5TH CATEGORY - HISTORIC RACING
GROUP S
APPROVED VEHICLE SPECIFICATION

This form details the approved specifications of individual vehicle models in the 5th Category Historic car group. To be issued with an Historic Log Book, cars need to comply with these specifications, the physical appearance shown in the illustrations and the general historic rules as detailed in the current Motorsport Australia Manual.

Make of Car:	MG	**Model:**	MGA - 1500 - 1600 - 1600 De Luxe
Period of Original Manufacture:	1500 - 1955 – 1959 1600 – 1959 - 1961		
Motorsport Australia Historic Group:	Sa		
Date of Issue of this Document:	30/6/2022		
Note	MGA 1600 Mark II is not approved due to the later date of production and different motor		

Update Log

30/6/2022	Document layout

SECTION 1 - CHASSIS

1.1. CHASSIS

Description:	Ladder frame
Period of Manufacture:	1500 - 1955 – 1959 1600 – 1959 - 1961
Manufacturer:	MG
Chassis Number From:	1500 – 110101 - 68850 1600 – 68851 - 100351
Chassis Number location:	Bulkhead, in front of heater
Material:	Mild steel
Comments	None

1.2. FRONT SUSPENSION

Description:	Independent by wishbones			
Spring Medium:	Coil			
Damper Type:	Armstrong – lever arm		**Adjustable:**	No
Anti-sway bar:	No		**Adjustable:**	N/A
Suspension adjustable:	No	**Method:**	N/A	
Comments:	Spring rates and ride heights may be adjusted			

1.3. REAR SUSPENSION

Description:	Live axle with quarter elliptic springs and upper radius			
Spring Medium:	Semi elliptic			
Damper Type:	Armstrong – lever arm		**Adjustable**	No
Anti-sway bar:	No		**Adjustable:**	N/A
Suspension adjustable:	No	**Method:**	N/A	
Comments:	Spring rates and ride heights may be adjusted			

1.4. STEERING

Type:	Rack and pinion	**Make:**	MGA
Comments	None		

1.5. BRAKES

	Front	**Rear**
Type - 1500:	Drum	Drum
Dimensions - 1500:	254 mm x 44.45 mm	254 mm x 44.45 mm
Type - 1600:	Disc	Drum
Dimensions - 1600:	273 mm	254 mm x 44.45 mm
Material of drum/disc:	Cast iron	Cast iron
No. cylinders/pots per wheel:	One	One
Actuation:	Hydraulic	Hydraulic
Caliper make:	Girling	
Caliper type:	Fixed	
Material:	Cast iron	
Master cylinder make:	Girling	
Type:	Single	
Adjustable bias:	No	
Servo Fitted:	No	
Comments:	None	

SECTION 2 - ENGINE

2.1. ENGINE

Make:	BMC		
Model:	"B" Series		
No. cylinders:	Four	**Configuration:**	In line
Cylinder Block-material:	Cast iron	**Two/Four Stroke:**	Four
Bore – Original - 1500:	73.0 mm	**Max allowed:**	74.5 mm
Stroke – original - 1500:	88.9 mm	**Max allowed:**	88.9 mm
Capacity – original - 1500:	1489 cc	**Max allowed:**	1550 cc
Bore – Original - 1600:	76.2 mm	**Max allowed:**	77.7 mm
Stroke – original - 1600:	88.9 mm	**Max allowed:**	88.9 mm
Capacity – original - 1600:	1622 cc	**Max allowed:**	1686 cc
Identifying marks:	Right side of engine		
Cooling method:	Liquid		
Comments:	None		

2.2. CYLINDER HEAD

Make:	BMC				
No. of valves/cylinder:	Two	**Inlet:**	One	**Exhaust:**	One
No. of ports total:	Five	**Inlet:**	Two	**Exhaust:**	Three
No. of camshafts:	One	**Location:**	Block	**Drive:**	Chain
Valve actuation:	Pushrod and rocker				
Spark plugs/cylinder:	One				
Identifying marks:	12H1670				
Comments:	None				

2.3. LUBRICATION

Method:	Wet sump	**Oil tank location:**	N/A
Dry sump pump type:	N/A	**Location:**	N/a
Oil cooler standard:	No	**Location:**	N/A
Comments:	None		

2.4. IGNITION SYSTEM

Type:	Points, Coil and Distributor
Make:	Lucas
Comments	None

2.5. FUEL SYSTEM

Carburettor Make:	SU	**Model:**	H4
Carburettor Number:	Two		
Size:	1 ½"		
Fuel injection Make:	N/A	**Type:**	N/A
Supercharged:	No	**Type:**	N/A
Comments:	None		

SECTION 3 - TRANSMISSION

3.1. CLUTCH

Make:	Borg and Beck
Type:	Diaphragm
Diameter:	203 mm
No. of Plates:	One
Actuation:	Hydraulic
Comments:	None

3.2. TRANSMISSION

Type:	4-speed 3-synchro gearbox
Make:	MGA
Gearbox location:	Behind engine
No. forward speeds:	Four
Gearchange type and location:	Remote floor
Case material:	Aluminium
Identifying marks:	
Comments:	None

3.3. FINAL DRIVE

Make:	MG	**Model:**	
Ratios:			
Differential type:	Hypoid bevel		
Comments:	Ratios are free		

3.4. TRANSMISSION SHAFTS (EXPOSED)

Number:	One
Location:	Gearbox to final drive
Description:	Tubular with universal joints
Comments:	None

3.5. WHEELS & TYRES

Wheel type - Original:	Disc Wire spoke	**Material - Original:**	Steel
Wheel type - Allowed:	Pressed steel Wire spoke	**Material - Allowed:**	Steel
Fixture method:		**No. studs:**	
Wheel dia. & rim width	**FRONT**		**REAR**
Original:	4” x 15”		4” x 15”
Allowed	4” x 15”		4” x 15”
Tyre Section:			
Original:	550 x 15”		550 x 15”
Allowed:	550 x 15”		550 x 15”
Aspect ratio - minimum:	60% minimum aspect ratio.		
Comments:	Refer approved tyre list.		

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SECTION 4 GENERAL

4.1. FUEL SYSTEM

Tank Location:	Rear	**Capacity:**	37 litres
Fuel pump, type:	Electrical	**Make:**	SU
Comments:	None		

4.2. ELECTRICAL SYSTEM

Voltage:	Twelve	**Alternator fitted:**	Generator
Battery Location:	Engine bay		
Comments:	None		

4.3. BODYWORK

Type:	Open two seater sports	**Material:**	Mild steel
No. of seats:	Two	**No. doors:**	Two
Comments:	None		

4.4. DIMENSIONS

Track - Front:	1206.5 mm – disc wheels 1216 mm – wire wheels	**Rear:**	1238 mm – disc wheels 1216 mm – wire wheels
Wheelbase:	2388 mm	**Overall length:**	3962 mm
Dry weight:	890 kg		
Comments:	None		

4.5. SAFETY EQUIPMENT

Refer applicable Group Regulations

CONFEDERATION
OF AUSTRALIAN
MOTOR SPORT

FORM T5

5TH CATEGORY - HISTORIC CARS
VEHICLE DESCRIPTION FORM

This form must accompany all applications for Log Books for Historic Cars

It is designed to provide information so that the car may be properly classified and to provide a permanent record of each vehicle in Historic Racing. Page 3 of this form will also provide information for programmes and commentators.

1. BASIC DATA

1.1 Make: MG Model: MGA Year: 1955 – 1961

1.2 Special or identifying name: MGA 1500 - 1600 - 1600 DE LUXE.

1.3 Year car now represents: 1500 1955-59, 1600 1959 – 1961 Group: SA.

1.4 Year car was built in present form:

1.5 Racing: Sports: Production Sports: ✓ Touring:

2. HISTORIC DATA

of vehicle as at 1.3 date

(a) Provide documentation of the specification of the vehicle at the date you wish it to represent (as indicated in 1.3)/ (e.g. letter from original constructor copies of magazine articles, photos, manufacturing drawings, etc.)

(b) In each section below state any items of the vehicle's specification which is now different to the specification as at the date shown in 1.3, giving major details or original specification.

(c) Photos - include 3/4 front and 3/4 rear views of vehicle at 1.3 date, together with current photos for Log Book.

2.1 Chassis 1500 10101 – 68850

Number: 1600 68851 - 100351 Make: MGA.

Brief Description: LADDER FRAME

Material: MILD STEEL.

Wheelbase: 7'10" mm Front track: 3' 11½" mm Rear track: 4' 0¾" mm

2 Front Suspension

Brief Description: IFS COIL SPRINGS, WISHBONES + LEVER ARM DAMPERS.

Spring Type: COIL Damper Type: LEVER ARM.

Changes from 1.3 date:

2.3 Rear Suspension

Brief Description: LIVE AXLE

Spring Type: LEAF S/E Damper Type: LEVER ARM.

Changes from 1.3 date:

2.4 Brakes

Make Front: ~~1500 DRUM~~ ~~1600 DISC~~ GIRLING. Rear: GIRLING.

Brief Description: 1500 DRUM F+R. 1600 DISC FRONT, DRUM REAR.

Size (Dia x width) Front: 1500 10" X 1¾" 1600 11" Rear: 10" X 1¾"

Actuation: HYDRAULIC

Changes from 1.3 date:

2.5 Steering:

Make: MGA. Type: RACK + PINION

Changes from 1.3 date:

2.6 Wheels & Tyres

Wheel Type: ~~DISC~~ + WIRE Diameter: 15"

Rim Width Front: 4" Rear: 4"

Tyre Size Front: 550 x 15 Rear: 550 x 15

Aspect Ratio Front: 70+ Rear: 70+

Changes from 1.3 date:

2.7 Engine 1500 15 GB and 15 GD series

Number: ~~1600~~ 16 GA series Make: MGA.

Brief Description: 4 cyl in line water cooled cast iron

Date of Manufacture: 1955 - 1964

Capacity at 1.3 date: 1500 = 1489 ~~1600 = 1588~~ cc Now: max. 1687 (1588cc + .060") cc

Ignition Type: COIL

Lubrication Method: PRESSURE WET SUMP Oil Cooler Fitted: ~~YES~~/NO (OPTIONAL)

Supercharged: ~~YES~~/NO Type: —

Carburettors/~~Injection~~ System: Make, Type and No. of:

2 x SU H4 1½"

Fuel System Type (Mechanical Pump Gravity etc.): SU ELECT. PUMP.

Changes from 1.3 date:

2.8 Transmission

Brief Description:...Alloy case 4 speed with remote........................

Gearbox Make: ...MGA...........Manufacture Date:...1955-1961..............

No. of Forward Ratios:...4...

Differential/R Axle Assy.Make:...MGA........ Manufacture Date:1955-61......

Limited Slip: ~~YES~~/NO If Yes, Type:———...........................

Clutch Type: Borg Beck.....Diameter:...8"...........................

Changes from 1.3 date:..

2.9 Body

Brief Description:...Open two seater sports.............................

Material:....M. Steel...

Date of Manufacture:..1955 - 61.......................................

Seats, Trim and Instrumentation as per 1.3 date:.......................

....

External Body fittings, Grille, etc. as per 1.3 date:..................

....

Is visual appearance as per 1.3 date?: YES/NO

Colour:...................... Change from 1.3 date:....................

3. SAFETY EQUIPMENT

Fire Extinguisher Type:................... Location:.................

Seat Belt Type:..

Roll Bar Fitted: YES/NO

4. HISTORY OF CAR

Original Owner/Constructor:...BMC.......................................

Date Construction Started:................ Completed:..................

First Competitive Event Date: .... Location:....................

Subsequent Owners with period of ownership:*

* For further information refer: Illustrated MG Buyers Guide R. Knudson
MGA, MGB + MGC Robson, MG F. Wilson McComb.

Significant Competition Events (With dates and placings):*

MGA

HISTORIC RACING ELIGIBILITY

From the supporting data you will see that the following MGA types are approved for Group LA:-

MGA 1500	Roadster & Coupe
MGA 1600 MK1	Roadster & Coupe
MGA 1600	De Luxe
MGA	Twin Cam

MGA 1600MK11 are not approved due to the later date of production and different motor.

REFERENCES:

The MGA, MGB and MGC by Graham Robson (MRP)
Good Photos of model differences

The Motor Road Test MGA Twin Cam July 16 1958
Photos and cutaways

The Magic of MG Mike Allison (Dalton Watson)

MG F. Wilson McCombe

MGA History and Restoration Guide R. P. Vitrikas

LOGBOOK HOLDERS

Murray Richards	MGA 1600	VIC
Malcolm Smith	MGA 1600	NSW
Paul Samuels	MGA Twin Cam	NSW
Terry Middleton	MGA 1600	NSW
John Lawton	MGA Twin Cam	VIC
Brian Spain	MGA 1600	QLD
Russ Bell	MGA 1600	NSW
Colin May	MGA 1600 Coupe	NSW

A. E. Caldersmith 5/4/83

MGA SPECIFICATIONS AND DATES

THE PRODUCTION OF MGA'S

Sept. 1955 - May 1959	1500 Roadster
Sept. 1956 - May 1959	1500 Coupe
July 1958 - Mar 1961	MGA Twin Cam
May 1959 - Mar 1961	1600 Roadster & Coupe
Late 1959 - Early 1960	1600 De Luxe
June 1961 - June 1962	1600 MKII Coupe
June 1961 - Sept. 1962	1600 MKII Roadster

MGA ANCESTRY

Although the first production MGA appeared in 1955, the very first 'prototype' was a modified TD, the Le Mans of 1951. This car was built for George Phillips to race and its streamlined body is remarkably similar to the production MGA. The first factory prototype was EX175, built in 1952, and it was these cars which heralded the end of the well known MG shape.

The chassis frame followed closely that of EX179, the front cross member and suspension came from the TF whilst the rear axle and brakes came from the current Magnette. The final important decision related to the engine, the choice being between the XPEG engine of the TF and BMC's 'B' series engine already fitted to the Magnette. Production and spares considerations won the day and the BMC unit was selected.

The information about the main features and changes between models is given below. However, numerous minor, though some quite distinctive variations from standard exist amongst cars in each of the categories built between 1955 and 1962. Some of these are clearly due to original designs from the early days of production which were later modified. Others are due to the ranges of optional extras offered.

Sept. 1955 MGA ROADSTER, 1489c.c. BMC'B' series engine, o.h.v. + push rods. First chassis No. 10101 BMC 'B' type gearbox with extended casing to accept splined end of prop-shaft. 1½ in. S.U. carburettors. Lockheed hydraulic drum brakes, front = two leading shoes, rear = one leading and one trailing. Disk wheels with ventilation holes and stud attachment; wire spoked, centre lock wheels as optional extra. Flush fitting radiator grille follows nose line of car dual filament combined front/flasher and tail/flasher lights. Car discontinued - May 1959.

Sept.	1956	MGA COUPE, 1489 c.c. engine. First Chassis No. 20670. Larger wrap round windscreen, wind-up windows + wrap round rear window. 15GD power unit introduced from chassis No. 61504 (early 1959). Prop-shaft modified with universal joint at both ends and splined sliding joint in prop-shaft itself. Outside door handles and locks. Car discontinued - May 1959.
July	1958	MGA TWIN CAM (Roadster or Coupe) 1588 c.c. engine, twin overhead cam. 1-3/4 in. carburettors, Dunlop disc brakes all round. Centre lock disc wheels. Separate radiator header tank bolted to exhaust manifold. Leather covered facia board. Rev-counter reads up to 7,500r.m.p. Car discontinued early 1960.
May	1959	MGA 1600 (Roadster or Coupe) 1588c.c. engine, o.h.v. + pushrods. First chassis No. 68851. Lockheed disc brakes at front only, drums at rear. New tail-light housing with separate flasher cover. New front parking/flasher lights. Sliding plexi-glass screens on Roadster. New coil mounting. Car discontinued March 1961.
Late	1959	MGA 1600 DE LUXE. Little known hybrid model of twin-cam specification but with 1588c.c. push rod engine. Few only made. Discontinued early 1960.
June	1961	MGA 1600 MKII (Roadster or Coupe) 1622 c.c. o.h.v. engine. Engine has new block, pistons, con-rods, crankshaft and flywheel, new head, larger valves and new ribbed casing to gearbox. Final drive raised from 4.3 to 4.1. Re-designed inset radiator grille. Coupe discontinued September 1962.

CHASSIS NUMBERS

DATE	ROADSTER	COUPE	DATE	ROADSTER	COUPE
Sep 1955 (First 1500)	10101	-	Jan. 1960	83085	83090
Jan. 1956	11170	-	June 1960	91250	91240
Sept. 1956	20165	20670	Jan 1961	99950	99835
Oct. 1957	39500	39550	Mar 1961 (Last 1600)	100351	100319
Jan. 1958	44850	44800	June 1961 (First 1600MKII)	100352	100352
Jan. 1959 (Last)	61100	60900	Jan. 1962	105930	105650
July 1959 (Last 1500)	68850	68850	June 1962 (Last 1600MKII)	109070	109070
July 1959 (First 1600)	68851	68851			