

Member Featured Car of the Month March 2011

Pat's MG (68 MGC)

By Pat & Reuben Wasserman as interviewed by Ron Parks

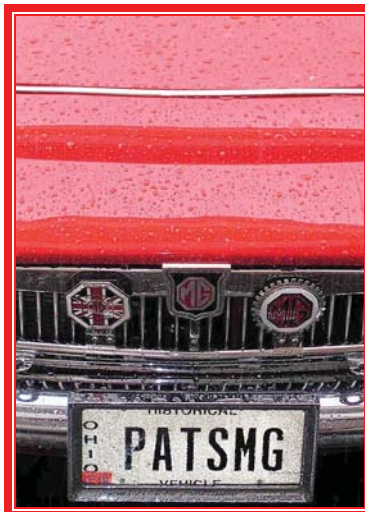
Pat enjoyed riding with Reuben in his MG TD so much that she felt like she would enjoy driving the car too. My only problem, she says, was that I didn't know how to drive a manual transmission car and therefore insisted on having a car with an automatic transmission. Knowing that in 69 and apparently late 68, some MGCs had been manufactured with Borg Warner 3 speed automatic transmissions installed, the search began. Carole Looft, who was on the



lookout helping search the internet for an MGC with an automatic transmission; found one on E-Bay, located in Marlboro Maryland, near where Pat's brother lives. Before bidding, we had asked Pat's brother to go look at the car and drive it. He was impressed and so we went forward with the bidding. Terry Looft, being a wizard on E-Bay successfully bid on the car for us. Once we got the car, in September of 2005, the seller trucked the car to Pat's brother's house. We then arranged for a transport to pick it up there. We bought it, sort of sight unseen, although we felt confident with Pat's brother having looked at it for us.

So, then we get the car home and Pat can't drive it, because she can't reach the pedals. Just scoot the seat up, we thought? But, No! The seats would not move enough. We even considered putting blocks on the pedals. Further investigation revealed that the former owner, in restoring the car had reversed the seat rails when installing them, placing the lever on the side by the transmission tunnel. The lever could not be moved enough to allow the seat to move. We also place spacers under the rails, higher in the seats that she now could slide back and forth.

Reversing rails can also limit the seats travel due to interference with the transmission tunnel. A remove your seats for a reason, keep track of the odd angle causing passenger and driver side right rails for each seat. Put them back exactly where previously. Otherwise, your seats will not slide freely and cannot be adjusted for all positions.



The previous owner was the third owner of the car and had owned it for ten (10) years. He had done a complete restoration between 1993 and 1995.

Reuben drove Pat's MGC to Gatlinburg Tennessee by himself, to participate in MG 2006 and had a good time with other local club members there. In June of 2008 Reuben drove the MGC to MG 2008 in Valley Forge Pennsylvania with their daughter in the navigator's seat, going along for the ride. While there he took advantage of an offer of a local shop to have the car tested on a dynamometer. It turned out; at least the way the host put it, the car out performed all the other MGCs he had tested. The dynamometer measured horse power versus engine speed, the air to fuel ratio versus engine speed and the torque versus engine speed. The maximum torque out of three runs came in at 127 foot pounds; the maximum power on one of the runs was about 95 horse power.



There is some pollution equipment on the car, although the belt has been removed from the air pump making it inoperative. We burn premium fuel. The manual recommends 100 octane fuels, which is equivalent to racing fuel. There is a place in Beavercreek, Ohio where racing fuel can be purchased, but we have not done so.

The Borg Warner 3 speed automatic transmission works well and shifts very smoothly. So far as we know, the MGC with the six (6) cylinder engine is the only MG model that was ever manufactured with an automatic transmission installed.

We have made a few improvements to the car. We replaced the ill-fitting convertible top with a new black vinyl top, which we have no problem putting down, but putting it back



up and getting all the snaps fastened is another story. The top is very tight, looks good and does not flap and vibrate in the wind at highway speeds. The car came with a radio and wiring for speakers, but was missing the speakers. We borrowed the housings for speakers that had been custom built for an MG owned by Terry Looft, and used them as patterns to build like units to hold speakers that are now wedged in the rear area behind the seats. They work pretty well, but as with most

MGs the radio is difficult to hear at speed with the top down. We put a luggage rack on the car too. While the wheels are beautiful chromed wire, the spare that came in the boot was a painted wire wheel. When in Gatlinburg I met a gentleman who also had an MGC, apparently, he hadn't come to Gatlinburg with a C, but was restoring it and he offered to give me a chrome spare for the price of shipping.

The car shows well and has won awards several times at British Car Day Dayton, British Car Day Cincinnati and the 2nd Street Market show. It is sometimes disappointing when there is not a separate class for MGCs. Usually they are lumped in with the MGB chrome bumper cars. Admittedly the car competes well regardless of the class in which it is entered.

Pat says her little red car is a magnet for teenage boys and little old men. It's the story of my life she jokingly says. It is a lot of fun to drive. We really enjoy it! The only thing is we don't have the self-confidence to take off by ourselves, because if something breaks down it would be beyond our capabilities to repair it. We are not into driving long distances in the C, but plan to attend local car shows. That's why we really enjoy going on club tours and to car shows with other club members along for support.

We don't know what we would do were it not for the MG Car Club. That was the smartest thing we ever did; joining the club. Everyone has been very helpful. We sincerely appreciate you folks in the MG Car Club for all the help, advice and fun you've provided!

