

STEERING

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.

Steering Wheel

Arguably, the most altered (or individualised) feature on the mgb (by owners) is the steering wheel.

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.



Early style steering wheel

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.





Early style wheel showing horn push

The above wheel was replaced in 1970 with a smaller, simulated leather bound wheel with three spokes, each with 5 diminishing sized holes and changed centre (see below). The smaller size gave much needed room between the driver's legs and the wheel. At this stage, the horn was changed to operate from the indicator stalk. In Australia, this continued to be the location until the end of production, whereas in the UK, the horn operation returned to the centre of the steering wheel for a brief period of time.





Later style steering wheel

Steering columns

The 'banjo' wheel was attached to two different steering columns. The first column was $\frac{3}{4}$ " x 48 splines, with an $\frac{11}{16}$ " thread x 27 TPI. This was changed sometime in 1968 with a $\frac{5}{8}$ " x 36 splines, with a $\frac{9}{16}$ " x 27 TPI. From 1970 on in Australia (with the smaller wheel), the column was $\frac{11}{16}$ " x 35 splines with a $\frac{9}{16}$ " x 18 TPI.

Turning circle

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'.





Photo showing steering rack





Photo showing steering rack connected to steering lever

Original BMC document ([C266](#)) alerting service departments of an issue with the steering rack housing in 1964.

Original v Aftermarket

Owners wishing to ensure that their vehicle is as true to original as possible are always on the lookout for accuracy (so should Concours judges be!). Below is a typical example of 'minute' differences that matter to a lot of people. Can you pick the difference? (clue: it has nothing to do with colour).





Easy yeah? The first hub is the original and the second one is an impressive aftermarket hub. If you look at the red background curtain, you'll notice that the chevrons go in opposite directions (noticeable between the 'M' and the 'G').

[SLS Docs – STEERING](#)

