



Imperial War Museum Duxford (191)

Wed, 14th Oct 2020

Lot 18

Estimate: £18000 - £20000 + Fees

1968 MG C Roadster

Registration No: KNC340F

Chassis No: GCN1871

MOT: Exempt

- The subject of extensive mechanical and bodywork restoration completed in 2016
- Offered with photographic record and spec. sheet of restoration, old MOTs and a "huge" invoice file
- Reputedly originally restored to 'Downton Stage 2 Spec.' with classic rallying in mind, but never used as intended
- Finished in Red matched to a Black interior and 1 of just 4,544 roadsters made

Intended as a flagship sports car to replace the Austin-Healey 3000, the MG C was introduced in the autumn of 1967. With some 145bhp on tap, the model could complete the 0-60mph dash in around 10 seconds and hit 120mph flat out. Powered by a 2912cc OHV straight-six engine allied to either four-speed manual plus overdrive as offered here or three-speed automatic transmission. Equipped with new torsion-bar independent front suspension, telescopic shock absorbers and lower geared rack and pinion steering, it was visually distinguished by a 'power bulge' bonnet and taller 15-inch wheels. While, early road tests criticised the car's 'nose heavy' handling later reports were far kinder (which suggests that Abingdon's engineers quickly overcame the larger powerplant's extra mass). It was nevertheless axed just two years later, after a mere 4,544 Roadsters had been made. That relative lack of period sales success only serves to make it more collectible today.

Having been enjoyed by just four previous keepers this lovely MG C was the subject of an extensive mechanical and bodywork restoration completed around 2016 and is offered with a photographic record and specification sheet, some old MOT certificates and a "huge" file of invoices. Understood to have been restored to 'Downton Stage 2 specification' with the aim of competing in classic rally events, we are advised the previous keeper decided not to use the car as originally intended upon its completion. Now described as having "excellent" bodywork, red paintwork and engine with "very good" transmission and black interior which includes leather-faced seats. MG Cs may have had a rough ride in period, but good ones are now very sought after on the classic market, as enthusiasts increasingly appreciate what a fine car it is in its own right rather than viewing it as an MG B with a difference.