



*Wire wheels and white-wall tyres  
now available at additional cost*



# IT TO MEET THE CHALLENGE OF

This folder introduces the first of a new line—the M.G. Series MGA—and there could be no worthier 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.

## SPECIFICATION

ENGINE: Four cylinders; bore 73.025 mm. (2.875 in.), stroke 89 mm. (3.5 in.), capacity 1489 c.c. (90.88 cu. in.); 0.h.v., push-rod-operated; three-bearing counterbalanced

crankshaft; compression ratio 8.15 to 1; 68 b.h.p. at 5,500 r.p.m.; cooling by water pump and fan with thermostat control; forced-feed engine lubrication by eccentric rotor pump; external renewable element full-flow oil filter; oil capacity 7 pints (4 litres); filter on valve cover; aluminium alloy pistons with one scraper and three compression rings; 14-mm. sparking plugs; pressed-steel sump.

**FUEL SYSTEM:** Twin S.U. semi-down-draught carburetors with individual air cleaners; rear-mounted S.U. electric high-draw fuel pump; tank capacity 10 gal. (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; compressed voltage control; headlights.

**CHASSIS:** Exceptionally sturdy box-section frame, specially designed for torsional rigidity; rear end of chassis swept over rear axle.

**TRANSMISSION:** Hydraulically operated single dry plate Borg and Beck clutch; 8 in. (20 cm.) diameter; four speeds and reverse; synchromesh on second, third and fourth. Overall gear ratios: first 13.6:52, 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.

glass windshield; folding waterproof hood with large rear window; two detachable side screens 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.

**REAR AXLE:** Three-quarter-floating rear axle with hypoid final reduction gears; ratio 4.3 to 1.

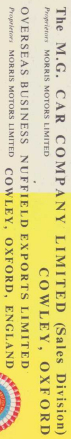
**BRAKES:** Lockheed hydraulic fully compensated on all four wheels; 10 in. (25.4 cm.) diameter brake-drums; central hand-brake lever with push-button ratchet control.

**TYRES AND WHEELS:** Dunlop 5.60-15 tyres on 4.00 x 15.1 well-base disc-type wheels with four-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 master battery disconnect switch; mixture control; main-beam light; parking light; horn; horn relay; horn fuse; light; lighting switch.

**BOODY 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 windshield; folding waterproof hood with large rear window; two detachable side screens 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.



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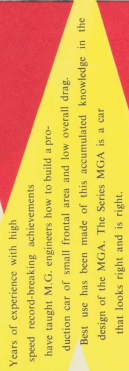


## OPTIONAL EXTRAS

1. H.M.V. car radio.
2. Fresh-air heater and demister.
3. Wide-wall tyres.
4. Adjustable telescope steering column.
5. Free wheels.
6. Fresh-air cockpit ventilator.
7. Alternative axle ratio of 5.55 to 1.
8. Twin horns.
9. 5900 1/2 road speed tyres.
10. Wing mirror.
11. Fuel tank.
12. Electrical luggage carrier.
13. Overall tonneau cover.
14. Chrome-plated arm embelishers.
15. Radiator shield.
16. Windshield waster.

## COLOURS

- Black, with Red or Green Upholstery.
- Hood material, Ice Blue or Black.
- Orient Red, with Red or Black Upholstery.
- Hood material, Black.
- Tyrolite 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.



## STYLING



**STYLING**

## ANNEXES

Acceleration, high maximum speed, powerful braking and road holding are all important factors in the overall performance of a car. The Series MGA has them all, and stamina of its predecessors. The

## PERFORMANCE

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 in 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.



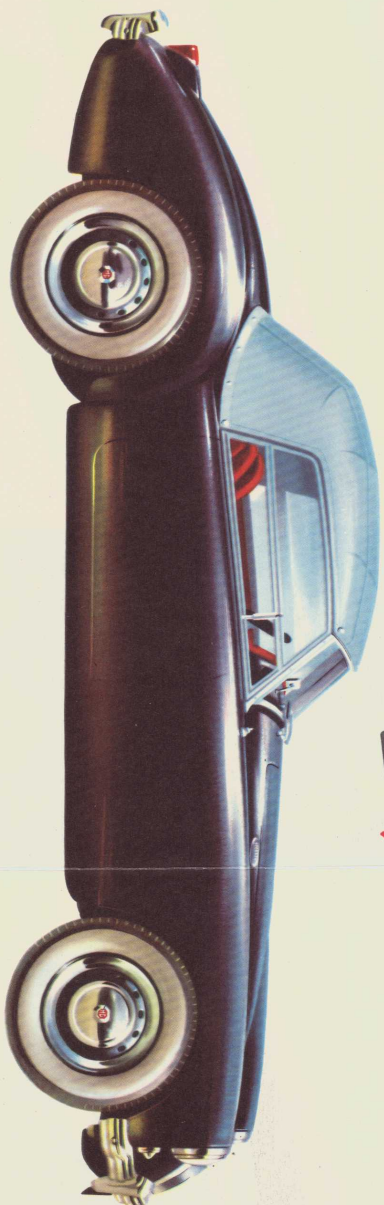
# First of a new line

PUBLICATION No. 555 H.K.I.





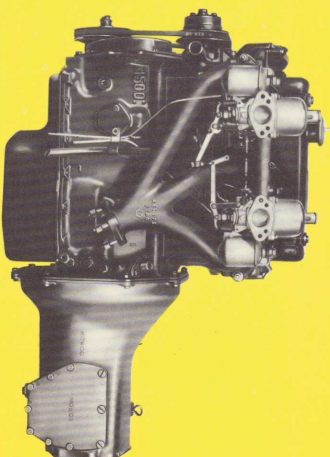
# Safety First - PROVED FOR PERFORMANCE



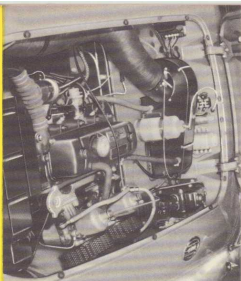
The new M.G. Series MGA has been designed not merely to provide the sports motorist with a lively, good-looking, and well-mannered roadster, but also with a car capable of putting up trophy-winning performances in the competition field.

Prototypes of the MGA first appeared in public at Le Mans, 1955. This was part of an extensive proving programme which included high speed running on the MIRA, track at Nuneaton, Montlhéry, and on the Nurburgring, and extensive testing in the Alps.

Special tuning data is 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 overleaf.



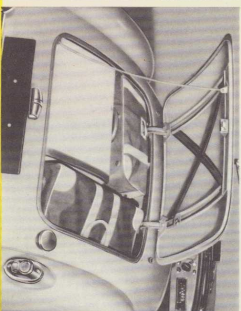
With a compression ratio of 8.15 to 1, the M.G. Series MGA power unit develops 68 h.p. at 5,500 r.p.m. providing sparkling acceleration through the gears, rally handling and top speed.



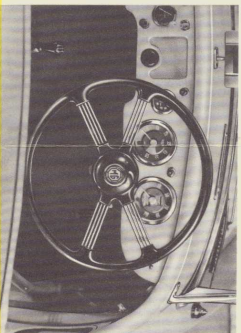
The four-cylinder 1489 cc. o.h.v. engine has twin carburetors, 16 valves, 8 U.I. carburetors, each with its own air filter.



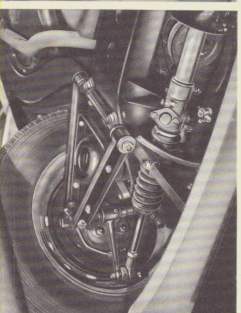
Scientifically designed to give maximum comfort throughout long journeys, the adjustable bucket seats are upholstered in real leather.



Here, three suitcases of average size have been neatly accommodated by the enclosed luggage compartment. This also houses the spare wheel.



The large diameter spring-spoked steering wheel gives a clear view of the four-inch (10.2 cm.) speedometer and rev. indicator. A safety-pad is set above the facia panel.



The M.G. reputation for smooth riding and firm road-holding owes much to this well-proved system of independent front wheel suspension by coil springs and wishbone type linkage.

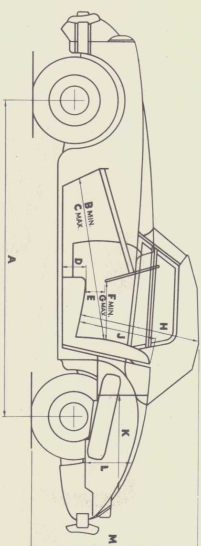
## Safety First!

### THE COMPLETELY NEW



SERIES

## MGA



A	94 in.	B	41 in.	C	47 in.	D	7 in.
E	239 cm.	F	104 cm.	G	119 cm.	H	18 cm.
I	6 in.	J	11 in.	K	17 in.	L	37 in.
M	15 in.	N	20 in.	O	42 cm.	P	34 cm.
Q	21 in.	R	30 in.	S	16 in.	T	50 in.
U	53 in.	V	76 cm.	W	36 cm.	X	127 cm.
Y	58 in.	Z	156 in.	AA	28 1/2 in.	AB	18 1/2 in.
AC	145 cm.	AD	396 cm.	AE	72 cm.	AF	47 cm.
AG	44 1/2 in.	AH	33 1/2 in.	AI	100 cm.	Weight	864 kg.
AJ	113 cm.	AK	76 cm.	AL	100 cm.	Weight	864 kg.

Track (front): Disc wheels ... 47 1/2 in. (1206 mm)  
Track (rear): Disc wheels ... 48 in. (1233 mm)  
Ground clearance: Disc wheels ... 4 1/2 in. (114 mm)  
Wheelbase: Disc wheels ... 48 in. (1233 mm)  
Unladen weight: ... 17 cwt. (863 kg.) approx.

The M.G. Series MGA is a car that demands personal inspection. You must sit at the wheel . . . drive it . . . handle the gears . . . appreciate how, through superb engineering, this car adds its quota to total perfection.



Built to give maximum strength and rigidity and a very low centre of gravity, this new chassis has deep box-section side members. These are outswep, permitting driver and passenger to sit *within* the frame, and not above it. The upswep over the rear axle is another feature of this successful design, developed for George Eyston's record-breaking M.G., Ex. 179, which, in August 1954, cracked 8 International and 29 American National Class F Records.