More Power

to your safety

THE NEW MGA 1600 MARK II

SPECIFICATION

ENGINE: Four cylinders: bore 76·2 mm. (3·0 in.), stroke 88·9 mm. (3·5 in.), cubic capacity 1622 c.c. (98·94 cu. in.); compression ratios—Home Trade 8·9 : 1, Export 8·9 : 1 or 8·3 : 1 according to markets; high-compression engine develops 90 b.h.p. (standard) at 5,500 r.p.m., low-compression develops 84·6 b.h.p. (standard) at 5,650 r.p.m. Overhead valves operated by push-rods from 3-bearing camshaft. Roller chain camshaft drive with automatic chain tensioner. Three-bearing counter-balanced crankshaft with renewable bearing liners. Solid-skirt aluminium-alloy pistons with 1 scraper and 3 compression rings. Connecting rods with renewable steel-backed lead-indium bearings. Renewable-element external full-flow oil filter.

COOLING: By pressurized system assisted by impeller pump and fan. Circulation thermostatically controlled.

IGNITION: Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

CARBURATION: Twin S.U. automatic semi-downdraught carburetters fed from rear-mounted S.U. electric fuel pump. Air cleaner fitted to each carburetter. Tank capacity 10 imperial gallons (45·4 litres, 12 U.S. gallons).

TRANSMISSION: Borg & Beck single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of—first 14·909, second 9·079, third 5·632, top 4·1, and reverse 19·496 : 1. Central remote-control gear change. Hardy Spicer propeller shaft with needle bearing universal joints. Three-quarter-floating rear axle with hypoid final reduction gears; axle ratio 4·1 : 1.

BRAKES: Lockheed hydraulic braking system employing discs at the front and drums at the rear; drum diameter 10 in. (25·4 cm.), disc diameter 11 in. (27·9 cm.). Central hand brake lever with press-button ratchet control.

CHASSIS FRAME: Exceptionally sturdy box-section frame, specially braced for torsional rigidity. Rear end of chassis swept over rear axle.

BODY: Two-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 panels. Sliding side windows. One-piece bonnet hinged at rear, giving easy access to engine unit.

SUSPENSION: Semi-elliptic rear springs controlled by hydraulic dampers. Independent front suspension by coil springs and wishbone-type links controlled by hydraulic dampers.

WHEELS AND TYRES: Dunlop 5·60—15 tyres on 4J×15 well-base disc-type wheels with 4-stud fixing.

STEERING: Direct rack and pinion steering with large-diameter, spring-spoke, clear-view steering wheel and adjustable steering column. Left- or right-hand steering according to market. Turning circle 30 ft. 6 in. (9·296 m.).

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; foot-operated dipping switch; separate sidelamps; twin Lucas batteries mounted in balanced positions behind seats.

INSTRUMENTS: Large speedometer with dead-beat reading and headlamp high-beam warning lamp; large revolution indicator with ignition warning light; oil pressure gauge; flashing signal warning light; water temperature gauge.

CONTROLS: Map-reading light switch; windshield wiper switch; ignition switch; mixture control; horn button; lighting switch; starter switch; panel light switch with rheostat; direction indicator switch.

GENERAL EQUIPMENT: 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; provision for fitting radio and seat belts for both seats.

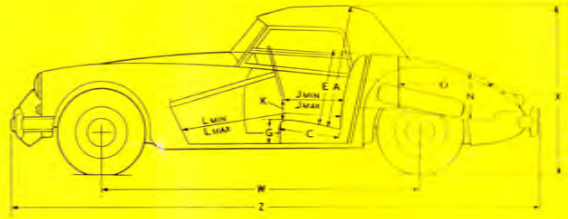
COLOURS: Two-seater: Black with red or beige upholstery and grey hood. Chariot Red with red or beige upholstery and beige hood, or black upholstery and grey hood. Iris Blue with black upholstery and blue hood. Alamo Beige with red upholstery and beige hood. Dove Grey with red upholstery and grey hood. Old English White with red or black upholstery and grey hood. **Coupe:** Black with red or beige upholstery. Chariot Red with red, beige, or black upholstery. Iris Blue with black upholstery. Alamo Beige with red upholstery. Dove Grey with red upholstery. Old English White with red or black upholstery.
Colours are those available at time of publication. For current availability see separate colour card.

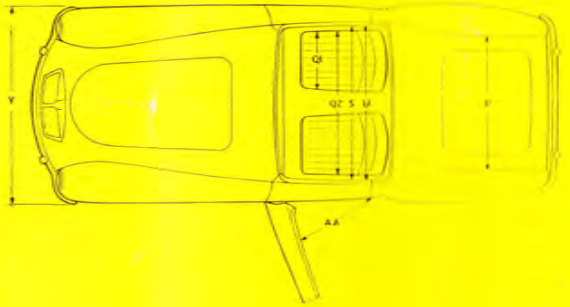
OPTIONAL EXTRAS: H.M.V. radio; fresh-air heater and demister; Whitewall tyres; wire wheels; alternative axle ratio of 4·55 : 1; external luggage carrier; overall tonneau cover; windshield washer; detachable hard top with de-luxe sliding sidescreens; 5·90—15 Speed tyres; cold-air ventilation kit; Dunlop disc brakes front and rear with centre-lock disc wheels and Roadspeed tyres.

The following items are available through the supplier: Badge bar; radiator blind; cigar-lighter; twin horns; headlamp flasher switch; fog lamp; battery cover; wing mirror; ashtray; Ace Mercury wheel discs; anti-roll bar; competition windshield; competition de-luxe seats; oil cooler; close-ratio gearbox.

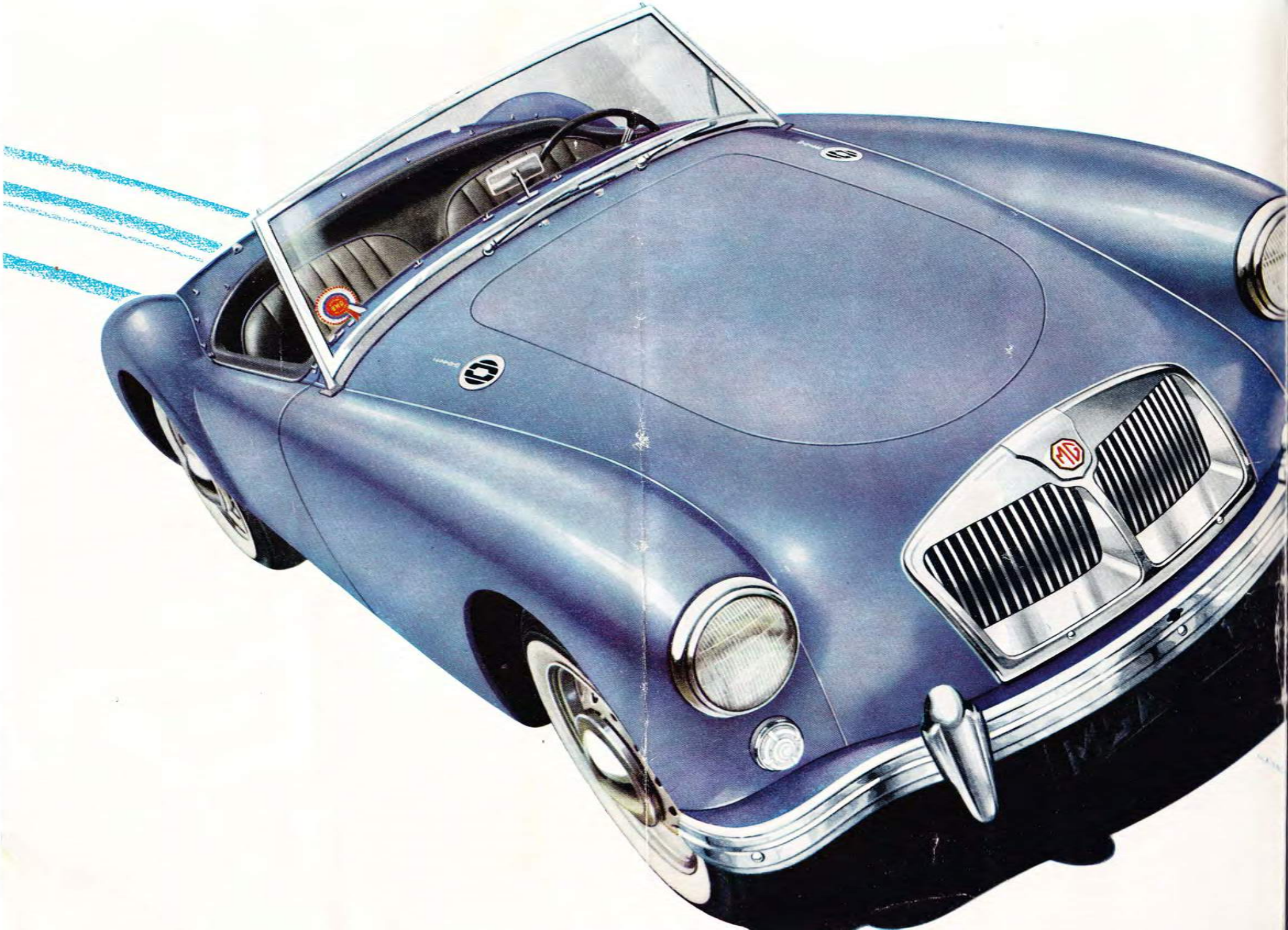
NUFFIELD EXPORTS LIMITED
Proprietors: MORRIS MOTORS LIMITED
COWLEY, OXFORD, ENGLAND

DIMENSIONS





AA 1 ft. 10 in. (56 cm.)	**A** 3 ft. 1 in. (94 cm.)	**C** 1 ft. 8½ in. (52 cm.)	**E** 1 ft. 8½ in. (52 cm.)
G 8½ in. (21 cm.)	**J** (max.) 1 ft. 5½ in. (44 cm.)	**J** (min.) 1 ft. 1½ in. (35 cm.)	**K** 5½ in. (14 cm.)
L (max.) 4 ft. 0½in. (123 cm.)	**L** (min.) 3 ft. 8½ in. (113 cm.)	**N** 1 ft. 2 in. (36 cm.)	**O** 2 ft. 8½ in. (82 cm.)
P 3 ft. 3 in. (99 cm.)	**Q1** 1 ft. 6½ in. (47 cm.)	**Q2** 3 ft. 6½ in. (108 cm.)	**S** 4 ft. 0 in. (123 cm.)
U 3 ft. 9 in. (114 cm.)	**W** 7 ft. 10in. (239 cm.)	**X** 4 ft. 2 in. (127 cm.)	**Y** 4 ft. 10 in. (147 cm.)
Z 13 ft. 0 in. (396 cm.)	Kerbside weight 18 cwt. (914 kg.) approx. Luggage boot capacity 5¾ cu. ft. (·161 m.³)		



Grace

For the sports car connoisseur

The 'MGA 1600' (Mk. II) is an advance on a car which the enthusiast knows as an already-advanced and thrilling performer in its class. The new driving power of the 1622 c.c. engine is an added safety factor, supplementing the noted 'Safety Fast!' features of wonderful braking, stable cornering, and firm road-holding. Additional refinements contribute to the beauty and attraction of this outstanding sports car. The specification overleaf will convince the knowledgeable that the 'MGA 1600' (Mk. II) is as fine a car as it looks.

MGA

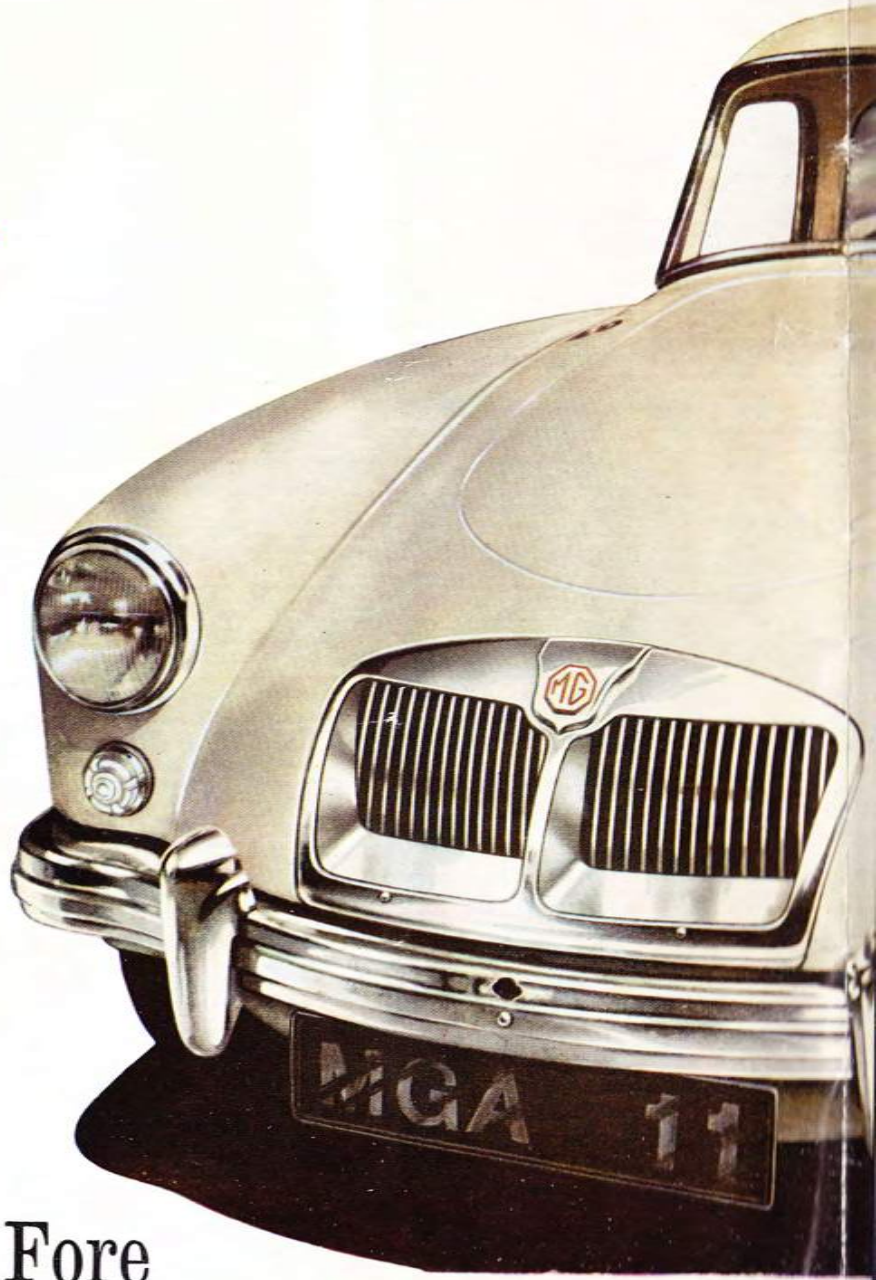
1600 Mk. II

Power to overtake with Safety Power to surmount

ount difficulties *Power* in hand *More Power*

M G A 1600 Mk. II *better than ever!*

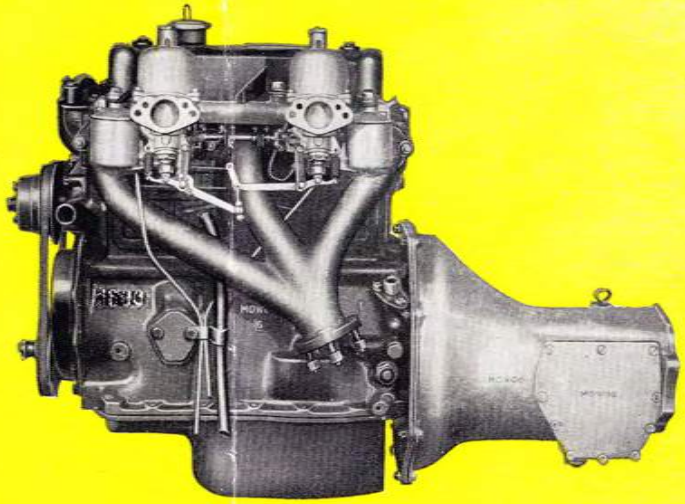
Power plus —



Fore

Safety fast!

New 1622 c.c. Engine



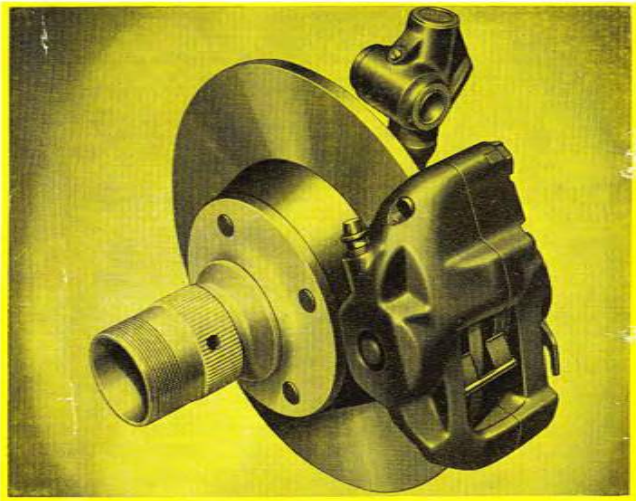
Anyone interested in a sports car of M.G. quality is drawn by the 'track-bred' thoroughness of its engineering and the proud prestige of this line of cars. Such a connoisseur will appreciate the new 1622 c.c. o.h.v. engine of the 'MGA 1600' (Mk. II), with a compression ratio of 8·9 : 1, developing 90 b.h.p. at 5,500 r.p.m. (overseas 8·9 : 1, or 8·3 : 1, developing 84·6 b.h.p. at 5,650 r.p.m.), with twin S.U. automatic semi-down-draught carburetters (air cleaner fitted with each carburetter). Here is added power to be enjoyed for its own sake as well as for the comfort of knowing you have power in hand whatever the driving situation may be.

Aft—A delightful craft

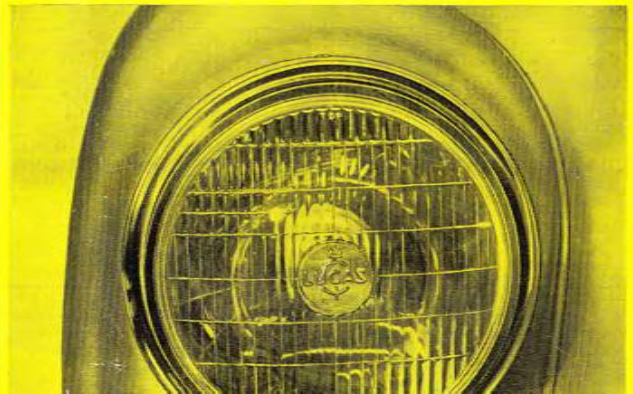
Just a word on appearance. Many cars are attractive to look at from one point of view; but fore and aft, side view, or, indeed, from any angle of vision, the 'MGA 1600' (Mk. II) is without question a car of beauty you will be proud to own.

Just go and see it at your dealer's. You will say—as your friends will say—'*This* is superb!'

Disc Brakes
With the greater performance of the 'MGA 1600' (Mk. II) comes the need for brakes in keeping with the power. This is met by the Lockheed hydraulic braking system employing DISCS of 11 in. (27·9 cm.) diameter on the front wheels and drums of 10 in. (25·4 cm.) diameter on the rear. Safety Fast!

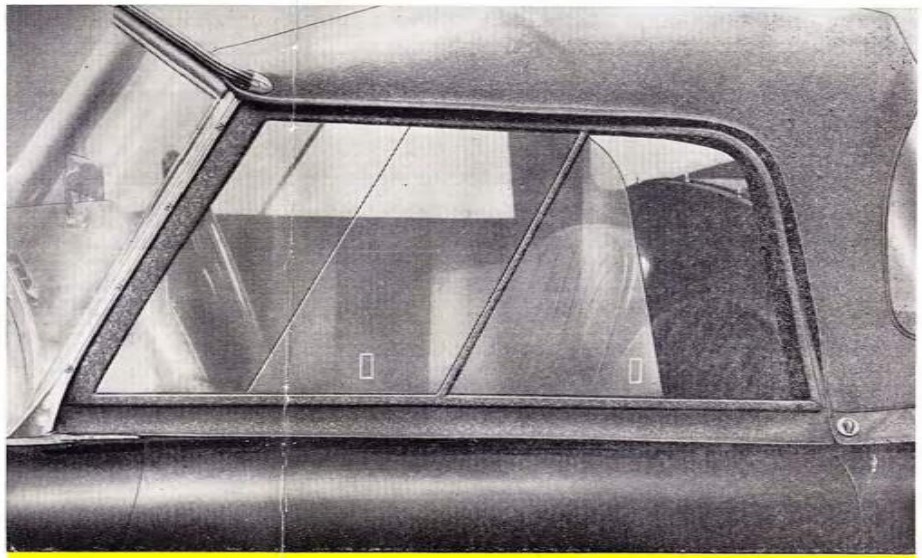


Lights
A new refinement, typical of the care and thought put into every detail of the 'MGA 1600' (Mk. II), is shown in the lighting equipment. The

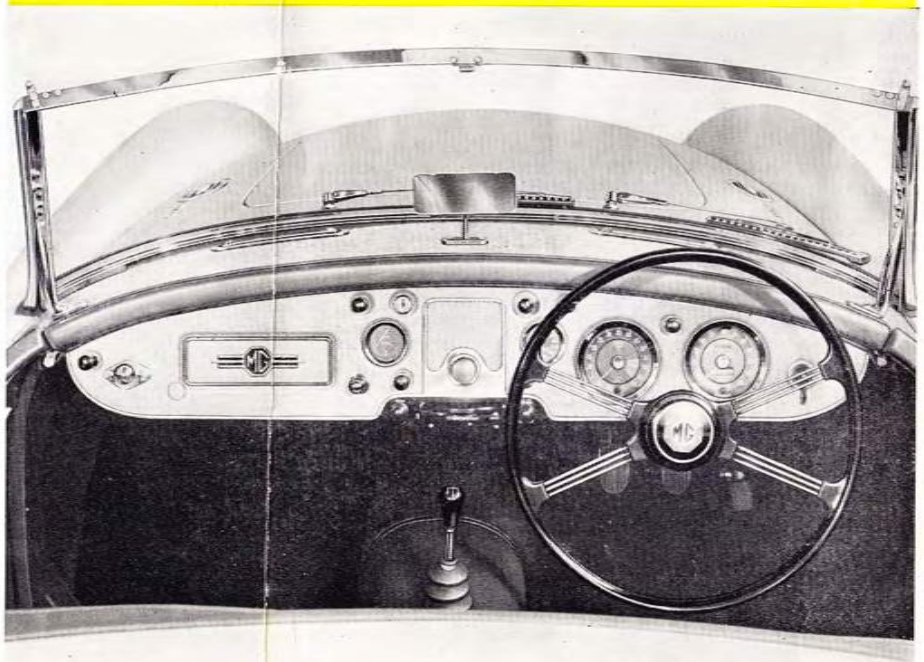


aft

New Refinements



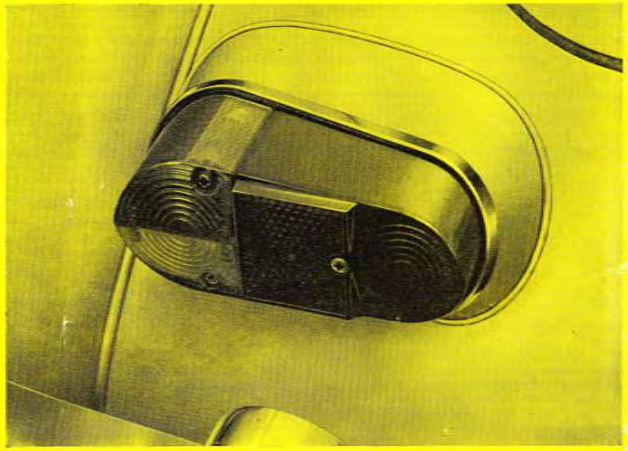
Hood
The folding waterproof hood has large rear transparent panels, and this, with the sliding side windows, combines to give first-class visibility and protection.



Interior
Here there is so much to be said that this becomes a catalogue of virtues and refinements. First the instruments —large speedometer with dead-beat reading and headlamp high-beam warning light; large revolution indicator with ignition warning light (and, of course, flashing signal warning light, oil pressure gauge, etc.). Note in this connection the clear view of the wide-diameter, spring-spoke steering-wheel. The streamlined body gives an excellent enclosed luggage boot. The bucket-type seats are adjustable and of leather upholstery with leathercloth on non-wearing parts. Central remote-control gear change. Central hand brake lever with press-button ratchet control. Every detail designed for your convenience and comfort.

are fitted with pre-focused bulbs and block lenses. 'Safety Fast!' applies to night driving too.

Neatness and compactness and stylish appearance speak for themselves in the twin stop/tail lamps with flashing direction indicators and rear reflector equipment.



Safety fast!

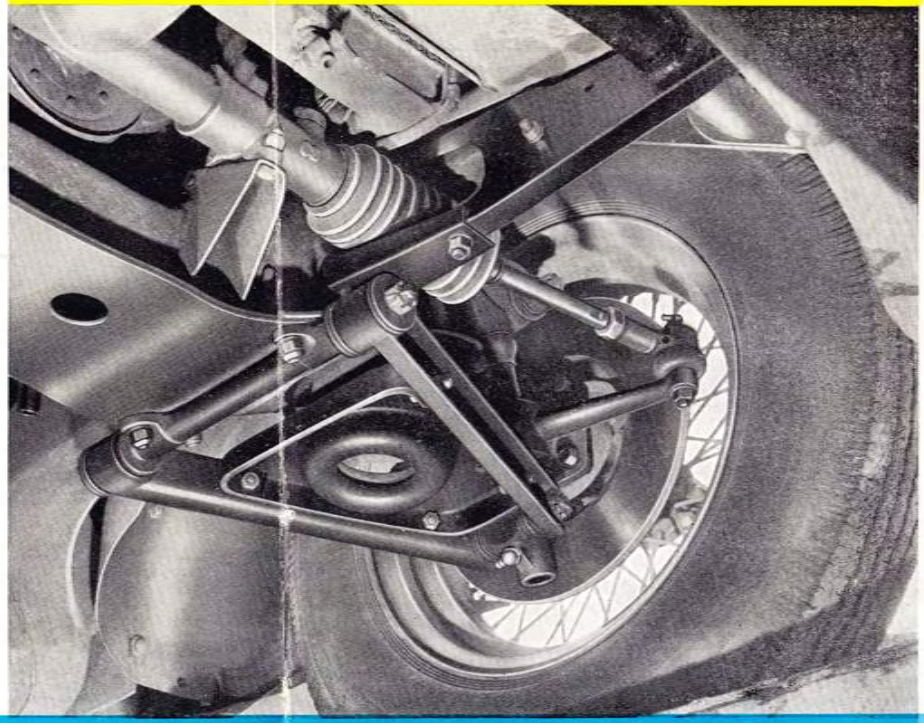
MG

Chassis

Maximum strength and rigidity is
provides a very low centre of gravity.
box-section frame is specially bra
rear end of the chassis upsweeps over the r

sis

l rigidity is built into the chassis, which
of gravity. The exceptionally sturdy
ecially braced for torsional rigidity and the
over the rear axle.



Suspension
A smooth ride and firm road-holding—that is the double advantage of the 'MGA'. **Independent** front wheel suspension by coil springs, and wishbone-type links controlled by hydraulic dampers.