



## 1969 MG MGC Coupe

# POA

### Overview

Mileage	8,050 miles
Fuel Type	Petrol
Engine Size	2.9 l
Bodystyle	Coupe
Transmission	Manual
Exterior Colour	Aston Racing Green
Previous Owners	5
Registration	CBY282G



### Description

The MGC, produced by the British Motor Corporation (BMC), has a fascinating history marked by both ambitious engineering and critical challenges. It was introduced in 1967 as an attempt to replace the Austin-Healey 3000, aiming to offer a higher performance variant of the popular MGB. However, its journey was brief and tumultuous.

#### Development and Engineering

The MGC was powered by a 2.9-liter inline-six engine, significantly larger and heavier than the MGB's four-cylinder engine. This necessitated several structural modifications to the MGB's design. Notably, the front suspension was changed from a coil spring setup to a torsion bar system to accommodate the engine's size and weight. Additionally, the front crossmember was removed, and the suspension stresses were managed through the floor pan.

#### Performance and Reception

Despite its potential, the MGC struggled with weight distribution, leading to a front-heavy configuration that affected handling. The car's performance was comparable to that of the Austin-Healey 3000 Mk.III, with a top speed of around 120 mph and a 0-60 mph time of about 10 seconds. However, the handling was criticized for pronounced understeer, which was exacerbated by the initial tire setup and weight distribution.

#### Press and Market Reaction

The MGC received a harsh reception from the motoring press. Critics pointed out issues such as heavy steering, poor acceleration, and the car's general lethargy compared to expectations. This negative feedback significantly impacted on its market success. Donald Healey himself was so unimpressed that he refused to allow the Healey name to be associated with the car.

#### Production and Legacy

The MGC was only in production for a short period, from 1967 to 1969, with approximately 9,002 units built. The introduction of the MGC coincided with the formation of British Leyland, which also included Triumph, creating internal competition. The Triumph TR6, which was favored by management, ultimately overshadowed the MGC, contributing to its early discontinuation.

Despite its short-lived production, the MGC remains a notable part of MG's history. Its engineering challenges and the circumstances surrounding its development offer valuable insights into the complexities of automotive design and market dynamics during the late 1960s. Today, the MGC is appreciated by enthusiasts for its uniqueness and as a collector's item, representing a bold but flawed chapter in MG's storied legacy.

## Location

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### **Classicmobilia**

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