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# 1959 MG A - MGA Twin Cam Roadster

MGA Twin Cam Roadster

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Estimate	<b>USD 70 000 - 80 000</b>	Drive	LHD
Year of manufacture	1959	Interior colour	Other
Chassis number	YD31288	Condition	Used
Lot number	464	Location	
		Fuel type	Petrol
		Exterior colour	Other

## Description

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To be OFFERED AT AUCTION at Auctions America's Fort Lauderdale event, April 1-3, 2016.

Chassis No.

YD31288

Estimate:

\$ 70,000 - \$ 80,000 US

Back seat drivers, goodbye! The MGA was deliberately designed for a carefree twosome to slip into snug bucket seats, take the helm, give it the gun, flash through teeming traffic and head for their favorite wide open spaces - alone. This was the sports car for a guy and a gal who dared to get away with an MG, knowing that everyone would be watching enviously. The MGA is one of the four exciting members of the famous British Motor Corporation along with the MG Midget, the Austin-Healey 3000 Mk. II and the Sprite.... mighty fast company all.

With the arrival of the MGA Roadster in 1955, several MG fanatics were shocked by the fact that the prewar look of the company's sports cars had been altered. They were greeted with a streamlined, aerodynamic body that was up-to-the-minute in expressions of styling and design.

The MGA was conceived as a replacement for the T-Series MGs, combining a rigid chassis with the 1,489 cubic centimeter B-Series engine that had been designed by Austin. The rest of the MGA's

running gear was based on that from the TF, including its independent coil-sprung wishbone front suspension and live rear axle. The MGA proved to be a hit from the start, with customers attracted to its top speed of almost 100-mph and its attractive open coachwork.

Despite the MGA's commercial success, competition was coming from manufacturers, including Triumph and Austin-Healey, which necessitated that development continued apace. There was a major focus on extracting more power from the B-Series engine, which was becoming increasingly difficult. Development concentrated around a twin overhead-camshaft cylinder head, which was introduced in 1958. The new 1,588-cubic centimeter engine represented a significant improvement, producing 108 brake horsepower at 6,700-rpm and allowing the twin cam MGA to reach a speed in excess of 110-mph. As a result of the additional performance, Dunlop disc brakes were fitted all-round, along with center-lock wheels. This performance came at a price, however, and twin cam production lasted just two years, with only 2,111 cars built. The reputation it gained during these two short years has assured it a place in MG history, and has made the model the most sought after of the MGA's.

The example presented here is finished in black with a rich and complementary red deluxe leather interior and runs with the coveted twin cam inline four-cylinder engine which feeds SS exhaust. The cockpit also displays a Moto-Lita steering wheel, seatbelts and wool carpet, plus the trunk has been lined with carpet. The MGA Twin Cam has a nice older restoration with approximately 2,500 miles driven since.

With a magic of its own, the MGA's appeal is strongest among those who admire the characteristics which stamp a thoroughbred. And make no mistake that this isn't exactly what the MGA was considered upon introduction. Given its features, this is a wonderful example of an English sports car that championed racing circuits and showrooms around the world, and it is ready for further enjoyment now.

1959 MG MGA Twin Cam Roadster

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