



This month I thought it would be appropriate to re-cap on some old literature published around the time of the original launch of the MGC back in 1967. I begin with an article written in "Motor" week ending November 4 1967.

## MOTOR ROAD TEST MGC

### Softly, Softly

Stable high-speed cruising; smooth, quiet engine sluggish at low revs; good road holding; clumsy steering; good brakes and economy; seats comfortable but lack support; dated finish and controls.

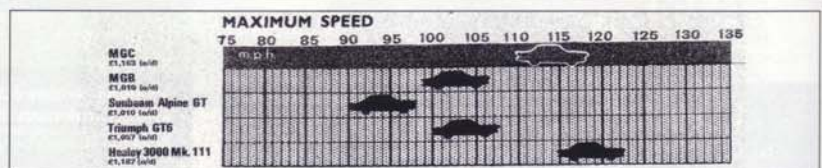
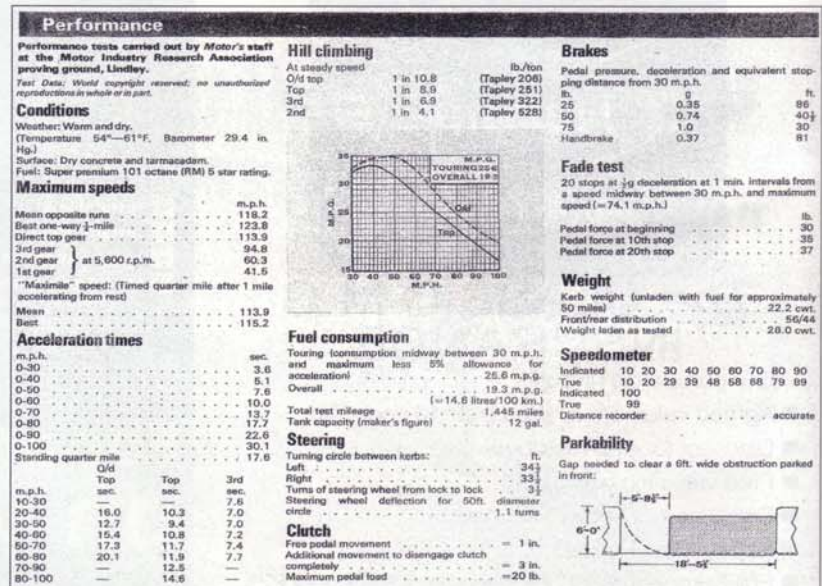
After a lapse of over 30 years, MG have re-entered the first division of the sports car league table with their new C model in which a six-cylinder 2,912 c.c. engine is installed instead of the four-cylinder 1,798 c.c. unit of the MGB which, of course continues as a separate model in Mk. 11 form. To Europeans this new power-plant is still likely to be rated as big despite the current influx of large American-made or American-inspired V8s, described in detail in our October 21 issue the new engine is a modified lightened and seven-bearing version of the old Healey six; it develops 145 (net) b.h.p. at 5,250 r.p.m. compared with the 95 b.h.p. at 5,400 r.p.m. of the MGB unit, and produces 170 lb. ft. of torque at 3,500 r.p.m. instead of 110 lb. ft. at 3,000 r.p.m.

With 53% more power yet only 18% more weight the MGC can be expected to go much quicker than the B, and it does. Top speed for example was 118.2 m.p.h. for our road-test hardtop two-seater compared with the 106.5 m.p.h. attained by the similar version of the MGB which we tested in 1964. But enthusiasts familiar with the fierce masculine behaviour of the Austin-Healey 3000 Mk. 111 may find the performance of the new car a little disappointing. This is partly because of poor torque below 3,000 r.p.m. which can lead to sluggish overtaking and partly because of the very refinement of the new unit and its subdued exhaust note, which is often drowned by aesthetically less satisfactory fan and gearbox whines. These two characteristics make the MGC much more of a high-speed touring vehicle than a sports car. Certainly the new model amply satisfies one of the prime requirements of grand touring, the ability to cruise with complete effortlessness at high speeds. The steering feels lower geared and less precise than that of the MGB and in conjunction with an

overlarge wheel and lack of lateral support from the seats rather discourages the kind of hard cornering a sports car fan is likely to indulge in occasionally, although the overall handling characteristics are little changed. Also GT in character are some improvements to interior safety and comfort rubber winders for the windows neatly recessed doors locks and some welcome additional fore-and-aft adjustment for the driver's seat. However, the method of rake adjustment is as primitive and inadequate as ever, the heater has inferior controls and remains an extra, the glove compartment is crude, sun visors are not provided as standard on this open model and no fresh air vents (or extractor louvers on the GT version) are fitted. Despite these faults general comfort is quite good and there are few cars that can outpace the MGC at anything near its £1,163 price tag as our performance chart shows.

### Performance and Economy

Requiring full choke for the first start of the day the new engine is one of those for which any initial choke setting seems either too much or too little and a mile or so must be covered before power is developed cleanly. On our test car the engine idled with a whine but made its true nature apparent at anything above 1,000 r.p.m. From this speed it pulls without hesitation, pinking or vibration making for pleasant driving in towns and the quiet hum of the exhaust is the predominant noise. But at the higher engine speeds used on the open road especially between 3,500 and 4,000 r.p.m. the quietness of the new unit becomes a trifle masked by a fan noise, which although it is never unduly loud is particularly evident at speed in the lower gears. The lack of torque below about 3,000 r.p.m. makes itself evident when overtaking too. With the throttle floored at



### Philosophy and Furniture

say 1,500 r.p.m. the car takes some time to build up speed until the engine reaches 3,000 r.p.m. when it begins to pull firmly and continues to do so with silky smoothness right up to the 5,600 r.p.m. limit at which sounds quite unstrained. Because of this lack of low-speed torque, high revs and wheel spin had to be used during our standing start acceleration tests to prevent the engine speed from dropping too low. Nevertheless, the creditable 0 – 60 m.p.h. time of 10.0 seconds was achieved, comparing well with the 12.6 seconds of the MGB. As might be expected from a capacity increase of over a litre, the fuel consumption has gone up, but the difference is small. The overall consumption was 19.3 m.p.g. compared to the 21.3 m.p.g. of the ordinary MGB and the 20.9 m.p.g. of the GT version. This was achieved on a mixed diet of British five-star petrol and French "Super Essence" and there was no pinking or running-on with the latter fuel. On several occasions however, the plugs fouled up after a period of traffic running and needed a few bursts of high revs to clear them.

### MGC Rear

From the rear the MGC is indistinguishable from the MGB, except for a small "MGC" emblem on the boot above the octagon, and wider tyres on 5j rims that not all MGB's have.

### Transmission

The new gearbox has synchromesh on bottom gear and a lever which is spring loaded towards first and second, probably because there is hardly any free movement across the gate in neutral between the 1-2 and 3-4 slots. It is slightly heavier and generally less pleasant to use than the MGB's partly because it is easy to notch first instead of third from second and inadvertently override the spring protecting reverse on the left when coming down to second. Perversely, reverse itself was often difficult to select. The synchromesh however is effective and not too obstructive.

Both the throttle and clutch are smooth and progressive but have a long travel, giving a rather "soft" feel to the car.

With overdrive (as on our test car) goes a lower final drive ratio (3.307:1 instead of 3.07:1) and different indirect ratios to give approximately the same speed in first, second and direct third as on the non-

overdrive car. Direct top being determined solely by the final drive ratio, remains a lower ratio (22.1 m.p.h. per 1,000 r.p.m.) than top without overdrive (23.8 m.p.h. per 1,000 r.p.m.) These ratios are generally satisfactory except for a rather large gap between second and third as on the MGB which is accentuated by the torque characteristics. In overdrive top, the engine speed is only 3,700 r.p.m. when cruising at the 100 m.p.h. which the car was able to maintain comfortably on French auto routes. Below 3,000 r.p.m. the overdrive engages reasonably smoothly, even at higher speeds it comes in with less of a jerk than usual so it is not really essential to the clutch to cushion engagement.

## Safety Check List

### Steering assembly

Steering box position	Forward
Steering column collapsible	No, but jointed
Steering wheel boss padded	No
Steering wheel dished	No

### Instrument panel

Projecting switches	Yes
Sharp cowls	Yes
Padding	At top of fascia

### Windscreen and visibility

Screen type	Laminated
Pillars padded	No
Standard driving mirror	Interior
Interior mirror framed	Yes
Interior mirror collapsible	Yes
Sun visors	None

### Seats and harness

Attachment to floor	Via slides
Do they tip forward?	Yes
Head rest attachment points	None
Back of front seats	Padded
Safety harness	Diagonal and lap
Harness anchors at back	Not applicable

### Doors

Projecting handles	Door handles recessed winders soft
Anti-burst latch	Yes
Child-proof locks	No



# MGC

## Handling and Brakes

With 210 lb. more engine weight and an increase in front roll stiffness, pundits have been predicting tremendous understeer for the new MGC. But in fact the weight distribution is very little changed compared to the MGB, although the car is 3.5 cwt. heavier overall. Other factors which work against an increase in understeer include an increase in power and the fact that the front tyres are run at 4 p.s.i. above the rears. Under most circumstances therefore the car remains a mild understeerer and although the tail can be made to break away quite readily it does so in a rather clumsy, wallowy way. The biggest difference is in the steering. To prevent it from becoming intolerably heavy, the gearing has been lowered (there are now more turns from lock to lock for a bigger turning circle) and the castor angle appreciably reduced. Even so, the steering is almost in the heavyweight class. On sharp corners you have to haul it round from the shoulder and even on gentle ones it is a bit spongy and unsporting.

These two characteristics, plus an over-large steering wheel and the tendency to cling on to it because of poor lateral support by the driver's seat, make it physically difficult to apply rapid corrections, your hands are liable to get tangled up with your knees and tiring to throw the car about in the way that ought to be possible.

Specification		Dimensions		wheels, heater, tonneau cover, exterior luggage grid, rear compartment cushion, leather and leathercloth, rubber mats	
<b>Engine</b>		113 in. dia. discs	9 in. dia. drums		
Cylinders	6 in line	Front	30.8 sq. in. of lining operating on	Upholstery	Leather and leathercloth
Bore and stroke	83.34 mm. x 89.9 mm.	Rear	226.2 sq. in. swept area of disc/drum	Floor covering	Rubber mats
Cubic capacity	2,912 c.c.		127.3 sq. in. swept area of drum	Alternative body style	GT
Valves	pushrod o.h.v.	<b>Suspension and steering</b>			
Compression ratio	9.0:1	Front	Unequal length parallel wishbones with torsion bars and an anti-roll bar		
Carburettor	Twin SU H56	Rear	Live axle on leaf springs		
Fuel pump	Mechanical	Shock absorbers:			
Oil filter	Full flow	Front	Armstrong telescopic		
Max. power (net)	146 b.h.p. at 5,260 r.p.m.	Rear	Armstrong lever		
Max. torque (net)	170 lb.-ft. at 3,900 r.p.m.	Steering gear	Cam gear rack and pinion		
<b>Transmission</b>		Type	165-18 Dunslop SP41		
Clutch	Borg and Beck 6.5 p. 9 in. diaphragm	Rim size	5J		
Top gear (a/m)	1.0:1 (overdrive, 0.82:1)	<b>Coachwork and equipment</b>			
3rd gear (a/m)	1.307:1 (overdrive, 1.07:1)	Starting handle	No		
2nd gear (a/m)	2.096:1	Jack	W/air screw		
1st gear (a/m)	2.88:1	Jacking points	One each side in door all		
Reverse	3.095:1	Battery	2 x 6 volt negative earth, 72 amp. hour capacity		
Overdrive	Laycock	Number of electrical fuses	2		
Final drive	3.307	Indicators	Self-cancelling flashers		
R.L.P.S. at 1,000 r.p.m. (w/—)		Screen wipers	Two-speed		
Top gear	27.0	Screen washers	Manual button		
2nd gear	20.7	Sun visors	None		
3rd gear	17.0	Locks			
2nd gear	10.8	With ignition key	Doors		
1st gear	7.4	With other keys	Boat and glove locker		
<b>Chassis</b>		Interior heater	Fresh air (optional)		
Construction	Unitary	Excess available	Automatic gearbox, w/w		
<b>Brakes</b>					
Type	Sliding disc/drum with servo.				

Nevertheless, it retains its ability to corner hard with a fair amount of roll and a good deal of tyre squeal and adhesion in the wet was excellent.

When used for a hard stop from high speed, the servo-assisted brakes claw the car down in a very satisfactory way, but for town use they feel just a little over-sensitive and not quite so progressive. A small increase in pedal pressure was observed during our fade test and there was a good deal of smoke at one stage suggesting that a shortening of the time between stops or an increase in the deceleration used might lead to quite rapid fade. They were little affected by the watersplash, however and the handbrake gave a good 0.37g stop.

## Comfort and Controls

On normal British roads the ride of the new car is firm; well-damped and a little better than that of the MGB, certainly it is quite good for a sports car of this kind. On the cobbled streets of French towns a good deal of vibration is transmitted to the interior which sometimes builds up to a singing resonance.

Some people found the seats comfortable on long journeys, but others complained of poor spinal support causing backache. Everyone agreed about the lack of lateral support, especially at the shoulders. Much more fore-and-aft adjustment is available than in the MGB (in fact leg room is tremendous) but the limited amount of rake adjustment is still effected by two bolts at the base of the backrest. These are joined by a soloed link (which also needs a spanner for adjustment) to prevent the backrest from tilting forwards in a crash. Because it is so big the steering wheel tends to foul your knees or thighs, especially of the left leg when the foot is drawn back to accommodate the long travel of the clutch. Other major controls such as the gearlever and pedals are well-located. Some drivers found them awkwardly placed for easy "heel and toe" controls. Of the minor controls (nearly all of which protrude lethally) only the indicator stalk and horn button are within fingertip reach. The overdrive switch, lights switch and wiper and washer controls being on the fascia but not too far away from the driver's hands. The floor dipswitch requires an even longer backward movement of the leg than does the clutch, though it is easier to work than the B's.

With the thin-pillared optional plastic hardtop all-round visibility is good and it is possible to see the back of the boot when parking, although the mirror is rather small. The headlights gave an exceptionally powerful and well-aimed blaze of light both when dipped and when on main beam.

During wet weather the car is liable to steam up and although the rather noisy fan cleared

the windscreen fairly quickly we would have welcomed separate fresh air vents to increase the flow through the car; it is not possible to leave the windows open for very long when it is raining without getting wet. None of our test staff like the old-fashioned rotary heater controls which are troublesome to set by feel in the dark. Using them in conjunction with the flaps in the transmission tunnel is difficult to maintain a constant and comfortable temperature, especially if the car's speed is constantly changing.

In the indirect gears the gearbox emitted a powerful whine which combined with the noise produced by the engine fan to drown out the exhaust note. Wind noise was moderate up to 80 m.p.h. in our hardtop with all the windows properly shut and would have been lower with better sealing. Road noise on some surfaces however was considerable, perhaps because of the difficulty of insulating the inboard ends of the front torsion bars.

### Fittings and Furniture

The traditional set of MG instruments includes a large clear speedometer and a matching rev-counter which was up to 600 r.p.m. fast on our test car as well as a combined oil pressure and water temperature gauge and a fuel gauge. There is an ashtray on the transmission hump, a lockable glove compartment and a rigid pocket by the front passengers' legs for oddments. A carpeted platform behind the seats which can be fitted with an optional cushion provides space for two small children or quite a lot of small luggage. The boot would accept 3.3 cu.ft. of our test boxes around and above the spare wheel. The hardtop is clamped on in six places four of which need either a spanner or a screwdriver to release.

### MGC boot space

With room for 3.3 cu.ft. of our test boxes plus some soft luggage as well as more space behind the seats. The storage capacity of the MGC is quite good for a sports car.

### Servicing and Accessibility

The rather heavy bonnet is released by a pull knob awkwardly located on the passenger's side. The big six-cylinder engine fits neatly into the MG compartment and all the most important service points such as the oil filler cap, radiator filler cap, dipstick carburettors brake and clutch reservoirs, coil, distributor and oil filter are easy to get at. Servicing is needed every 3,000 miles and the requirements are similar to those of the MGB. The pillar type jack was easy to use.

## MGC Register Regalia Price List July 2007

Item	Price	Postage
<b>MGC40 Special Regalia</b>		
Tee Shirt	£16.00	£2.50
Polo Shirt	£23.00	£3.00
Baseball cap	£10.00	£2.50
Grille Badge	£25.00	£2.50
Lapel Badge	£ 5.00	£0.50
Windscreen sticker	£ 3.00	£0.50
Cotton Tote Bag	£ 3.50	£1.50



<b>Standard Regalia</b>		
Tee Shirt	£12.00	£2.50
Polo Shirt	£18.00	£3.00
Fleece V-neck	£18.50	£3.50
Fleece Full Zip	£20.00	£3.50
Fleece Quarter Zip	£22.00	£3.50
Sweat Shirt	£16.00	£3.00
Rugby Shirt	£15.00 (To clear)	£3.00
Baseball cap	£ 8.00	£2.50
Pewter model (standard)	£23.00	£3.50
Pewter model (miniature)	£ 4.00	£2.50
Workshop Manual	£20.00	£4.50
Handbook	£ 8.00	£1.50
Grille Badge	£30.00	Out of Stock
Book – The MGC & Safety Fast	Out of Stock	
Poster (Silver Jubilee)	£ 5.00	£2.50
Limited Edition print	£ 2.50	£2.50
Greetings Cards (pack 5)	£ 1.00	£1.00
Key Fob	£ 3.00	£0.50
Lapel Badge 'C' Register	£ 2.50	£0.50
Lapel Badge (various)	£ 3.50	£0.50
Tax Disk Holder (new)	£ 3.50	£0.50
Tax Disk Holder (old)	£ 2.50	£0.50
Windscreen sticker (new)	£ 2.00	£0.50
Windscreen sticker (old)	£ 1.00	£0.50
Mug	£ 3.00	Not available by post
Rucksack	£12.00 (1 only)	Apply
Umbrella	£13.50	Out of Stock

Postage and packing to be quoted specifically on multiple orders.