Financial 6-0993

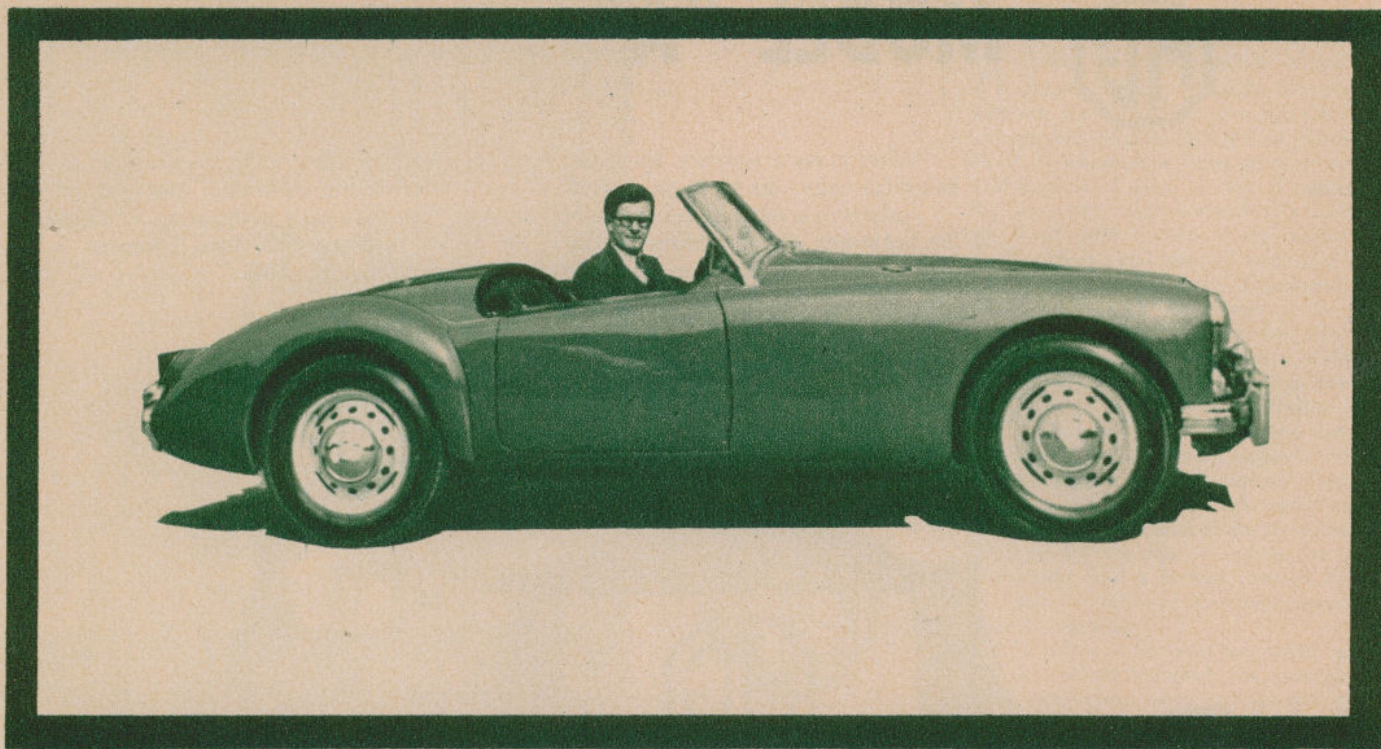
ROAD & TRACK is published by Enthusiasts' Publications, Inc., 540 W. Colorado Blvd., Glendale, California. Phone CHapman 5-1143. Entered as Second Class matter at the post office at Glendale, California, under the Act of March 3, 1879. Copyright 1955 by Enthusiasts' Publications, Inc. Reprinting in whole or in part forbidden except by permission of the publisher. Subscription price: U.S.A. possessions and Canada—\$3.50 one year, \$6.00 two years. All other countries—\$4.00 one year; \$7.00 two years. Single copy, 35c. Change of Address: Three weeks' notice is required. When requesting a change, either furnish an address imprint from a recent issue, or state exactly how label is addressed. Changes cannot be made without the old as well as the new address. Contributions not acceptable unless guaranteed exclusive to Road & Track Magazine. Photographs should be 8" by 10" glossy finish and released for publication by source. Not responsible for the return of unsolicited manuscripts, photos and/or drawings unless accompanied by self-addressed stamped envelope. Mailing Address: Box 110, Glendale, Calif.



MODEL "A"

'After many a summer' there has been born at Abingdon-on-Thames a new and beautiful baby. Its birth, in a sense, closes a door on the traditional past and ushers in a modern era at the MG factory. Even the car's designation starts again at the beginning of the alphabet. Below, the baby's proud parents, John Thornley and Sid Ennever, stand beside their brainchild, the MG "A."





... a prototype becomes a production car

ON THE outskirts of a small village in England, situated in almost rural surroundings stands an interesting, rather old, red-brick factory building. This is the Abingdon-on-Thames works, where the late Cecil Kimber finally settled his rapidly growing business of building Morris "hot-rods." That move was made in 1929, and in the ensuing productive years there have been many changes in MG cars—but none like we find for 1956!

Cecil Kimber died in a railroad accident during the war, but even his enthusiasm

and genuine flair for creating wonderful automobiles could scarcely have surpassed this new effort of the mighty British Motors Corporation. One can only imagine the months of top level arguments which preceded the decision to drop the traditional and go ahead with the modern design.

The most complete, most extensive design change in 20 years summarizes the new MG, henceforth the "A" model. Only the TD/TF front suspension appears to be unchanged. There is a new frame, engine, transmission, rear axle, and of course a new body. Re-

markably, the wheelbase, tread, horsepower and weight are nearly identical to the superseded TF/1500.

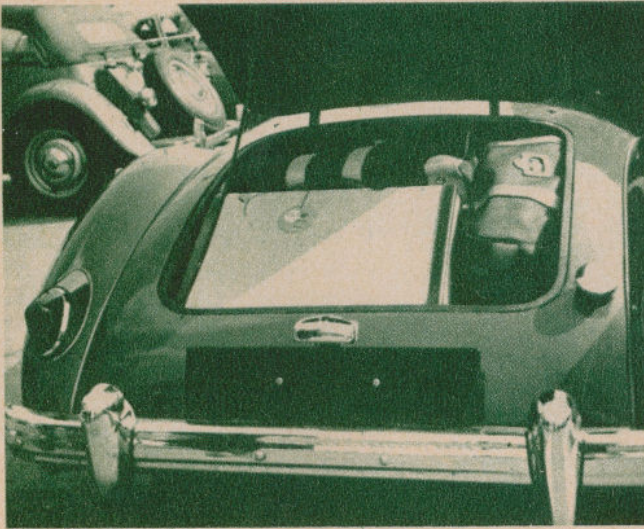
Greatest interest probably focuses on the new styling, and the accompanying photos show that a more streamlined form has been chosen, principally to improve salability to a growing segment of the population who have become interested in sports cars and care nothing about fine old traditions. A second reason for the complete change-over in policy is, of course, the demand for high top speed, even in a 1½-litre car. The new contours add almost exactly 10 mph to the "flat-out" speed, with no change in engine output.

The chassis frame of the "A" model proves that no attempt has been made to save weight, for the MG has always been notable for its sturdy construction. The side rails are box section (as before) but now swing out behind the front wheels and back in again at the rear wheels. This allows a lower seating position with both seats between the frame rails. To assure rigidity in cranked frame rails, a new truss structure is built up under the cowl. (Illustrated in the drawing of EX-179, R & T for Nov. 1954, page 36).

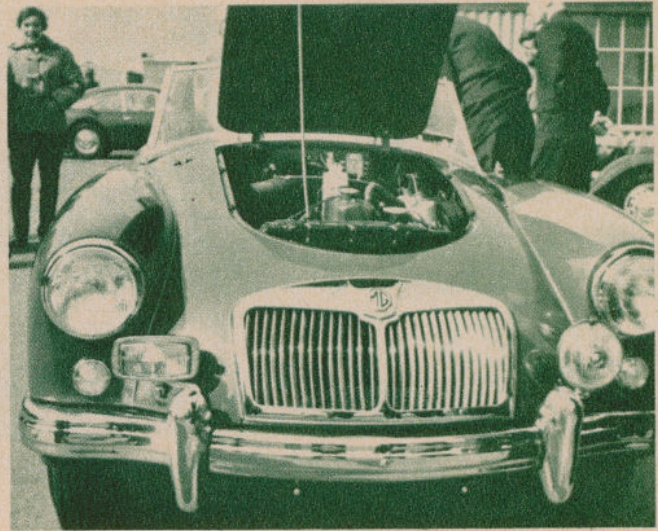
At first glance the new engine appears to be a bored-out version of the BMC 1200 cc unit. This is not true, for the BMC "1500" engine is a completely new design, though also used in the Austin A-50, the Morris Oxford and the Magnette sedan. It is longer than the old A-40 engine, has larger bearings, a heavier crankshaft, etc. Only the stroke is the same at 89 mm. (3.50 inches). In the "A" version there are minor variations from the 60 bhp Magnette model, so that the output is now 68 bhp at 5500 rpm despite a compression ratio of only 7.35 to 1.

The all-new cockpit includes built-in radio, heater and radical steering wheel.





Sure sign of change: at long last an MG appears with a trunk.

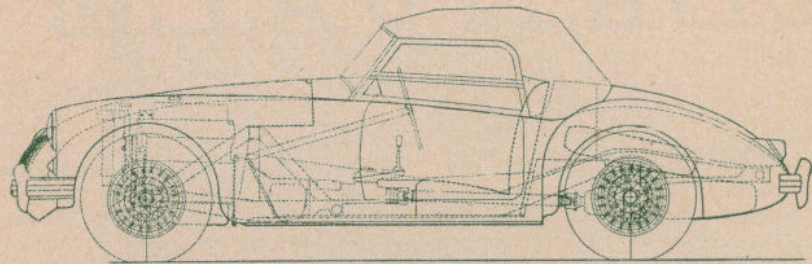


Front view shows the new grille and a glimpse of the BMC engine.

The new gearbox is a modification of the Magnette's, but with closer ratios designed to give 45 mph in 2nd and 70 mph in 3rd gear, at 5500 rpm. The rear axle is a BMC standardized design featuring hypoid gears and $\frac{3}{4}$ floating axle shafts. The axle ratio has been dropped from 4.875:1 to 4.30:1 and the following ratio options will be available: 3.7, 3.9, 4.1, and 4.55.

Next to the design changes, the most interesting item concerning the new MG is the long list of options which will be available to suit the needs of competition minded purchasers. Whether this list will include the Le Mans cylinder head (82.5 bhp at 6000) is not announced, but knock-off wire wheels and 5.50 racing tires are cataloged options.

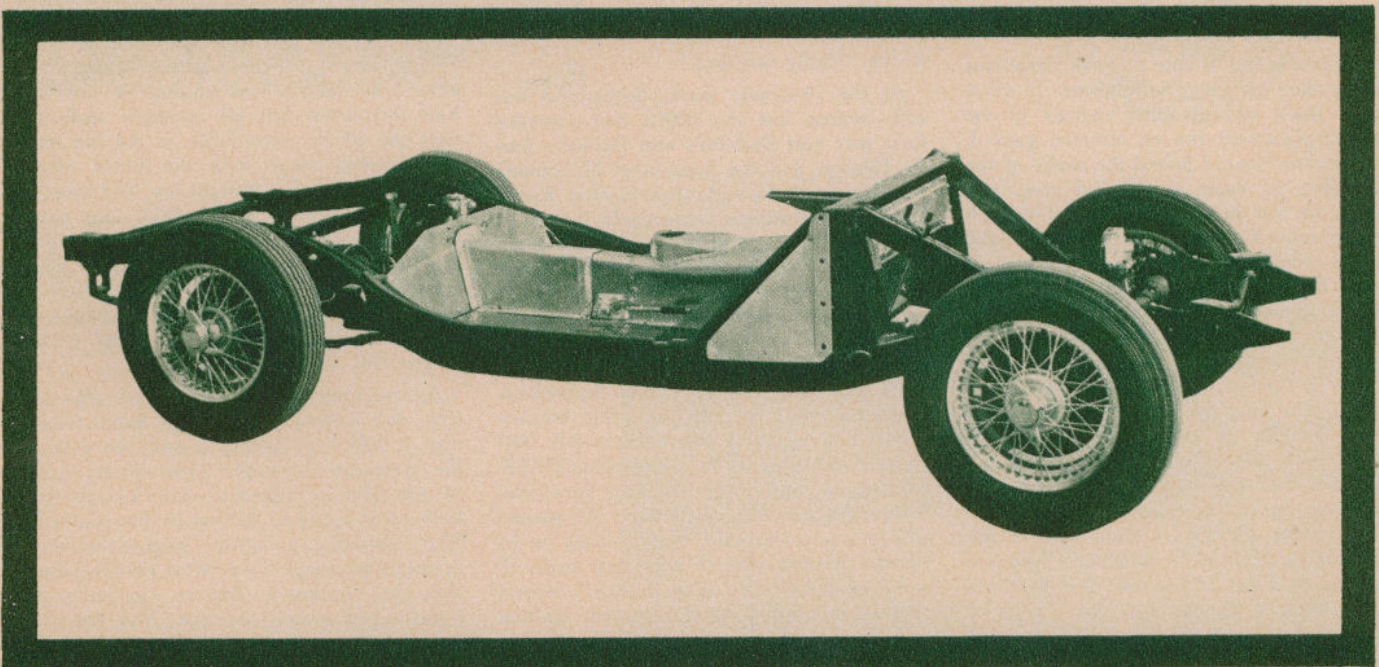
Originally scheduled for announcement in June of this year, the exact date is still indefinite due to an unexpected delay in making up the body dies. A few cars should be here by fall, but deliveries in quantity cannot be expected until early in 1956. ●



Side elevation drawing indicates the relative positioning of engine, seats and spare.

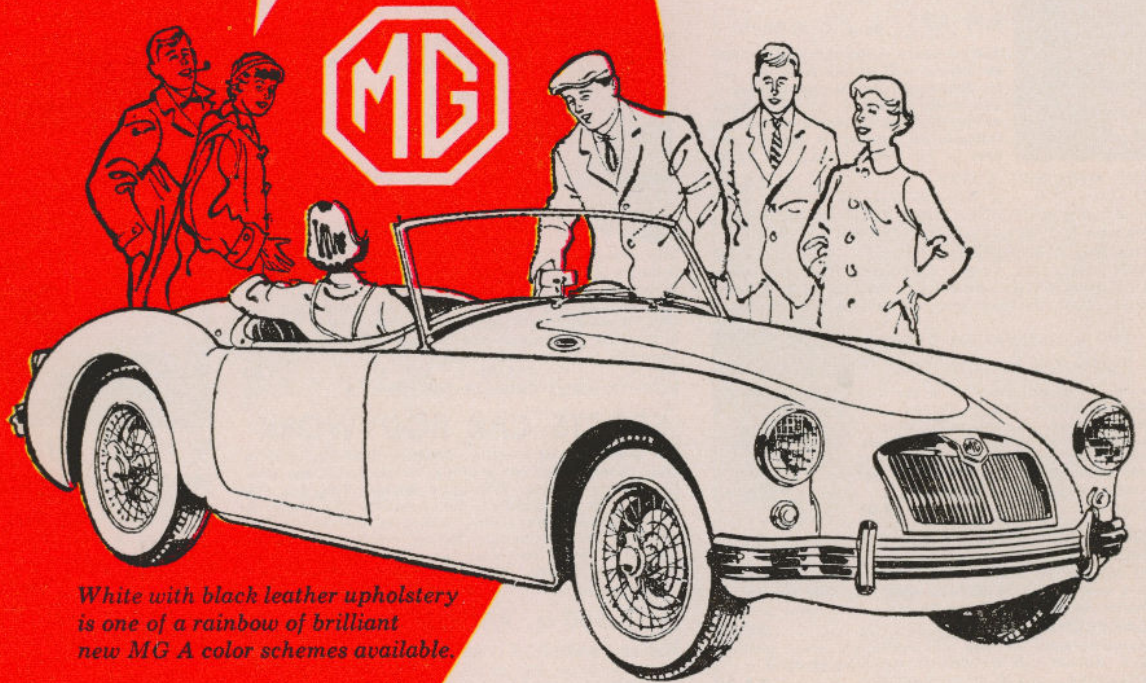
MG COMPARISON TABLE

	1956	1955	Bore & stroke	73 x 89 mm	72 x 90 mm
Price	N.A.	\$1995	Displacement	1489 cc	1466 cc
Curb Weight	2000 lbs.	2000 lbs.	Bhp at rpm	68 at 5500	68 at 5500
Wheelbase	94.0 in.	94.0 in.	Axle ratio	4.30	4.875
Tread, front	47.4 in.	47.4 in.	Top speed (est.)	94 mph	85 mph
Tread, rear	48.8 in.	50.0 in.	Cruise speed	74 mph	65 mph
Tire size	5.60 x 15	5.50 x 15	0 to 60 (est.)	16.5 secs	16.3 secs
Engine	BMC	XPEG	SS $\frac{1}{4}$ (est.)	20.0 secs	20.7 secs



Designed to steal your heart!

The entirely **NEW MG A**



*White with black leather upholstery
is one of a rainbow of brilliant
new MG A color schemes available.*

High in Style! High in Spirit!

There's promise of action in every line of this sleek new beauty. And, promise becomes reality when you experience the eager surge of its powerful new engine—the sureness of big, new oversize brakes—the solid road feel that puts the new MG A in a class by itself. Designed to steal your heart . . . make a date for a test drive today!

Represented in the United States by

hambro
AUTOMOTIVE CORPORATION
27-29 WEST 57TH STREET
NEW YORK 19, N.Y.

*Sold through a nationwide network of
distributors and dealers.*

