

# STEERING

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The Australian MGB steering stayed pretty much the same throughout its life. It was of the direct-acting, rack & pinion type, consisting of a rack bar and toothed pinion, mounted on the front suspension cross-member, with a non-collapsible column for all local iterations.

The original steering wheel offered was a 16 ½ " diameter, black plastic wheel with three chrome spokes bisecting the wheel. At 90° to these were two chrome spokes. The hub was made of the same material and colour, with a large horn push, featuring a silver MG logo on a red, 'curtained' background. This was replaced in 1970 with a smaller, leather bound wheel with three spokes, each with 5 diminishing sized holes and changed centre, giving much needed room between the driver's legs and the wheel.

The steering required a somewhat tedious 2.9 turns to travel from lock to lock, with virtually no self-centring action. The turning circle was 32'.



Early style steering wheel



Later style steering wheel



Early style wheel showing horn push





Photo showing steering rack



Photo showing steering rack connected to steering lever