

Typical optional extras you might find include overdrive, wire wheels, hardtop (on the Roadster) and fabric sunroof (on the GT).

Specific Checks: First check the paperwork, ensuring the numbers match those on the vehicle, then later verify the car's authenticity by contacting the Heritage Motor Centre Archives, Gaydon (unless the car already has a Heritage Certificate).

When checking the car, the most important item is body corrosion and in particular rusting of the sills which are structurally critical and often expensive to rectify. Look for bodged sill repairs or new oversills hiding rusty inners behind them (if possible, prise up the door seal and count the number of pieces of metal under the seal – it should be three). The early design of unitary construction is complex and though it creates a very stiff structure, it makes repair more difficult due to “hidden” sections. If rust is visible, assume there is much more in the hidden areas. In the “C” (as with the “B”), structural areas which are often affected by rust include the complex sill sections, “chassis” rails, outriggers, rear spring attachments, floor and door pillars.

An area specific to the “C” to check for corrosion is the crossmember supporting the torsion bar ends, the adjacent floorpan and the front chassis, as no repair panels are available. The wings are also prone to rusting and though the front wings are bolted on, removing corroded nuts to replace a wing is a long, hard task. Check also the wheelarches for rust. One good test with a Roadster (and with the seller's permission) is to jack it up using the original jacking points and observe the door gaps. If they open at the top, this is a bad sign!

The bonnet is aluminium (which can dent) and any creases or buckling at the front probably indicates the car has had a front end accident at some time.

Check too the rear leaf springs for cracks and for deterioration of the spring mountings.

The large, almost lazy, engine in the “C” means it is not over-stressed (especially in automatic models). Together with the gearbox and rear axle, the engine is not particularly prone to problems and if serviced properly, they are long-lived items. The engines also do not usually suffer from overheating or loss of oil. The C-Series engine was shared only with the Austin 3-Litre saloon (1967-71) but note that the Austin used a version with a lower compression ratio.

Today MGC spares are generally not difficult to find, though the situation is not as easy as with the MGB and there is currently no Heritage replacement bodyshell (as there is for the MGB Roadster, MGB GT and V8).

Prices Today: The MGC Roadster is worth slightly more than the GT.



Photo Top Right: **The GT was launched at the same time as the roadster.**
 2nd From Top: **There was no “rubber bumper” version of the “C”.**
 3rd From Top: **This restored car has non-standard Compomotive wheels.**
 Lower Right: **A Downton Stage 3 specification engine installed in the car illustrated above, with triple SU carbs and other tuning modifications.**